Peterborough Climate Debate

In July 2019, Peterborough City Council declared a climate emergency and made two commitments; to make the council's activities net-zero carbon by 2030 and to support Peterborough in becoming a net-zero carbon city.

Every resident, business, organisation and community group has a role to play in supporting Peterborough to become a net-zero carbon city. City wide decarbonisation is an ambitious challenge requiring significant change. To have the highest chance of meeting this ambition, we need to develop plans to decarbonise which are supported by Peterborough's residents, organisations, businesses and communities. Peterborough City Council ran a series of climate change debates, inviting the public and schools to share their views on how the city should decarbonise to find out which pathways might be best supported from our community. The feedback we receive from the Peterborough Climate Debate will help direct the development of the climate change action plan.

Net zero is the state of a country, a city, an organisation or an individual where they are capturing as much carbon emissions as they are emitting.

Debate format

The debates were delivered in two-hour workshops, both in person and online. Presentation materials were also available online for those wishing to view the presentation in their own time or run a debate with their organisation or community group. The format consisted of the following:

Learning – Information including data on carbon emissions and options for decarbonisation was shared with opportunities to ask questions.

Discussion - participants discussed their opinions on how best to decarbonise.

Feedback – respondents shared their views via a questionnaire.

This format was adapted for use by schools to make sure the voices of our young people are heard. Four short lesson plans were prepared for teachers to share with their students. Pupils provided their feedback through an in-class survey with results shared with the council.

The results of the questionnaires from the public and schools are summarised in the following feedback. This will be used to inform the development of the emerging Peterborough Climate Action Plan.

85 people responded to the general version of the questionnaire. At least 989 pupils responded to the young people's version.

The council would like to thank Anglia Ruskin University Peterborough and the Youth Council for running Peterborough Climate Debate events.

The debate opened in November 2022 and closed in March 2023.

Peterborough

Peterborough emissions

The Debate sessions ran in 2022/23. The latest available data was used to inform participants of current emissions.

In 2020 Peterborough emitted 1.154 million tonnes CO_2e. This is 5.7 tonnes CO_2e per person.

50% of the city's greenhouse gas emissions come from buildings; with 39% from transport.

