



KENT COUNTY COUNCIL THANET LOOP IMPROVEMENT PROJECT - QEQM HOSPITAL JUNCTION CONSULTATION REPORT

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Background

Kent County Council (KCC) is proposing to introduce highway improvements to the Queen Elizabeth The Queen Mother (QEQM) Hospital junction on the A254 Ramsgate Road in Margate. This scheme aims to help improve bus journey times and reliability for the Thanet Loop Bus Service.

The proposed scheme for the QEQM Hospital junction and surrounding areas would see the following changes and is part of the Bus Service Improvement Plan (BSIP):

- Moving the 'Lesters' northbound bus stop 12 metres further north on Ramsgate Road (closer to Nash Court Road) to make it easier for buses to pull in and out of the bus stop
- Installing a new bus and taxi lane on Ramsgate Road on the southbound approach to the junction (near Lesters Pub and Restaurant)
- Removing the uncontrolled crossing outside Lesters Pub and Restaurant to accommodate the new bus and taxi lane
- Creating a replacement signal-controlled pedestrian crossing facility on the northern arm of the QEQM Hospital junction
- Creating a new footpath link to help improve access for pedestrians
- Creating a new left turn filter phase at the QEQM Hospital signalised junction
- Extending the right turning lane on the northbound approach to the traffic signals.

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

- Extend or amend existing waiting restrictions (double yellow lines) on Ramsgate Road
- Introduce a new bus and taxi lane starting outside Lesters Pub and Restaurant on Ramsgate Road.

In July 2024, KCC launched a consultation providing details of the proposed scheme. The consultation sought to understand views on the scheme to help finalise the design. This feedback will be reported to the Cabinet Member of Highways and Transport for them to decide if the scheme should proceed or not. This report will also be provided to members of the Thanet Joint Transportation Board (JTB).

Consultation process

The public consultation ran from the 5 to the 29 July 2024. The consultation provided the opportunity to find out more and provide feedback. Feedback was captured via a consultation questionnaire which was available on Let's talk Kent, KCC's engagement website (www.kent.gov.uk/thanetloop). Hard copies of the consultation material, including the questionnaire were also available on request.

The following promotional activities were undertaken to support the delivery of the consultation:

- Over 900 postcards delivered to residents and businesses within the surrounding area of the site
- Emails sent to key stakeholders, including those representing people with protected characteristics
- A press release was issued (<https://news.kent.gov.uk/articles/consultation-opens-for-views-on-road-changes-in-thanet>)
- Social media posts promoting the scheme, on Facebook, X, and Nextdoor. Stagecoach's Communication Team then shared and reposted these posts on their social media channels with their own messaging.
- Posters promoting the consultation were displayed on Thanet Loop buses
- TRO notices were displayed on site
- TRO notices advertised in the local newspapers
- An email was sent to 1,211 people who have requested through Let's talk Kent to be kept informed of consultations on traffic and transport in district of Thanet.

Points to note

- Questions in Part 1 of the consultation questionnaire (level of TRO support and reasoning) were mandatory. In Part 2 of the consultation questionnaire, 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 / table featured in this report.
- Please note that for single choice questions the sum of individual percentages may not sum to 100% due to rounding.
- Participation in consultations is self-selecting and this needs to be considered when interpreting responses.
- Response to this consultation does not wholly represent the local area 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

60 consultees completed the consultation questionnaire in total.

The tables below show the profile of consultees responding to the consultation questionnaire. Please note that the demographic questions were asked of residents only. The proportion who left these questions blank or indicated they did not want to disclose this information has been included as applicable. Please note that the sum of individual percentages for each question may not sum to 100% due to rounding.

As completion of the second part of the consultation questionnaire was optional, 27 of the 60 consultees did not identify how they were taking part in the consultation. Of those that did identify themselves, the highest proportion completing identified themselves as a Thanet resident (48% of consultation responses).

RESPONDING AS...	Number of consultees of total answering 60	% of total answering 60
As a Thanet resident	29	48%
As a resident of somewhere else in Kent or further afield	1	2%
As someone who works at QEQM Hospital or Pilgrims Hospice	1	2%
Something else	2	3%
Prefer not to say / blank	27	45%

SEX (residents only)	Number of consultees of total answering 60	% of total answering 60
Male	17	28%
Female	5	8%
Prefer not to say / blank	38	63%

AGE (residents only)	Number of consultees of total answering 60	% of total answering 60
25-34	1	2%
35-49	5	8%
50-59	4	7%
60-64	5	8%
65-74	2	3%

AGE (residents only)	Number of consultees of total answering 60	% of total answering 60
75-84	5	8%
85 & over	0	0%
Prefer not to say / blank	38	63%

DISABILITY (residents only)	Number of consultees of total answering 60	% of total answering 60
Yes	6	10%
- Physical impairment	3	5%
- Sensory impairment (hearing, sight or both)	1	2%
- Long standing illness or health condition, such as cancer, HIV/AIDS, heart disease, diabetes or epilepsy	1	2%
- Mental health condition	1	2%
No	16	27%
Prefer not to say / blank	38	63%

CARER (residents only)	Number of consultees of total answering 60	% of total answering 60
Yes	5	8%
No	16	27%
Prefer not to say / blank	39	65%

ETHNICITY (residents only)	Number of consultees of total answering 60	% of total answering 60
White English / White Scottish / White Welsh	18	31%
Mixed White & Black African	1	2%
Other ethnic group	2	3%
Prefer not to say / blank	39	65%

Response to consultation proposals

Extending or amending existing waiting restrictions (double yellow lines) on Ramsgate Road

Consultees were asked to indicate whether they support or object to the Traffic Regulation Order. 60% indicated they support the Order and 40% indicated they object to the Order.

Consultees were given the opportunity to comment on the reason for their response. Comments contain a mix of perceived positives and concerns. The percentages below are based on consultees providing a comment:

Positives:

- Will improve traffic flow / reduce congestion – 23%
- Agree / support idea (generally) – 13%
- Will improve safety (generally) – 13%.

Concerns:

- Hospital staff / visitors don't have enough parking – 17%
- Will push parking onto other streets / will impact residential parking – 13%
- Traffic Regulation Order is not needed / there is no problem / won't improve anything – 13%.

Introducing a new bus and taxi lane starting outside Lesters Pub and Restaurant on Ramsgate Road

Consultees were asked to indicate whether they support or object to the Traffic Regulation Order. 52% indicated they support the Order and 48% indicated they object to the Order.

Consultees were given the opportunity to comment on the reason for their response. The percentages below are based on consultees providing a comment:

Positives:

- Will improve bus journey times – 17%
- Agree / support idea (generally) – 10%
- Will improve traffic flow / reduce congestion – 10%.

Concerns:

- Not needed / waste of money / no justification / pointless for distance – 17%
- Will make things worse / cause congestion / more dangerous – 15%
- Disagree with dedicated bus / taxi lane / supporting bus companies – 12%.

Support for individual proposed changes

Consultees were asked to indicate the extent to which they agree or disagree with each of the proposed changes on a five-point agreement scale. The percentages below are based on consultees providing a comment. Support is highest for:

- A new controlled pedestrian crossing with the signalised junction to replace the existing uncontrolled pedestrian crossing – 79% agreeing
- A new footway link from Ramsgate Road to provide a connection to the new signal-controlled pedestrian crossing – 72% agreeing.

Overall support is comparably lower for:

- A new southbound bus and taxi lane to allow buses and taxis turning left into the hospital to bypass queues at the junction – 52% agreeing
- Changes to 'Lesters' northbound bus stop to improve bus movements and passenger accessibility – 45% agreeing.

Support for proposed scheme as a whole

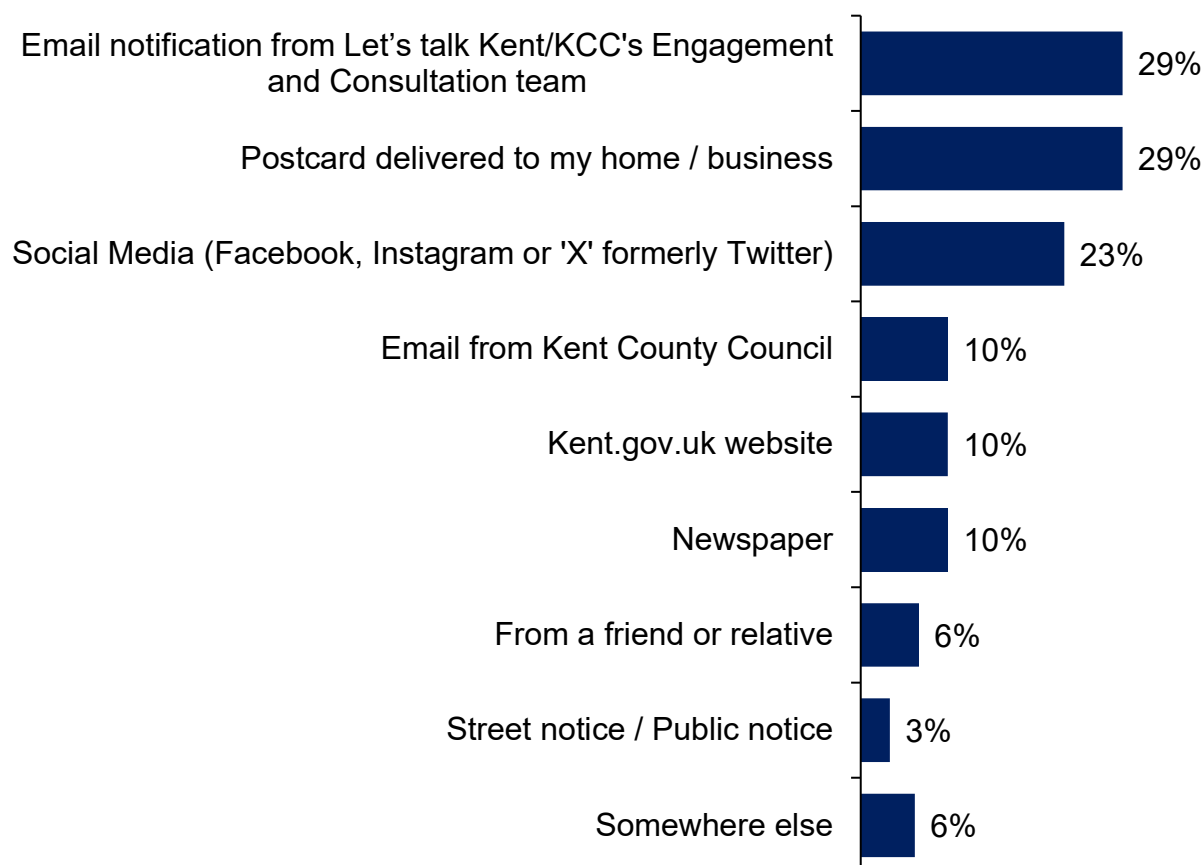
Consultees were asked to indicate the extent to which they agree or disagree with the proposed scheme as a whole on a five-point agreement scale. Views are polarising with 48% of those answering indicating they agree and 48% indicating they disagree with the proposed scheme as a whole.

CONSULTATION AWARENESS

- Please note that this question featured in the second part of the questionnaire and was therefore not compulsory for completion.
- The most common routes to finding out about the consultation are an email notification from Let's talk Kent / KCC's Engagement and Consultation team (29%) and a postcard delivered to their home / business (29%).
- 23% found out through social media.
- 10% found out through an email from Kent County Council.

How did you find out about this consultation?

Base: all answering (31), consultees had the option to select more than one response.



SUPPORTING DATA TABLE	Number of consultees of total answering 31	% of total answering 31
Email notification from Let's talk Kent / KCC's Engagement and Consultation team	9	29%
Postcard delivered to my home / business	9	29%
Social Media (Facebook, Instagram or 'X' formerly Twitter)	7	23%
Email from Kent County Council	3	10%

SUPPORTING DATA TABLE	Number of consultees of total answering 31	% of total answering 31
Kent.gov.uk website	3	10%
Newspaper	3	10%
From a friend or relative	2	6%
Street notice / Public notice	1	3%
Something else	2	6%

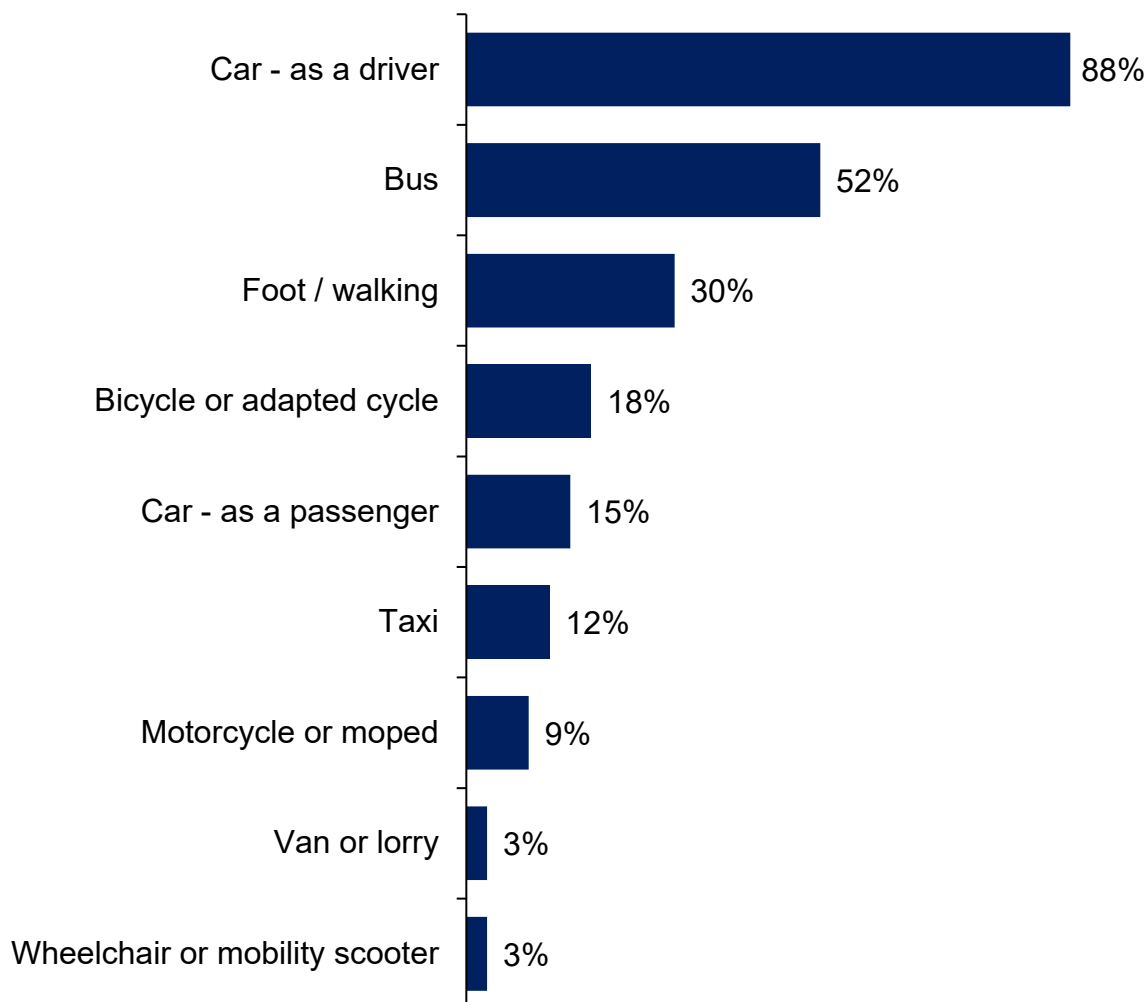
TRAVEL TO A254 RAMSGATE ROAD

Consultees were asked to indicate how they usually travel on the A254 Ramsgate Road, where they park if they visit the QEQM hospital by car and how often they use the Thanet Loop Bus Service. Please note that these questions featured in the second part of the questionnaire and were therefore not compulsory for completion.

Usual mode of travel on A254 Ramsgate Road

- Amongst those responding regarding travel on the A254 Ramsgate Road (n=33), the most popular mode of travel is by car as a driver (88%), followed by bus (52%).
- 30% usually travel on foot, 18% travel by bicycle / adapted bicycle and 15% travel in a car as a passenger.