Industry, 6%

Energy Losses, 2%

Buildings, 50%

Transport, 39%

Waste, 1%

Land Use, 2%
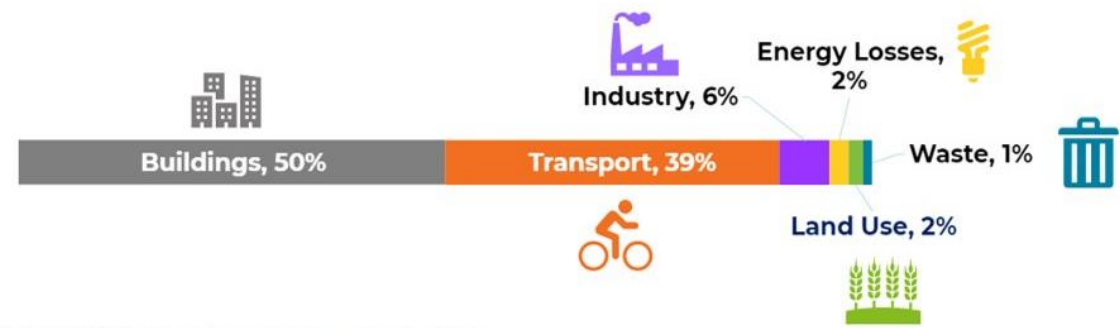
In addition, Peterborough is also responsible for the goods and services used in the city, but produced elsewhere.
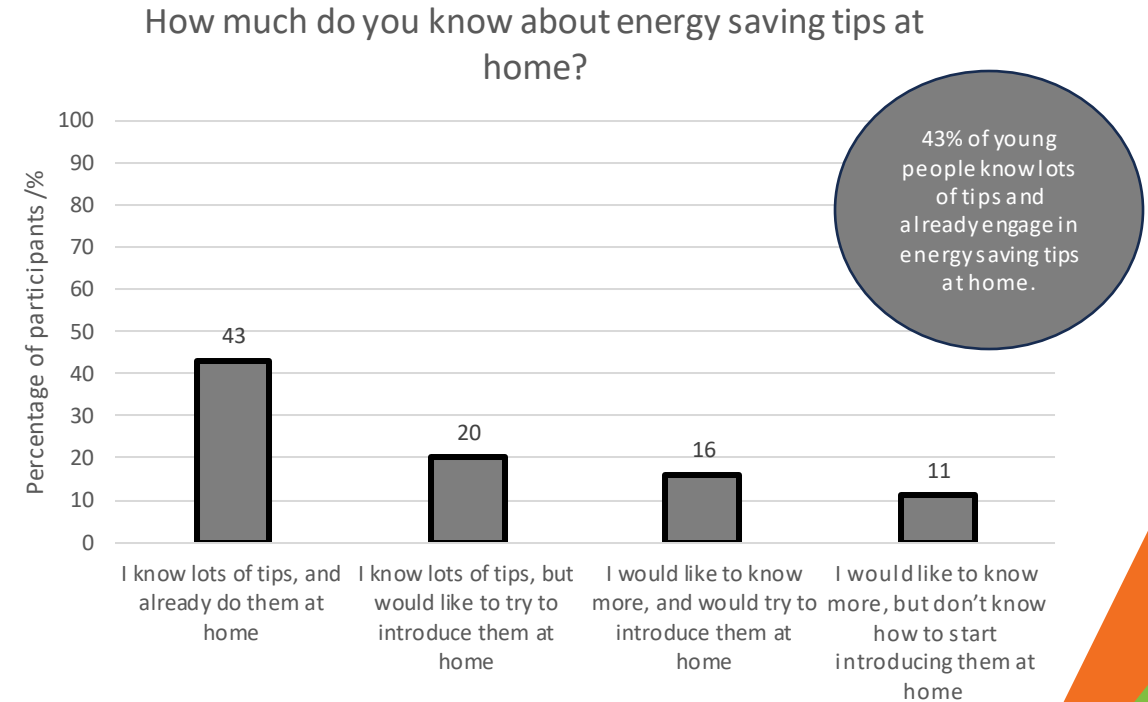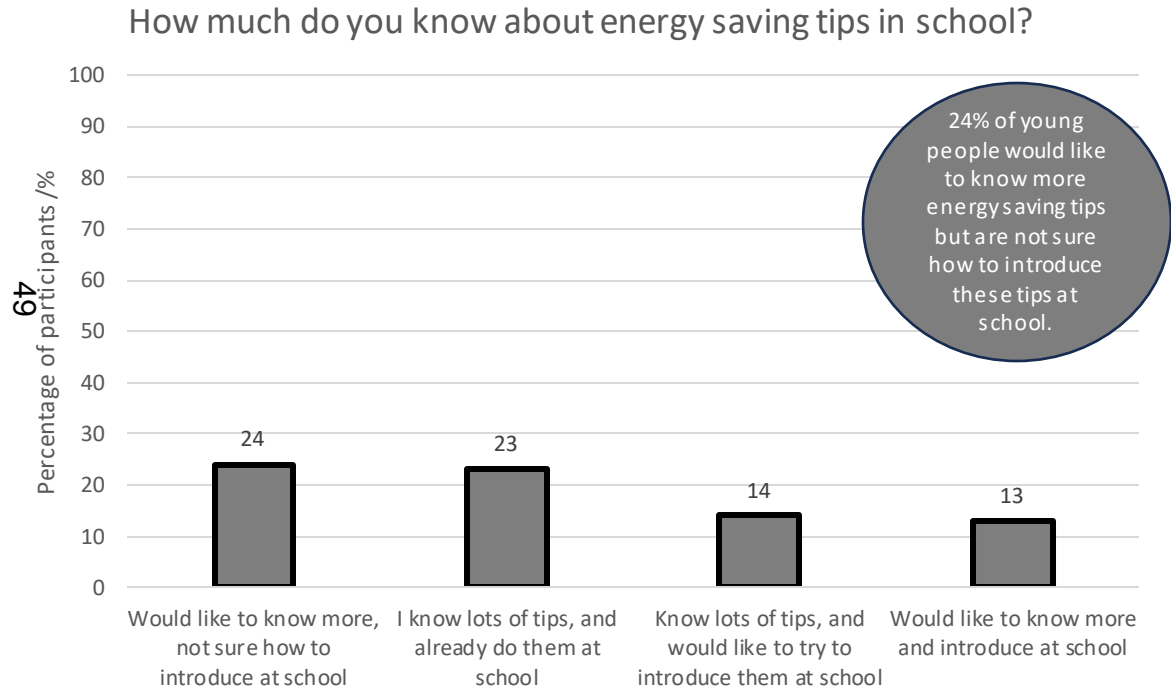
Peterborough

Buildings

640,704 tonnes CO2e

Buildings are Peterborough's largest emitter. Buildings account for 50% of Peterborough's emissions.

To reduce buildings emissions, we need to reduce our heating and electricity use and/or switch to low carbon renewable sources of heating and electricity.

Peterborough

Young people's knowledge of energy savings

How much do you know about energy saving tips in school?

Percentage of participants /%

24% of young people would like to know more energy saving tips but are not sure how to introduce these tips at school.

Would like to know more, not sure how to introduce at school	I know lots of tips, and already do them at school	Know lots of tips, and would like to try to introduce them at school	Would like to know more and introduce at school
24	23	14	13

How much do you know about energy saving tips at home?

Percentage of participants /%

43% of young people know lots of tips and already engage in energy saving tips at home.