What is your usual mode of transport on the A254 Ramsgate Road? Base: all providing a response (33), consultees had the option to select more than one response

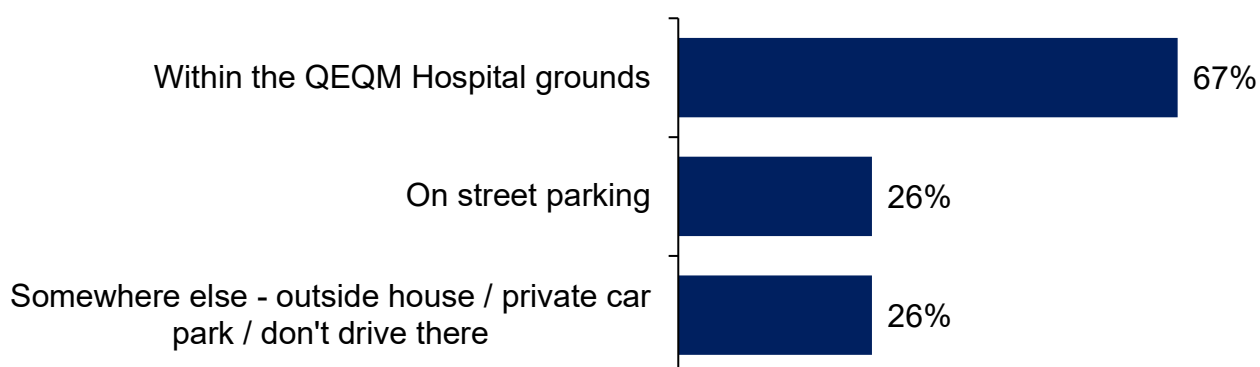


SUPPORTING DATA TABLE	Number of consultees of total answering 33	% of total answering 33
Car - as a driver	29	88%
Bus	17	52%
Foot / walking	10	30%
Bicycle or adapted cycle	6	18%
Car - as a passenger	5	15%
Taxi	4	12%
Motorcycle or moped	3	9%
Van or lorry	1	3%
Wheelchair or mobility scooter	1	3%

Parking location when visiting QEQM Hospital by car (if driving)

- Consultees were asked to indicate where they usually park if they visit the QEQM Hospital by car.
- Just over two thirds who visit the QEQM Hospital by car park within the hospital grounds (67%). Just over a quarter (26%) usually park on street.

If you visit the QEQM Hospital by car, where do you usually park? Base: all providing a response (27), consultees had the option to select more than one response

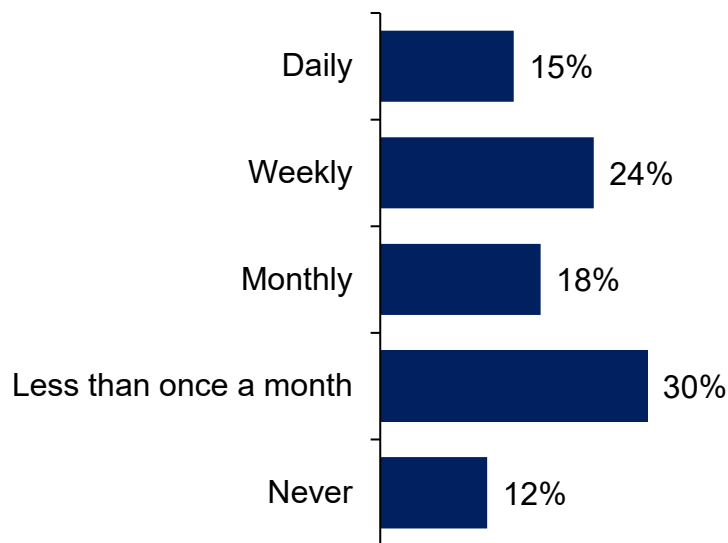


SUPPORTING DATA TABLE	Number of consultees of total answering 27	% of total answering 27
Within the QEQM Hospital grounds	18	67%
On street parking	7	26%
Somewhere else - outside house / private car park / don't drive there	7	26%

Frequency of using Thanet Loop Bus service

- Consultees were asked to indicate how often they use the Thanet Loop Bus Service.
- Just under four in ten of consultees answering (39%) use the Thanet Loop Bus Service at least weekly (15% daily, 24% weekly).
- 18% of consultees answering use the Service monthly and 30% use it less than once a month.
- 12% of consultees answering indicated they never use the service.

How often do you use the Thanet Loop Bus Service? Base: all providing a response (33), single response question



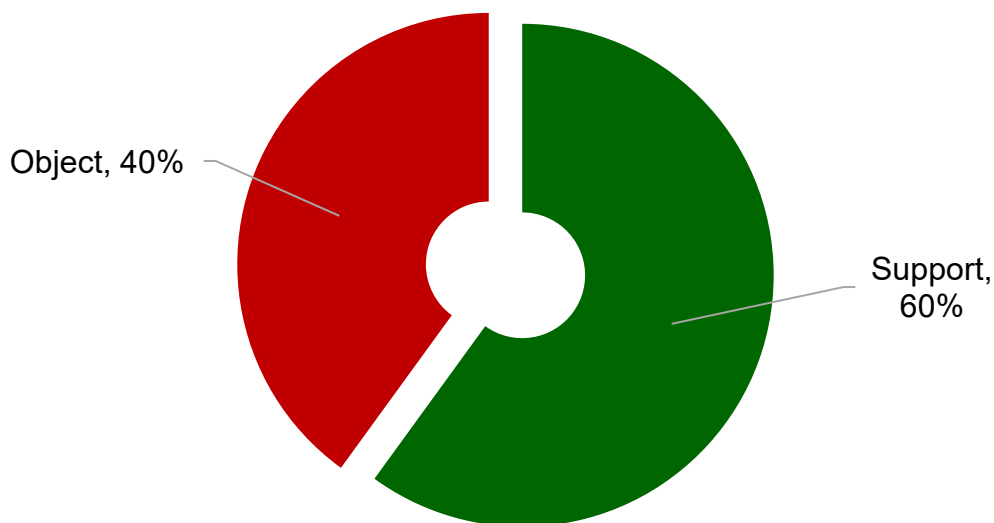
SUPPORTING DATA TABLE	Number of consultees of total answering 33	% of total answering 33
Daily	5	15%
Weekly	8	24%
Monthly	6	18%
Less than once a month	10	30%
Never	4	12%

RESPONSE TO CONSULTATION PROPOSALS

Response to Traffic Regulation Order - to extend or amend existing waiting restrictions (double yellow lines) on Ramsgate Road

- Consultees were asked to choose whether they support or object to the Traffic Regulation Order to extend or amend existing waiting restrictions (double yellow lines) on Ramsgate Road.
- 60% indicated they support the Order and 40% indicated they object to the Order.

Please tell us if you support or object to the Traffic Regulation Order to extend or amend existing waiting restrictions (double yellow lines) on Ramsgate Road. Base: all providing a response (60), the sum of individual percentages may not sum to 100% due to rounding



SUPPORTING DATA TABLE	Number of consultees of total answering 60	% of total answering 60
Support	36	60%
Object	24	40%

Consultees were given the opportunity to provide their reasons for support or objection to this Traffic Regulation 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. All consultees provided a comment at this question.

Comments contain a mix of perceived positives and concerns for the Traffic Regulation Order. The main themes put forward by those consultees answering are as follows:

- Will improve traffic flow / reduce congestion – 23%
- Hospital staff / visitors don't have enough parking – 17%
- Agree / support idea – 13%
- Will improve safety generally – 13%
- Will push parking onto other streets / will impact residential parking – 13%
- Traffic Regulation Order not needed / there is no problem / won't improve anything – 13%.

Please tell us the reason for your support or objection. Base: all answering (60), percentage mentions above 2% included below

	Number of consultees of total 60	% of total answering 60
Will improve traffic flow / reduce congestion	14	23%
Hospital staff / visitors don't have enough parking	10	17%
Agree / in support / good idea (generic comments)	8	13%
Will improve safety (generic comments)	8	13%
Will push parking onto other streets / will impact residential parking	8	13%
Not needed / there is no problem / won't improve anything / could make traffic worse	8	13%
Will improve safety for pedestrians	6	10%
Will improve Loop service / bus journey times	6	10%
Already a lack of parking / need more parking not less	6	10%
Waste of money / spend money elsewhere / more important things	3	5%
Will improve access to QEQM Hospital	2	3%
Will impact on disabled access to driveways / parking	2	3%
Will cause too much disruption whilst underway	2	3%
Will improve safety for cyclists	1	2%
There is suitable / adequate parking elsewhere	1	2%
Would need to have a residents' permit scheme if so	1	2%
Suggest improving traffic flow northbound too	1	2%
Lack of data to support proposals	1	2%

	Number of consultees of total 60	% of total answering 60
Another reason	4	7%

Some example verbatim comments from the key theme of improving traffic flow / reducing congestion can be found below:

“Excellent idea, it will allow traffic to continue to move without meandering around parked cars.”

“This appears to improve pedestrian crossing, and traffic flow.”

“It will allow traffic to flow easier and pedestrians easier to see.”

Some example verbatim comments from those who indicated they generally agree / support the idea / believe it will improve safety can be found below:

“I support this TRO as I believe that the improvements are necessary.”

“This would increase safety levels for all pedestrians & motorists.”

“I would support as it will be less dangerous for traffic and people to cross the road and will reduce less accidents.”

Some example verbatim comments from the key theme of hospital staff / visitors not having enough parking can be found below:

“Parking in Thanet is already a nightmare there are numerous double yellows that do not seem to pertain to help with safety but rather just to make life difficult. Parking for staff in particular at the QEQM is extremely limited so to limit that further by reducing the amount of off-road parking would be a detriment to them.”

“There is critical shortage of parking within the Hospital already. Removing all of the on-street parking to the front will exacerbate this issue. I see this, first hand every day. I wholeheartedly want to see more people using public transport but often that doesn't work when people are attending hospital. There needs to be more parking available, not less!!”

“I work at the hospital, and we have a very limited amount of staff parking (paid for), I am not eligible for a parking permit and therefore will not be able to get to work without leaving an hour before my 7am start for a 13-hour shift. I use these roads to park on. Moreover, my dad will have to sell his car as he does not have a drive and will not be able to park.”

Some example verbatim comments from the key theme of potentially pushing parking onto other streets / impacting residential parking can be found below:

“Further reduction of parking that impacts local residents, for little to no gain. Further depreciation of house value due to hospital staff/patients taking limited parking spaces.”

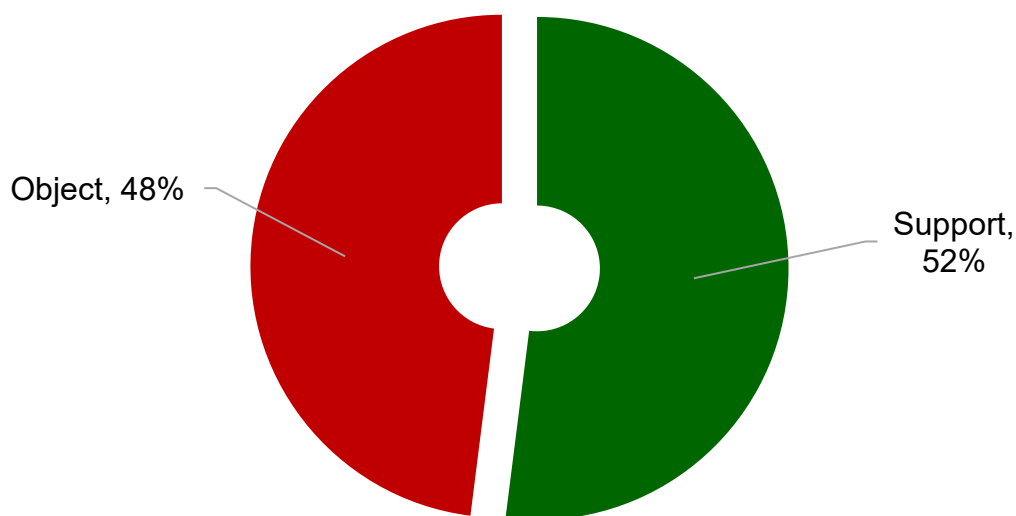
“We live in an area that is constantly plagued with hospital parking making it impossible to park even near to home let alone outside Until the hospital provides enough free parking for both staff and patients NO on street parking can be lost without making the issues for us worse.”

“This new proposal takes no account of the problems the local residents already have with both staff and visitors parking in surrounding roads sometimes for days preventing us from parking anywhere near our homes I have a disabled parent and when I go to collect him for dinner, I often can’t then get back anywhere near my home It looks like the only thing that matters is the hospital. Please at least give us some consideration.”

Response to Traffic Regulation Order - introducing a new bus and taxi lane starting outside Lesters Pub and Restaurant on Ramsgate Road

- Consultees were asked to choose whether they support or object to the Traffic Regulation Order to introduce a new bus and taxi lane starting outside Lesters Pub and Restaurant on Ramsgate Road.
- 52% indicated they support the Order and 48% indicated they object to the Order.

Please tell us if you support or object to the Traffic Regulation Order to introduce a new bus and taxi lane starting outside Lesters Pub and Restaurant on Ramsgate Road.
Base: all providing a response (60), the sum of individual percentages may not sum to 100% due to rounding



SUPPORTING DATA TABLE	Number of consultees of total answering 60	% of total answering 60
Support	31	52%
Object	29	48%

Consultees were given the opportunity to provide their reasons for support or objection to this Traffic Regulation 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. Only one consultee did not provide a comment at this question.

Comments contain a mix of perceived positives and concerns for the Traffic Regulation Order. The main themes put forward by those consultees answering are as follows:

- Will improve bus journey / times – 17%
- Not needed / waste of money / no justification for this / pointless for the distance – 17%
- Will make things worse / cause congestion / more dangerous – 15%
- Disagree with dedicated bus / taxi lane / supporting bus companies – 12%.

Please tell us the reason for your support or objection. Base: all answering (59), percentage mentions above 2% included below

	Number of consultees of total 59	% of total answering 59
Will improve bus journey / times	10	17%
Not needed / waste of money / no justification for this / pointless for the distance	10	17%
Will make things worse / cause congestion / more dangerous	9	15%
Disagree with dedicated bus / taxi lane / supporting bus companies	7	12%
Agree / in support / good idea	6	10%
Will improve traffic flow /congestion	6	10%
Left turners (to hospital) will cause problems / congestion / cars will have to cut across the bus lane	6	10%
Will impact on residents' parking / those who live opposite Lesters	6	10%
Will improve safety for pedestrians / easier for pedestrians	5	8%
Will impact on (elderly) residents (on Perkins Ave), too far to walk to crossing (would need additional crossing)	4	7%
Will improve safety for buses pulling in / out	3	5%
Will improve access / entry to hospital	3	5%
Needs a longer bus lane / the longer the better	2	3%
Spend money on improving infrastructure for increasing population	2	3%
Just improve the signal sequence / sensors	2	3%
Is the road wide enough? / the lane needs to be wider	2	3%

	Number of consultees of total 59	% of total answering 59
Support any proposals that improve bus travel / promote public transport use	1	2%
Will make it more dangerous for cyclists	1	2%
Should be promoting greener travel / not more vehicular travel	1	2%
Lack of data to support proposals	1	2%
Something else	1	2%

Some example verbatim comments from the key theme of improving bus journey / times can be found below:

“It will be quicker for buses to use the lane instead of merging with the main traffic.”

“I support this, bus travel is vital especially in Thanet so providing improved infrastructure for bus priority is great.”

“As a bus driver this needs to happen to make service more reliable, loop is always delayed on this stretch.”

Some example verbatim comments from the key theme of the Traffic Regulation Order not being needed / waste of money / no justification for this / pointless for the distance can be found below:

“This seems like a pointless exercise. And the logistics don't seem to make any sense, the road is single lane anyway once you're past the traffic lights so unless you remove off road parking there isn't space for an extra lane. Also given the very short distance you'd have for this lane what benefit could possibly be achieved when they'll just be rejoining traffic after around 50 feet. This seems more like a PR exercise with the added benefit to maybe fine a few people who drive in a bus lane. The Loop used to run absolutely fine without the need for new bus lanes, maybe you should be looking at stagecoach to see where they mismanaged themselves instead of making costly changes to the road that alleviates them of responsibility to improve their services.”

“I do not see any point in having an additional lane for buses and Taxi when the distance from the hospital entrance is minimal. This is a total waste of taxpayers' money and could be used to support more needy projects or filtered back into the hospital itself. The project would cause additional road closures and delays causing more unnecessary disruption in the area.”

“No need for this. There is no justification to allow buses and taxis their own lane!?”

Some example verbatim comments from the perception that the Traffic Regulation Order will make things worse / cause congestion / be more dangerous can be found below:

“This will only cause congestion closer to the QEQM traffic lights for vehicles turning left into the hospital. Typically, there is only ever between 3 to 6 cars that wait in the left-hand lane. Having a taxi and bus lane will not improve traffic waiting times or contribute to the bus operators timetabling. We will only see the restriction ignored and motorists using the lane, unless an ANPR camera is installed.”