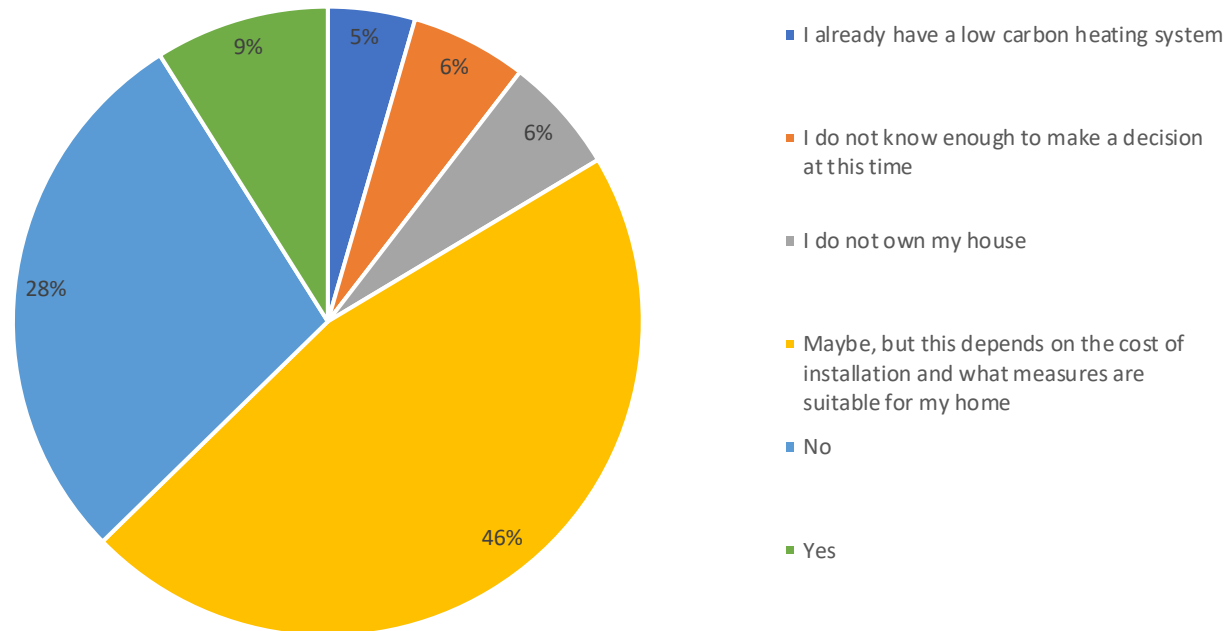| I know lots of tips, and already do them at home	I know lots of tips, but would like to try to introduce them at home	I would like to know more, and would try to introduce them at home	I would like to know more, but don't know how to start introducing them at home
43	20	16	11

920 young people responded to these questions, 89 from primary schools, 831 from secondary schools.

Peterborough

Installing low carbon heating

If you or your family own your own home, do you intend to install a new low carbon heating system in the next 5 years?

- I already have a low carbon heating system
- I do not know enough to make a decision at this time
- I do not own my house
- Maybe, but this depends on the cost of installation and what measures are suitable for my home
- No
- Yes

67 respondents

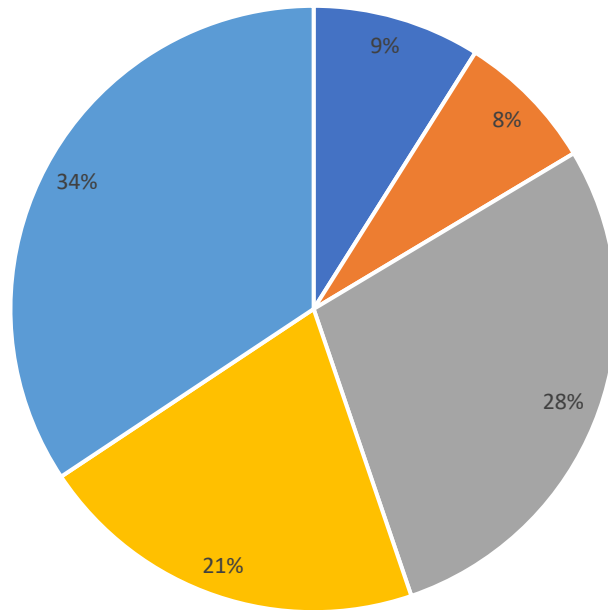**9% of respondents who own their home, intend to install a new low carbon heating system in the next 5 years.**

46% of respondents who own their own home would consider installing a new low carbon heating system, dependent on costs and suitable measures.

Peterborough

Joining a low carbon heating network

If you own your home, would you consider joining a local low carbon heating network?

- I do not know enough to make a decision at this time
- I do not own my house
- Maybe, but this depends on the cost of installation and what network is available for my home
- No
- Yes

9%
8%
34%
28%
21%

67 respondents

34% of respondents who own their home would consider joining a local low carbon heating network.
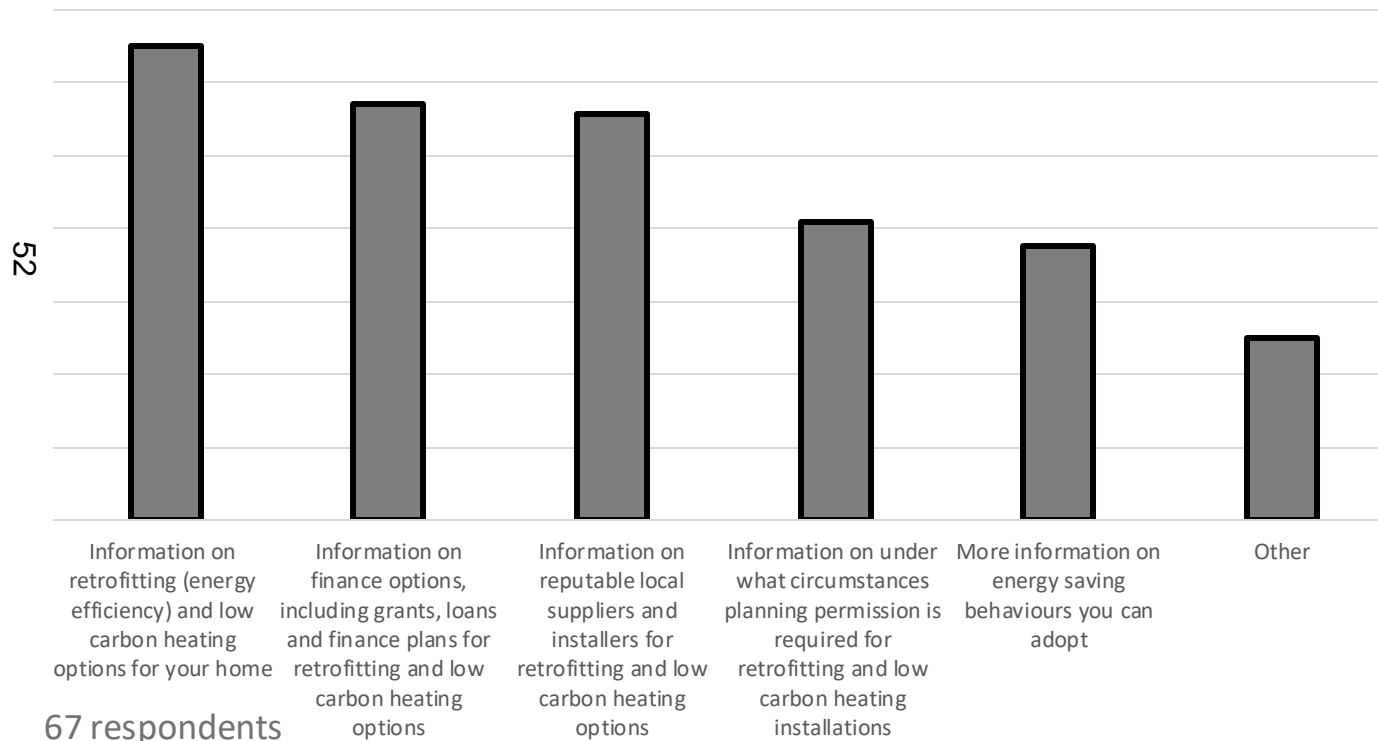
28% of respondents who own their own home would consider joining a local low carbon heating network, dependent on costs and the type of network available.

Peterborough

Reducing heating emissions

If you own your home, what support would help you to lower your heating emissions? Please rank in order of importance.
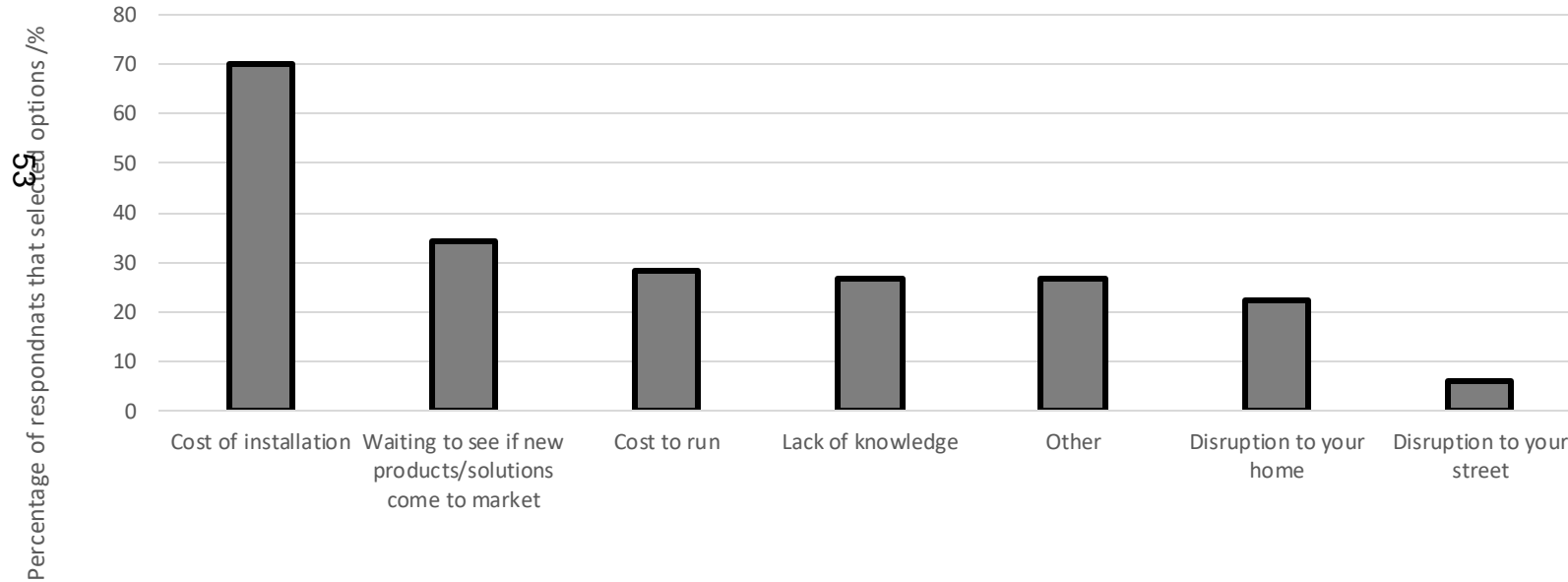
52

67 respondents

Respondents would find information on retrofitting and low carbon heating options to be useful in supporting them to reduce their heating emissions.

Other ideas for further support to lower heating emissions included; access to impartial advice on low carbon heating options and access to alternative heating options (e.g., hydrogen fuel cells in the local area).