“This will cause further delays to traffic and not improve the bus stop for pedestrians at all.”

“Buses already have a lane, and if a taxi lane was put in, there'd be higher congestion from normal traffic. On another note, Westwood cross and the roads around the new builds desperately need bus lanes and better infrastructure as the roads aren't big enough for the current amount of people.”

Some example verbatim comments from the key theme of disagreeing with a dedicated bus / taxi lane / supporting bus companies can be found below:

“I think it should be just a normal lane for turning left. The left-hand lane there is never busy so if you stop parking outside Lester's buses and cars can move into that lane easier. Well before the lights. I do not think it need to be a taxi bus lane just a normal left . I sit in this traffic daily . And cutting the lane to bus and taxi will cause more problems . Just remove parking back down the road.”

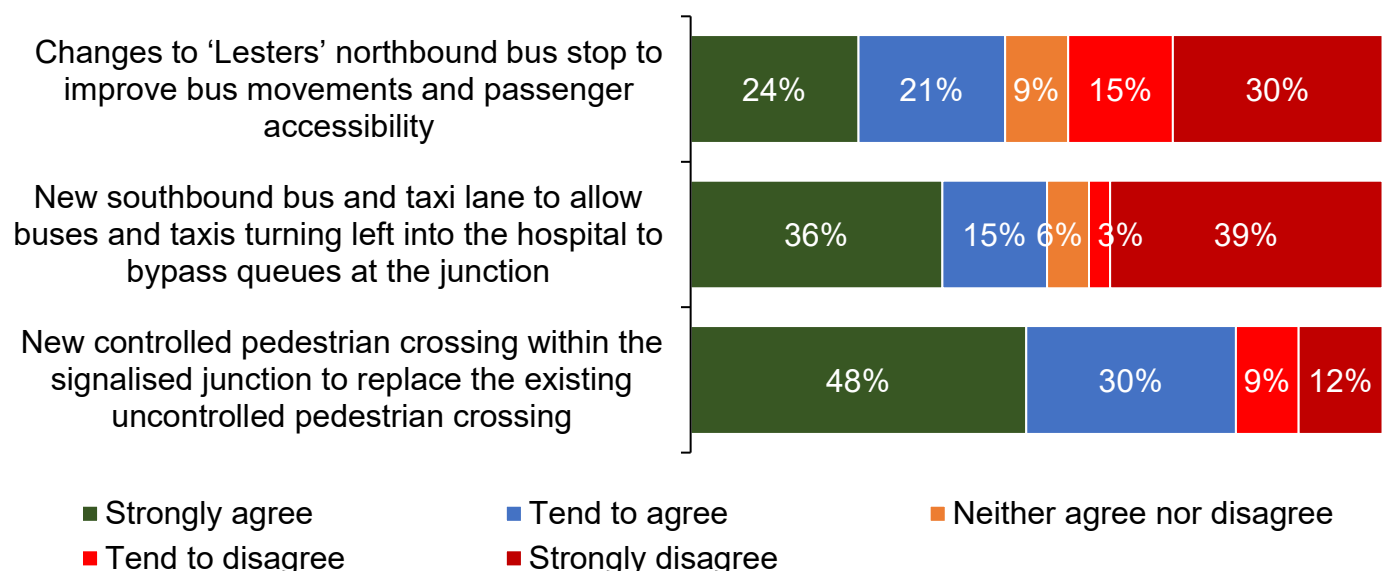
“Bus and Taxi services are private companies, and any alterations will be of benefit to these commercial companies and not to the benefit of the residents of Ramsgate Road. When the Island was constructed, you made a big issue that it was a pedestrian refuge, by removing it you are endangering the lives of any pedestrian attempting to cross the road.”

Response to individual proposed changes

- Consultees were asked to indicate the extent to which they agree or disagree with each of the proposed changes on a five-point agreement scale. Please note that this question featured in the second part of the questionnaire and was therefore not compulsory for completion.
- Of the individual changes put forward, support is highest for the following:
 - A new controlled pedestrian crossing within the signalised junction to replace the existing uncontrolled pedestrian crossing – with 79% agreeing with the proposed change and 21% disagreeing.
 - A new footway link from Ramsgate Road to provide a connection to the new signal-controlled pedestrian crossing – with 72% agreeing with the proposed change and 19% disagreeing.
 - Extended right turn filter lane on the northbound approach to the signalised junction, to allow buses (and other traffic) earlier access to the lane – with 67% agreeing with the proposed change and 27% disagreeing.
- Overall support for the remaining elements are comparably lower, namely:
 - A new southbound bus and taxi lane to allow buses and taxis turning left into the hospital to bypass queues at the junction – with 52% agreeing with the proposed change and 42% disagreeing.
 - Changes to ‘Lesters’ northbound bus stop to improve bus movements and passenger accessibility – with 45% agreeing with the proposed change and 45% disagreeing.

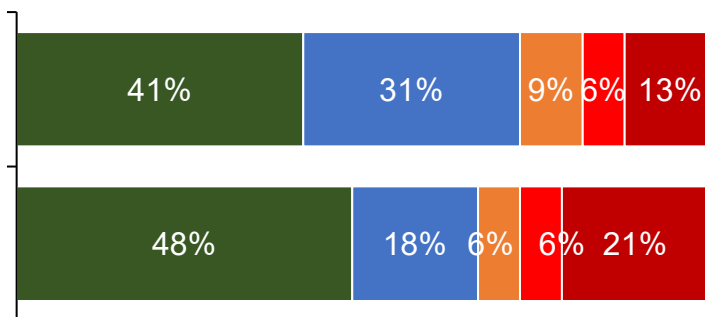
To what extent do you agree or disagree with the key changes being proposed?

Base: all providing a response (33), the sum of individual percentages may not sum to 100% due to rounding



New footway link from Ramsgate Road (service road) to provide a connection to the new signal-controlled pedestrian crossing

Extended right turn filter lane on the northbound approach to the signalised junction, to allow buses (and other traffic) earlier access to the lane



- Strongly agree
- Tend to agree
- Neither agree nor disagree
- Tend to disagree
- Strongly disagree

Changes to ‘Lesters’ northbound bus stop to improve bus movements and passenger accessibility

SUPPORTING DATA TABLE	Number of consultees of total answering 33	% of total answering 33
Strongly agree	8	24%
Tend to agree	7	21%
Neither agree nor disagree	3	9%
Tend to disagree	5	15%
Strongly disagree	10	30%
Don't know	0	0%

New southbound bus and taxi lane to allow buses and taxis turning left into the hospital to bypass queues at the junction

SUPPORTING DATA TABLE	Number of consultees of total answering 33	% of total answering 33
Strongly agree	12	36%
Tend to agree	5	15%
Neither agree nor disagree	2	6%
Tend to disagree	1	3%
Strongly disagree	13	39%
Don't know	0	0%

New controlled pedestrian crossing within the signalised junction to replace the existing uncontrolled pedestrian crossing

SUPPORTING DATA TABLE	Number of consultees of total answering 33	% of total answering 33
Strongly agree	16	48%
Tend to agree	10	30%
Neither agree nor disagree	0	0%
Tend to disagree	3	9%
Strongly disagree	4	12%
Don't know	0	0%

New footway link from Ramsgate Road (service road) to provide a connection to the new signal-controlled pedestrian crossing

SUPPORTING DATA TABLE	Number of consultees of total answering 33	% of total answering 33
Strongly agree	13	41%
Tend to agree	10	31%
Neither agree nor disagree	3	9%
Tend to disagree	2	6%
Strongly disagree	4	13%
Don't know	0	0%

Extended right turn filter lane on the northbound approach to the signalised junction, to allow buses (and other traffic) earlier access to the lane

SUPPORTING DATA TABLE	Number of consultees of total answering 33	% of total answering 33
Strongly agree	16	48%
Tend to agree	6	18%
Neither agree nor disagree	2	6%
Tend to disagree	2	6%
Strongly disagree	7	21%
Don't know	0	0%

Comments on any key changes being proposed

Consultees were given the opportunity to comment on any of the key changes being proposed in their own words. For the purpose of reporting, we have included example verbatim comments made by consultees below. Formal grouping of free text responses has not taken place at this question due to the smaller number of consultees answering (18).

Earlier concerns with regards to traffic flow, congestion, safety and the impact on local residents were repeated by consultees at this question:

“The removal of Parking Spaces in both Section 1 and Section 3 whilst crucial for the better flow of traffic, will create a diversion of parking on to Nash Court Road and St Augustine's Avenue where residents already struggle to park. Resident parking is already extremely difficult in this area, due to the fact that the houses in Ramsgate Road prior to Section 1 do not have on street parking, nor off street parking and QEQM staff also park in both of these roads. An alternative for residents parking needs to be found before this should proceed. Paid for Parking permits for Residents of Nash Court Gardens and St Augustine's Avenue would help to ease the situation. Some use of Victoria Carpets space in front of their premises (which is always empty) could be made available to some Ramsgate Road Residents on a Paid parking permit basis.”

“Wasteful and unlikely to benefit capacity or efficiency of the route. Proposals likely to cause more congestion and pollution plus changing the pedestrian crossing to controlled always increase congestion and journey times due to the difference in crossing times.”

“Poorly thought out for the local residents it only considers the hospital.”

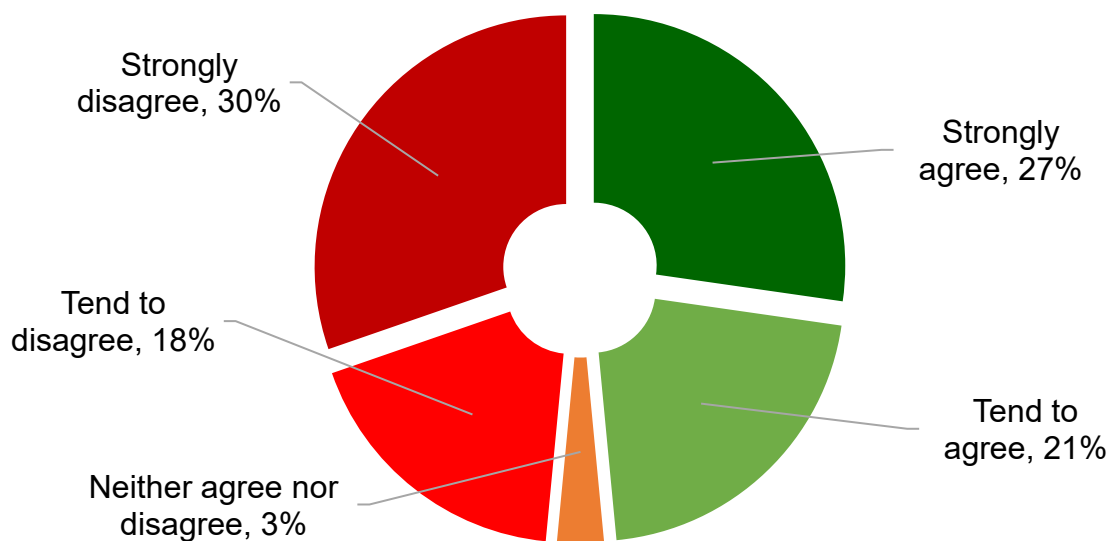
“It is making it unsafe for pedestrians on an already very tricky part of the Rd where it is nearly impossible to cross. By taking away that crossing people will still cross rather than walk and possibly get injured. There really is no need for a bus or dedicated taxi lane. All that will do is out cyclists in a very dangerous position when cars will be trying to join that section of Rd with the buses and taxis there and cyclists may suffer serious injury when they are already vulnerable road users. When the Rd is next to a busy accident and emergency people will pull into that lane to let ambulances go round and then they will have to argue as to why they do not need a ticket. The road runs rather smoothly, and this will only allow a few taxis to get into the hospital quicker if that. It will cause more congestion because cars will be trying to go faster to pull in front of buses or will be holding up the straight on traffic. There is a lot of elderly people who live nearby, and they will have to walk further to be able to be safer. Pedestrians should always be out first, and this is not in their best interest.”

Response to proposed scheme overall

- Consultees were asked to indicate the extent to which they agree or disagree with the proposed scheme as a whole on a five-point agreement scale. Please note that this question featured in the second part of the questionnaire and was therefore not compulsory for completion.
- 48% of those answering indicated they agree with the proposed scheme as a whole (27% strongly agree, 21% tend to agree). 48% indicated they disagree with the proposed scheme as a whole (18% strongly disagree, 30% tend to disagree).
- 3% indicated they neither agree nor disagree.

To what extent do you agree or disagree with the proposed scheme as a whole?

Base: all providing a response (33), the sum of individual percentages may not sum to 100% due to rounding



SUPPORTING DATA TABLE	Number of consultees of total answering 33	% of total answering 33
Strongly agree	9	27%
Tend to agree	7	21%
Neither agree nor disagree	1	3%
Tend to disagree	6	18%
Strongly disagree	10	30%
Don't know	0	0%

Consultees were also given the opportunity to comment on reasons for their level of agreement with the proposed scheme in their own words. For the purpose of reporting, we have included example verbatim comments made by consultees below. Formal grouping of free text responses has not taken place at this question due to the smaller number of consultees answering (30).

Consistent with agreement ratings, comments contain a mix of positives and concerns and reiterate points made previously:

Positives: improving traffic flow, journey times, improve Loop service

“The proposals should improve traffic flows particularly for buses/ambulances etc. entering and exiting the main access road into QEQM Hospital. Anything which improves journey times is welcome especially as the proposals should not impact on other road users.”

“The scheme will improve bus journey times which, if it helps reliability and encourages more people to use the buses, is of great benefit to the local community.”

“The Thanet Loop is an important bus service in Thanet and is well used. It does suffer from congestion and any measures to improve journey times are welcome.”

Concerns: impact on local residents, congestion, wider local travel concerns

“I agree to making improvements but feel these changes will be harmful to the quality of life of locals and visitors. Reduced parking creates competition and hardship to locals and makes life harder for visitors many of whom may not be local as well as adds to congestion whilst driving around looking for somewhere to park.”

“Wasteful and unlikely to benefit capacity or efficiency of the route. Proposals likely to cause more congestion and pollution plus changing the pedestrian crossing to controlled always increase congestion and journey times due to the difference in crossing times.”

“The whole area around the hospital requires improvement. The queues that build up cause frustration to drivers. I would recommend that you take into account all road users, not just the bus service. The right turn from chapel Hill takes too long to activate and does not stay green long enough, which again causes frustration to both drivers and buses.”

“This is a huge waste of funding on a scheme to supposedly make it easier for buses to access the hospital. Further along the same road A254 at the junction with Enterprise Road there needs to be a phase in the traffic lights for pedestrians to cross the 40mph section of road safely. The 40mph speed limit there needs reducing to 30mph as is happening a little North of this section. This is where the money needs spending to make crossing the road to access the warehouse shops and estate where children have annexes to their schools. Safety before time saving is more important.”

Any other comments on proposals

Towards the end of the questionnaire, consultees were given the opportunity to provide comments on anything else about the proposed scheme, including any other changes or improvements in their own words. For the purpose of reporting, we have included example verbatim comments made by consultees below. Formal grouping of free text responses has not taken place at this question due to the smaller number of consultees answering (17).

Earlier concerns with regards to traffic light sensors, yellow box enforcement and resident parking permits were repeated by consultees at this question:

“Keep the parking outside the hospice, remove the hatched area of roadway, move the traffic lights nearer the hospital entrance road (which will enable a longer right turn lane yet not impact on roadside parking) shorten the yellow box northbound to match southbound as it is difficult to use as a road user and just adds to congestion.”

“I would imagine the timing of the new traffic lights will need amending and hopefully new systems will be "intelligent" to maximise flow.”

“All traffic lights should be tag sensor priority with all buses having tags, so no bus gets halted at traffic lights for longer than needed, and buses would not be stopped from 30mph in less than 200yds causing unsmooth rides when lights change against them for no reason only to be changed back to green less than 1 second after setting to red.”

“Extend the new parking restrictions to encompass the length of Ramsgate Road Service Road junction to Nash Court Road by Lesters. Many drivers divert right at Lesters to avoid Victoria Traffic lights. This blocks the rest of the traffic from moving onwards. Also, include for the same restrictions to apply for Perkins Avenue on both sides of the road to the second junction with Yoakley Square.”

“If this proposal is forced through as I fear it may be, then introduce resident permit parking to protect limited spaces and house values.”

RESPONSE TO EQUALITY IMPACT ASSESSMENT

Consultees were given the opportunity to provide any comments on the draft Equality Impact Assessment and anything else KCC should consider relating to equality and diversity. Only 7 consultees provided a comment at this question. Example verbatim comments have been included below to highlight the issues referenced by those answering:

“No, this scheme is for buses to save time entering Margate hospital. That is not being equal to all as I have disabilities and drive a car, so according to the scheme there will be no access turning left from Margate direction unless being carried in a bus or taxi.”