Peterborough

Barriers to low carbon heating

What are the barriers holding you back from installing a low carbon heating system?
Please tick all that apply.

Percentage of respondnats that selected options /%

Cost of installation	70
Waiting to see if new products/solutions come to market	34
Cost to run	28
Lack of knowledge	27
Other	27
Disruption to your home	22
Disruption to your street	6

85 respondents

70% of respondents highlighted that the cost of installation is a barrier to installing low carbon heating.
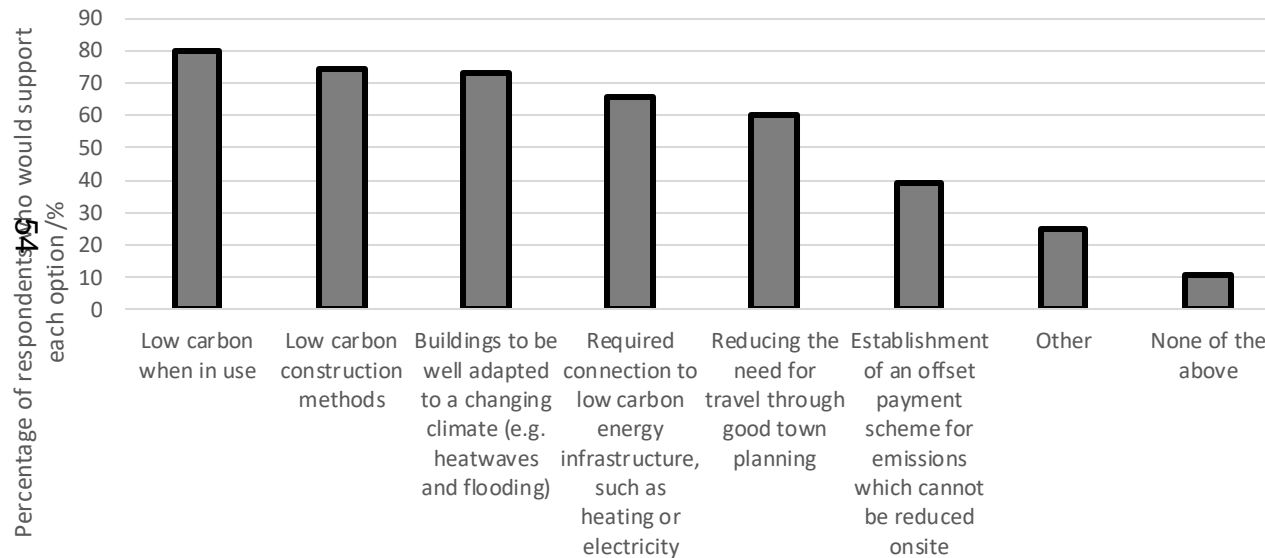
Other barriers to installing low carbon heating included; understanding how low carbon technologies would perform in their home (considering construction and insulation type), knowledge of a reputable local supplier, cohesion with current radiators/heating distribution system, size and aesthetics of the low carbon heating solution, concerns over capabilities of the low carbon technology (unable to provide as much heat or requiring a hot water tank) and the recent purchase of a boiler.

Peterborough

New build planning policies

What should be included in planning policies for new builds? Please tick all that apply.

Percentage of respondents who would support each option /%

Categories (left to right):
- Low carbon when in use — 80
- Low carbon construction methods — 74
- Buildings to be well adapted to a changing climate (e.g. heatwaves and flooding) — 73
- Required connection to low carbon energy infrastructure, such as heating or electricity — 65
- Reducing the need for travel through good town planning — 60
- Establishment of an offset payment scheme for emissions which cannot be reduced onsite — 39
- Other — 25
- None of the above — 11

85 respondents

80% of respondents believed there should be a requirement for new builds to be low carbon when in use.

Other suggestions of what should be included in planning policies for new builds included; buildings to be required to be built to Passivhaus standard, enhanced controls to enforce planning policies, consideration of building lifespan, increased greenspaces to allow residents to grow food in their gardens, protection of biodiversity, provision of high quality public transport and technologies that reduce water use (e.g., rainwater catchment).

Peterborough

Facilities in walking/cycling distance

In a new housing development, what facilities should be within walking/cycling distance. Please rank in order of importance.

85 respondents
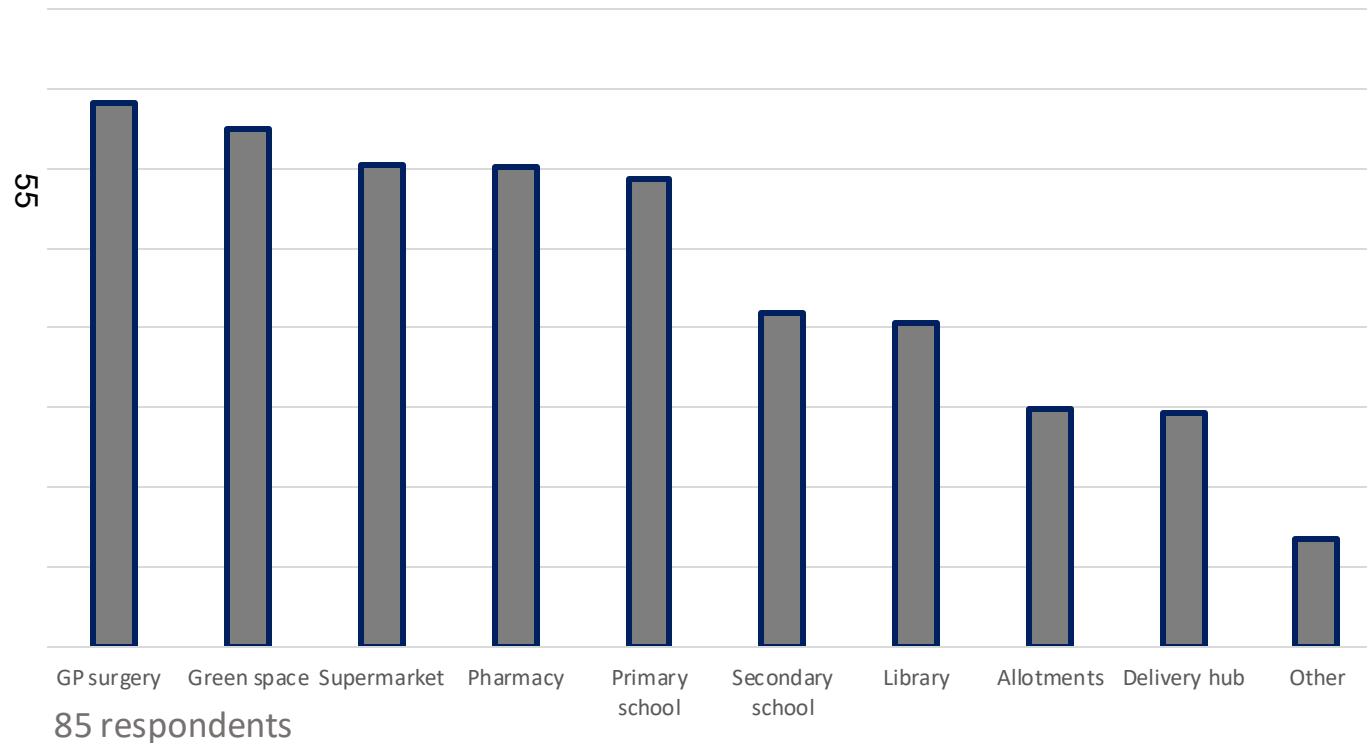
A GP surgery, green space, and a supermarket were the top 3 supported elements to be within walking or cycling distance in a new housing development.

Other suggestions included; community spaces (e.g., a community hall/centre which could incorporate a library, pharmacy and green space), local shops and small businesses (e.g., greengrocer, baker, corner shop), sports and entertainment facilities which are appropriate for a range of ages, hospitality services, a transport hub, water features, dog bins, footpaths with biodiversity and a wooded area.
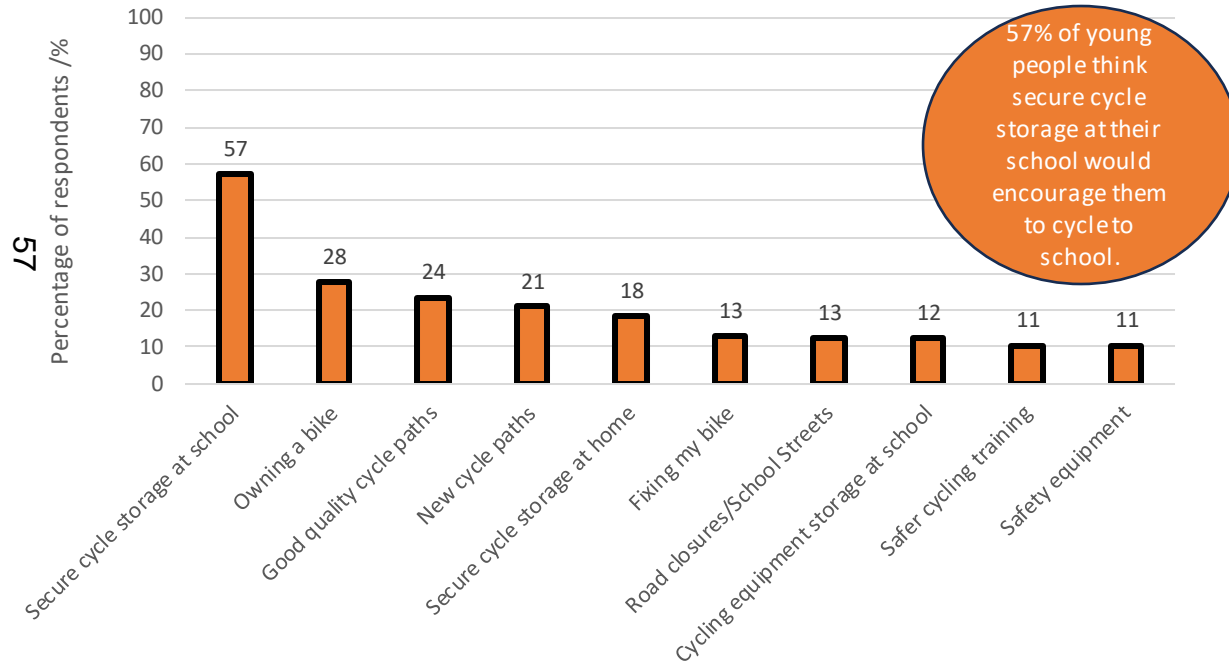
Transport

501,624 tonnes CO2e

Transport is Peterborough's second largest emitter. Transport accounts for 39% of Peterborough's emissions.

To reduce transport emissions, we need to reduce travel by car, lorry and plane; increase travel by public transport, walking and cycling; and switch to a low carbon fuel when a vehicle is used.
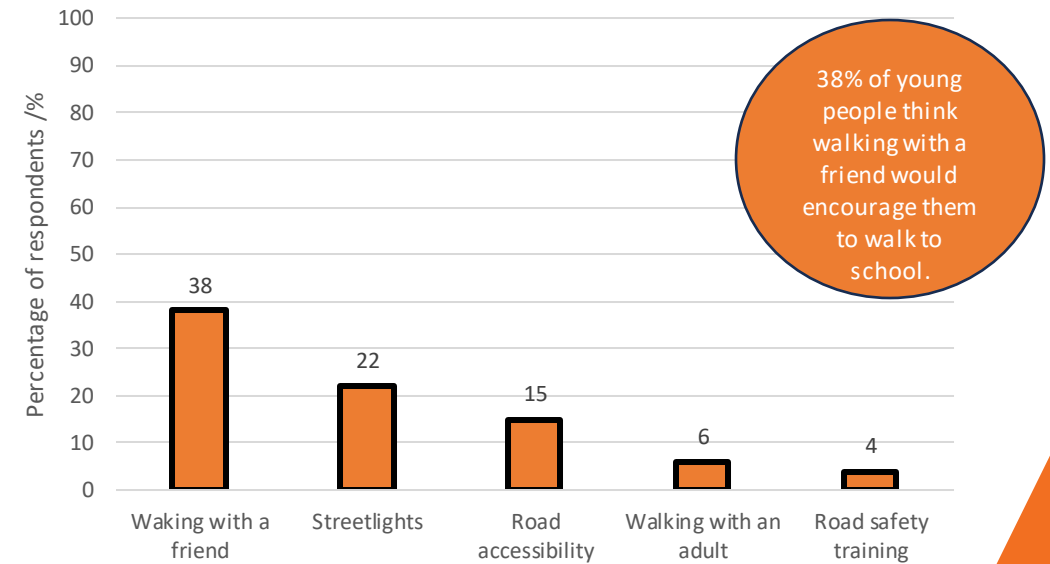
Peterborough

Walking and cycling to school

What would encourage you to cycle short journeys (such as home to school)?

Percentage of respondents /%

Category	Value
Secure cycle storage at school	57
Owning a bike	28
Good quality cycle paths	24
New cycle paths	21
Secure cycle storage at home	18
Fixing my bike	13
Road closures/School Streets	13
Cycling equipment storage at school	12
Safer cycling training	11
Safety equipment	11

57% of young people think secure cycle storage at their school would encourage them to cycle to school.

What might make you walk to school more often?

Percentage of respondents /%

Category	Value
Waking with a friend	38
Streetlights	22
Road accessibility	15
Walking with an adult	6
Road safety training	4

38% of young people think walking with a friend would encourage them to walk to school.
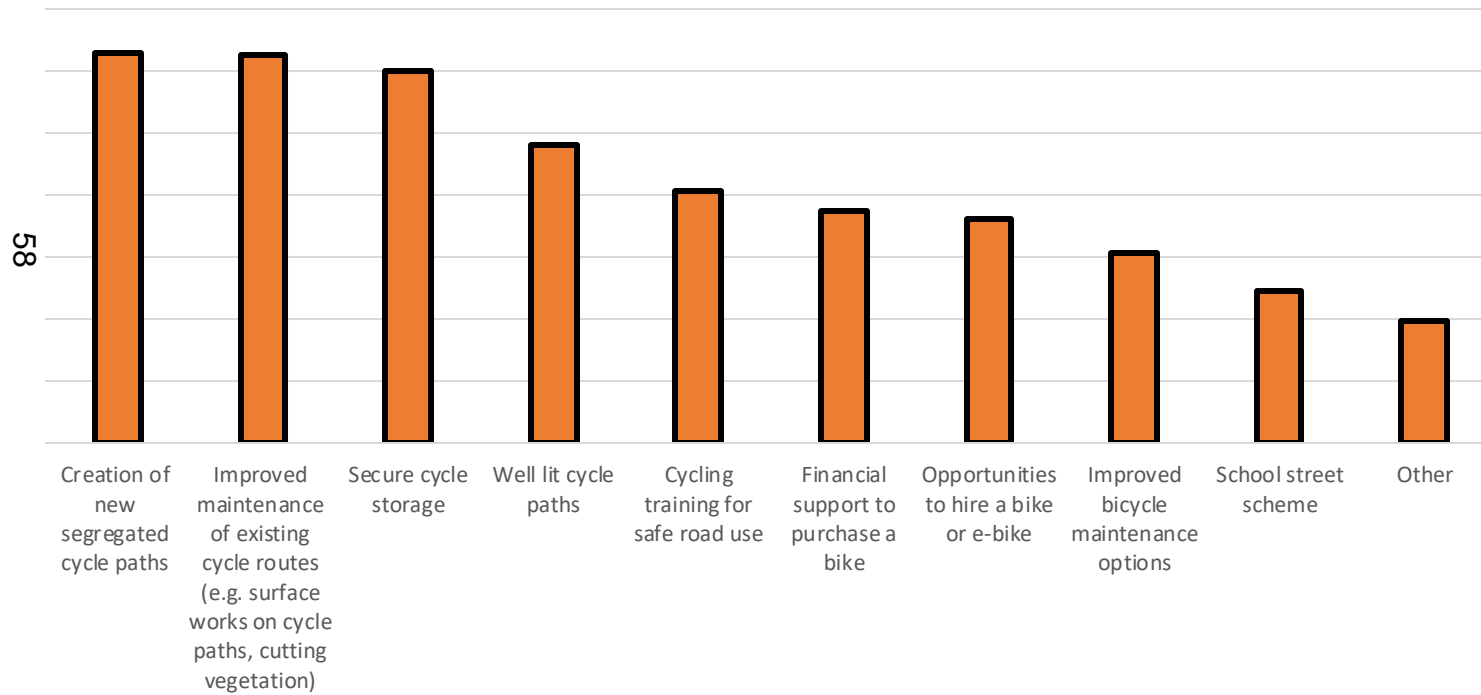
952 young people responded to these questions, 145 from primary schools, 807 from secondary schools.