“It should not be asked as it is irrelevant to a bus service and road scheme.”

“I think it’s total baloney. KCC wasting millions on EDI management which could go into projects like this to help road users in practical terms.”

“Waste of time.”

“I am registered disabled. I use a mobility vehicle.”

NEXT STEPS

The feedback from this consultation will be analysed and used to help finalise the scheme design. Any objections to the TROs will be addressed and responded to.

The responses will be compiled into a consultation report and made available on our website <https://letstalk.kent.gov.uk/thanet-loop-qeqm-junction>.

The consultation report will be considered by KCC's Cabinet Member for Highways and Transport and provided to members of the Thanet Joint Transportation Board on 12 September. If the decision is taken to proceed, the consultation webpage will be updated to reflect this and the TROs for the waiting restrictions and new bus and taxi lane will be advertised as 'Made Orders' with. Some works on the scheme likely to commence in Autumn 2024, with the remaining being completed in early 2025. However, this may be impacted by other works in the area. The 'Made Orders' will be publicised in the local newspaper and the consultation webpage will be updated to reflect this.

Before any construction takes place, we will contact local stakeholders to provide details about when the works will start and how they will be carried out.

KCC has considered the feedback received through this consultation and a response relating to each broad objection theme has been provided below:

Funding and where the money can be spent

The Government awarded KCC funding for our Bus Service Improvement Plan in March 2023 to deliver a programme of improvements. The Thanet Loop bus service was identified as an appropriate project for delivery using this funding. The allocated funding is for the delivery of bus improvement initiatives which reflect the requirements of the National Bus Strategy. Therefore, funding is ringfenced for the purpose of improving the network to benefit bus services and their users. We must comply with the requirements of the funding to improve bus journey times, so we cannot use this money for other improvements such as highway maintenance and repairs. The funding is being used for the improvement of the Thanet Loop Bus Service and is not linked to the delivery of housing development in the district, however improved bus journeys will benefit both existing and future residents who use this service.

Why we are proposing changes to the Thanet Loop Bus Service

The Thanet Loop Bus Service connects Margate, Ramsgate and Broadstairs and is one of the most utilised bus services in Kent. The service generated over 3.26 million passenger trips in 2023, equivalent to roughly 10,000 passenger trips per weekday. This is comparable to levels seen for bus services in London. The service is therefore of key importance to those who use public transport as their main form of transport in Thanet.

The service operates at a high frequency all week but currently congestion on the route, which is particularly bad at certain pinch points, reduces the reliability of the service. Improvements to the reliability of the service would benefit many bus users across Thanet. Due to the regular frequency of the Loop buses, the journey time savings which can be made to the service over a day or week would be significant.

In return for KCC delivering improvements to the route (including the QEQM junction), Stagecoach have committed to investing in the Thanet Loop service. The service had been

running up to every 10 minutes, but from 1 June 2024, after progress had been made on earlier stages of the project, Stagecoach increased the frequency to every eight minutes. The proposals at the QEQM Hospital junction would help to maintain the increased frequency levels in the future, through journey time savings.

Benefits of QEQM Hospital junction improvements

Traffic modelling and site observations were carried out to determine the potential benefits of any changes when developing the proposals. These identified that the proposed changes to the junction would make a significant improvement to journey times for the Thanet Loop Bus Service, as every bus travelling through this junction enters the hospital grounds. During the busiest time in the morning, modelling shows potential savings to journey times through the junction of 13.5% northbound and 43% southbound, while during the busiest time in the evening savings of 14.5% northbound and 16.5% southbound could be achieved. There would also be a benefit to users of the hospital as emergency vehicles (such as ambulances) would be able to move through the junction quicker. The extension of the right turning lane would allow visitors to the hospital to access this lane at an earlier point. Overall, the time savings produced by the scheme would benefit all road users in Thanet. Information was included on page 5 of the consultation document to explain the assessments that were carried out when developing the proposals for this junction.

How the new section of bus and taxi lane will operate

The new bus and taxi lane would not remove the facility for other southbound traffic to enter QEQM Hospital as it finishes around 50 metres before the junction. The new lane being proposed is a short section which terminates before the traffic signals, so vehicles accessing the hospital would be able to move into the left-hand lane to access the hospital at this point. The proposed arrangement for general traffic is not dissimilar to the current arrangement, where the road splits into two lanes around 50 meters before the traffic signals. The carriageway space to extend the two-lane approach to the junction (where one can be dedicated to the new bus and taxi lane) would be created by removing some on-street parking outside Lesters Pub and Restaurant, removing the existing informal pedestrian crossing, and amending the line markings in the area. This would allow buses and taxis entering the hospital to avoid some queuing traffic going straight ahead at the junction. This small area of bus priority measures would deliver journey time improvements for the Thanet Loop Bus Service in line with the funding objectives. Allowing taxis to use this lane would increase the benefits to more people without compromising bus access, as many visitors to QEQM Hospital use this method of transport. Emergency service vehicles on blue light emergency would also be able to use this lane, which would improve access to the A&E department.

The removal and reprovision of pedestrian facilities

The proposals include the removal of the uncontrolled crossing point on Ramsgate Road opposite Lesters Pub and Restaurant. This would be replaced by a controlled crossing within the QEQM Hospital signalised junction. This does mean that for certain routes, and to cross between bus stops there would be an extra distance to travel of around 90 metres in each direction (180 metres extra travel). However, the proposed new pedestrian facility would have the benefit of being safer as it is a controlled one. The project has had to balance the requirements of many users, and the removal of the uncontrolled crossing would be required to provide adequate space for the new carriageway layout to allow space for the bus and taxi lane. There would be no narrowing to the width of existing footways. It is understood that for certain individuals within protected groups, this

additional distance would be more impactful, and this has been set out within the project's Equality Impact Assessment (EqIA) which was published with the consultation materials.

Position of new traffic island near Lester's Pub and Restaurant

Some stakeholders raised a concern about access to private property being restricted due to the introduction of a new traffic island to the north of the signalised QEQM Hospital junction. As part of the design process, vehicle tracking movements have been assessed to check that the location of this island would not prevent residents in surrounding properties being able to reverse into their off-road parking.

QEQM Hospital parking and concerns about displaced parking

We are aware that the introduction of double yellow lines can often be unpopular, and a decision to introduce them would only be taken after careful consideration. Whilst the impact to parking for stakeholders has been considered, it is relevant to highlight that the primary purpose of the highway is to facilitate the passing and repassing of people and vehicles. Therefore, existing parking for road users must always be balanced against the merits of parking restrictions to other road users (including buses). This is particularly relevant on busy road corridors that facilitate many journeys, such as the A254 Ramsgate Road. Staff and visitors to the QEQM Hospital who park within the surrounding highway network rather than within the hospital grounds may continue to do so in alternative locations within the local area. Sufficient parking opportunities would remain within a reasonable walking distance from the proposed restrictions.

Can loading and deliveries be maintained after the introduction of the parking restrictions?

The proposed double yellow lines do not include any loading prohibitions. This means that providing there is no obstruction which hinders the free flow of traffic or creates a safety issue, short term loading would still be possible. Vehicles would still be able to stop to load and unload, vehicles would be able to stop while passengers get into or out of the vehicle, and blue badge holders would be able to park for up to three hours provided they do not create an obstruction to traffic or create a safety issue.

Requests for further parking restrictions on Ramsgate Road

The project has only proposed the introduction of parking restrictions to areas which would allow the proposals to assist with the safe and efficient movement of the buses. The aim would be to improve journey times around the QEQM Hospital junction. The requests from some respondents for more double yellow lines on other areas of Ramsgate Road does not form part of the proposals and is not something which can be included within the scope of this project. We have sought to balance the needs of residents who use existing carriageway parking with the management of the highway network for all traffic.

Requests for resident parking permit scheme

The introduction of a resident only parking scheme for residential roads surrounding the QEQM Hospital does not form part of the proposals and is not something which can be included within the scope of this project. Thanet District Council (TDC) is responsible for implementing and

managing resident parking schemes. The requests from some respondents for the introduction of a residents parking permit scheme has been noted and will be passed to TDC for consideration.