Peterborough

Cycling

What improvements would support you to cycle short journeys? Place rank in order of importance.

58

Categories (left to right):
- Creation of new segregated cycle paths
- Improved maintenance of existing cycle routes (e.g. surface works on cycle paths, cutting vegetation)
- Secure cycle storage
- Well lit cycle paths
- Cycling training for safe road use
- Financial support to purchase a bike
- Opportunities to hire a bike or e-bike
- Improved bicycle maintenance options
- School street scheme
- Other

77 respondents

Respondents supported new segregated cycle paths, improved maintenance of existing cycle routes, and secure cycle storage.
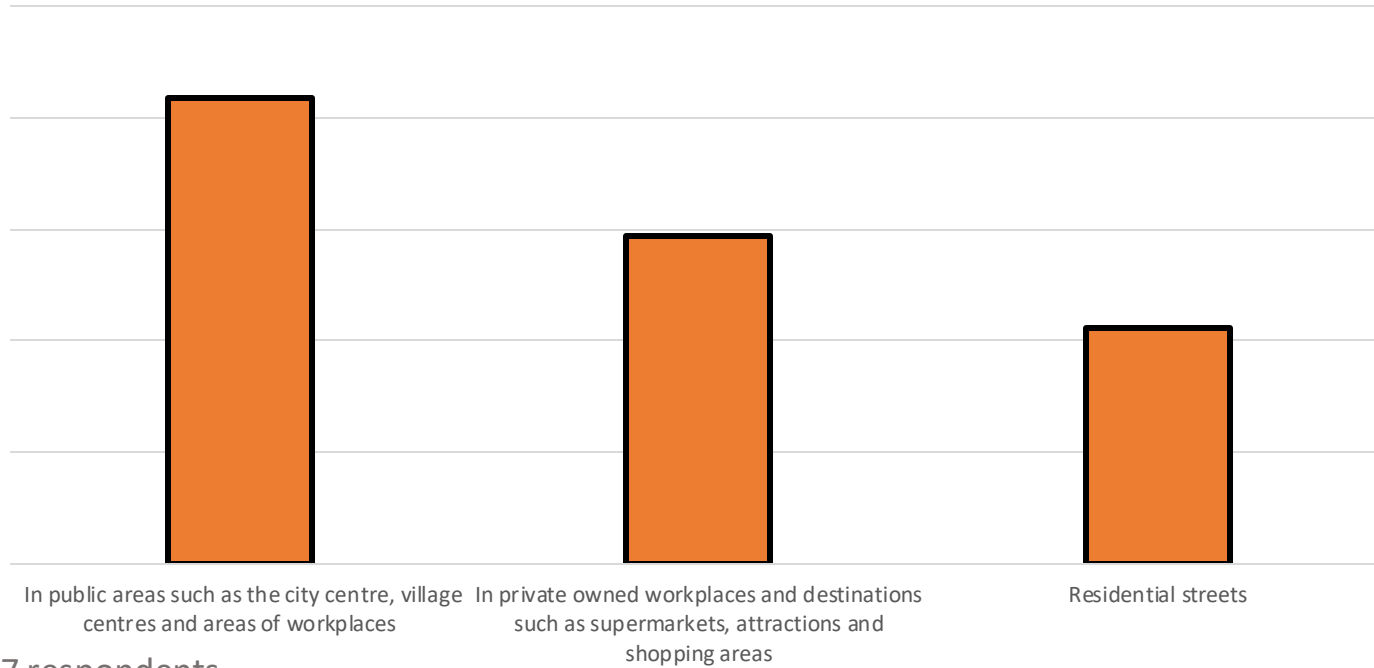
Other ideas included; publicity of cycling co-benefits (e.g. cheaper, quicker than walking, often quicker on shorter journeys, no parking problems, improved health, reduced pollution), educating car drivers (e.g. through road safety training) on the importance of prioritising cyclists, litter-free roads, re-allocation of road space to create faster routes for cyclists, improved connectivity of cycle routes (e.g. at junctions) to allow for direct, safer, and convenient active travel, buses having adequate cycle storage to encourage multi modal journeys, and improved enforcement of poor road use by drivers.

School Streets: Where a school signs up to this scheme, the street by a school is closed at the start and end of the school day. This makes the area safer to walk and cycle and also improves air quality.

Cycle storage