Reasons for the proposed changes to ‘Lesters’ northbound bus stop (near Nash Court Road)

Currently the bus movements in and out of the bus stop around parked cars can be difficult so it is proposed to move the existing bus stop 12 metres further north on Ramsgate Road (closer to Nash Court Road) to make it easier for buses to pull in and out of the bus stop and align next to the kerb. The proposed changes would make it easier for passengers to access and leave the bus when it stops at the new raised kerbs. This change requires two existing parking spaces to be moved further south of the existing bus stop. As part of the design process, the visibility of the new bus stop location has been considered. The current situation means parked vehicles (with no restriction on size of vehicle) can be parked all day. The proposals mean that for most of the time, the bus stop would be empty except for the short time when a bus is boarding or alighting passengers. This is considered to offer a potential safety improvement over the current situation.

Proposed traffic signal timings and phasing at QEQM Hospital junction

As part of the proposals for the changes at the QEQM Hospital signalised junction, all traffic signal equipment would be replaced, and the phasing of the junction changed to facilitate all the proposed changes. This includes replacement of signal heads, poles, detectors, and computer control equipment. The signal timings and phasing would be designed and optimised for traffic flows and conditions.

How would we manage the construction of this scheme

We are aware of the sensitive nature of the junction and the wider A254 corridor and its importance in serving the hospital as well as many cross-district trips. If the proposed changes to the QEQM Hospital junction proceed to construction, this would be very carefully planned. We would work closely with our contractors to manage the construction period to minimise disruption and carry out work efficiently.

Parking facilities within QEQM Hospital

The facilities within the QEQM Hospital grounds available for staff and visitor parking provision are not within the scope of this project.

Part One – Traffic Regulation Order

Q1. Please tell us if you support or object to the Traffic Regulation Order to extend or amend existing waiting restrictions (double yellow lines) on Ramsgate Road.

Please select one option. **You must provide an answer to this question.**

<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 object to any particular area of new waiting restrictions, please make this clear in your answer.

We ask you not to identify yourself within your response. **You must provide an answer to this question.**

Q2. Please tell us if you support or object to the Traffic Regulation Order to introduce a new bus and taxi lane starting outside Lesters Pub and Restaurant on Ramsgate Road.

Please select **one** option. **You must provide an answer to this question.**

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

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

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.

If you would like to provide feedback on the wider scheme, please continue to Part Two of this questionnaire on the next page.

Part Two – Wider scheme

Q3. Are you responding ...?

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

<input type="checkbox"/>	As a Thanet resident
<input type="checkbox"/>	As a resident of somewhere else in Kent or further afield
<input type="checkbox"/>	As a representative of a local community group or residents' association
<input type="checkbox"/>	On behalf of a Parish/Town/Borough/District Council in an official capacity
<input type="checkbox"/>	As a Parish/Town/Borough/District/County Councillor
<input type="checkbox"/>	As someone who works at QEQM Hospital or Pilgrims Hospice
<input type="checkbox"/>	On behalf of a local business
<input type="checkbox"/>	On behalf of an educational establishment, such as a school, college, or university
<input type="checkbox"/>	On behalf of a charity, voluntary or community sector organisation (VCS)
<input type="checkbox"/>	Other

If Other, please specify:

Q3a. If you are responding on behalf of an organisation (business, community group, residents' association, council or any other organisation), please tell us the name of your organisation. Please write in 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. What is your usual mode of transport on the A254 Ramsgate Road?

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
- Van or lorry
- Wheelchair or mobility scooter
- Not applicable / responding on behalf of an organisation
- Other

If Other, please specify:

Q6. If you visit the QEQM Hospital by car, where do you usually park?

Please select **all** that apply.

- Within the QEQM Hospital grounds
- On street parking
- Other

If 'Other', please specify:

Q7. How often do you use the Thanet Loop Bus Service?

Please select **one** option.

<input type="checkbox"/>	Daily
<input type="checkbox"/>	Weekly
<input type="checkbox"/>	Monthly
<input type="checkbox"/>	Less than once a month
<input type="checkbox"/>	Never
<input type="checkbox"/>	Other

If 'Other', please specify:

Q8. To what extent do you agree or disagree with the key changes being proposed?

A question will follow on the scheme as a whole. Please select **one** option for each proposal / row.

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Changes to 'Lesters' northbound bus stop to improve bus movements and passenger accessibility.						
New southbound bus and taxi lane to allow buses and taxis turning left into the hospital to bypass queues at the junction.						
New controlled pedestrian crossing within the signalised junction to replace the existing uncontrolled pedestrian crossing.						

New footway link from Ramsgate Road (service road) to provide a connection to the new signal-controlled pedestrian crossing.						
Extended right turn filter lane on the northbound approach to the signalised junction, to allow buses (and other traffic) earlier access to the lane.						

Q8a. If you would like to comment on any of the key changes being proposed, please tell us in the box below.

If your comment is related to a specific proposal, please make it clear in your answer. Please do not include any personal information that could identify you within your response.

Q9. To what extent do you agree or disagree with the proposed scheme as a whole?

Please select **one** option.

- Strongly agree
- Tend to agree
- Neither agree nor disagree
- Tend to disagree
- Strongly disagree
- Don't know

9a. Please tell us the reason for your answer to question 9 in the box below.

Please do not include any personal information that could identify you within your response.

Q10. If there is anything else you would like to tell us about the proposed scheme, including any other changes or improvements that you would like to see, please tell us in the box below.

Please do not include any personal information that could identify you within your response.

Q11. How did you find out about this consultation? Please select all that apply.

- Email from Kent County Council
- Email notification from Let's talk Kent/KCC's Engagement and Consultation team
- From a friend or relative
- From my Parish/Town/Borough/District Council
- From a local business
- Kent.gov.uk website
- Postcard delivered to my home / business
- Newspaper
- Social Media (Facebook, Instagram or 'X' formerly Twitter)

<input type="checkbox"/>	Street notice / Public notice
<input type="checkbox"/>	Saw a Poster
<input type="checkbox"/>	Other

If Other, please specify:

To help ensure that we are meeting our obligations under the Equality Act 2010 we have prepared an Equality Impact Assessment (EqIA) for the Thanet Loop Improvement Project, which includes this scheme.

An EqIA is a tool to assess the impact any proposals would have on the protected characteristics (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation) and those with carer's responsibilities.

The EqIA is available online at www.kent.gov.uk/thanetloop or on request.

Q12. 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. We ask you not to identify yourself within your response.

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 won't share the information you give us with anyone else. We'll use it only 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.

Q13. Are you....? Please select **one** option.

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

Q14. 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"/>

A Carer is anyone who cares, unpaid, 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.

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	I prefer not to say

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.

Q16. Do you consider yourself to be disabled as set out in the Equality Act 2010? Please select **one** option.

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	I prefer not to say

Q16a. If you answered 'Yes' to Q16, 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.

<input type="checkbox"/>	Physical impairment
<input type="checkbox"/>	Sensory impairment (hearing, sight or both)
<input type="checkbox"/>	Longstanding illness or health condition, such as cancer, HIV/AIDS, heart disease diabetes or enilensv
<input type="checkbox"/>	Mental health condition
<input type="checkbox"/>	Learning disability
<input type="checkbox"/>	I prefer not to say
<input type="checkbox"/>	Other

If 'Other', please specify:

Q17. To which of these ethnic groups do you feel you belong? Please select **one** option.
 (Source 2011 Census)

White English	<input type="checkbox"/>	Mixed White & Black Caribbean	<input type="checkbox"/>
White Scottish	<input type="checkbox"/>	Mixed White & Black African	<input type="checkbox"/>
White Welsh	<input type="checkbox"/>	Mixed White & Asian	<input type="checkbox"/>
White Northern Irish	<input type="checkbox"/>	Mixed Other*	<input type="checkbox"/>
White Irish	<input type="checkbox"/>	Black or Black British Caribbean	<input type="checkbox"/>
White Gypsy/Roma	<input type="checkbox"/>	Black or Black British African	<input type="checkbox"/>
White Irish Traveller	<input type="checkbox"/>	Black or Black British Other*	<input type="checkbox"/>
White Other*	<input type="checkbox"/>	Arab	<input type="checkbox"/>
Asian or Asian British Indian	<input type="checkbox"/>	Chinese	<input type="checkbox"/>
Asian or Asian British Pakistani	<input type="checkbox"/>	I prefer not to say	<input type="checkbox"/>
Asian or Asian British Bangladeshi	<input type="checkbox"/>		
Asian or Asian British Other*	<input type="checkbox"/>		

*Other - If your ethnic group is not specified on the list, please describe it here:

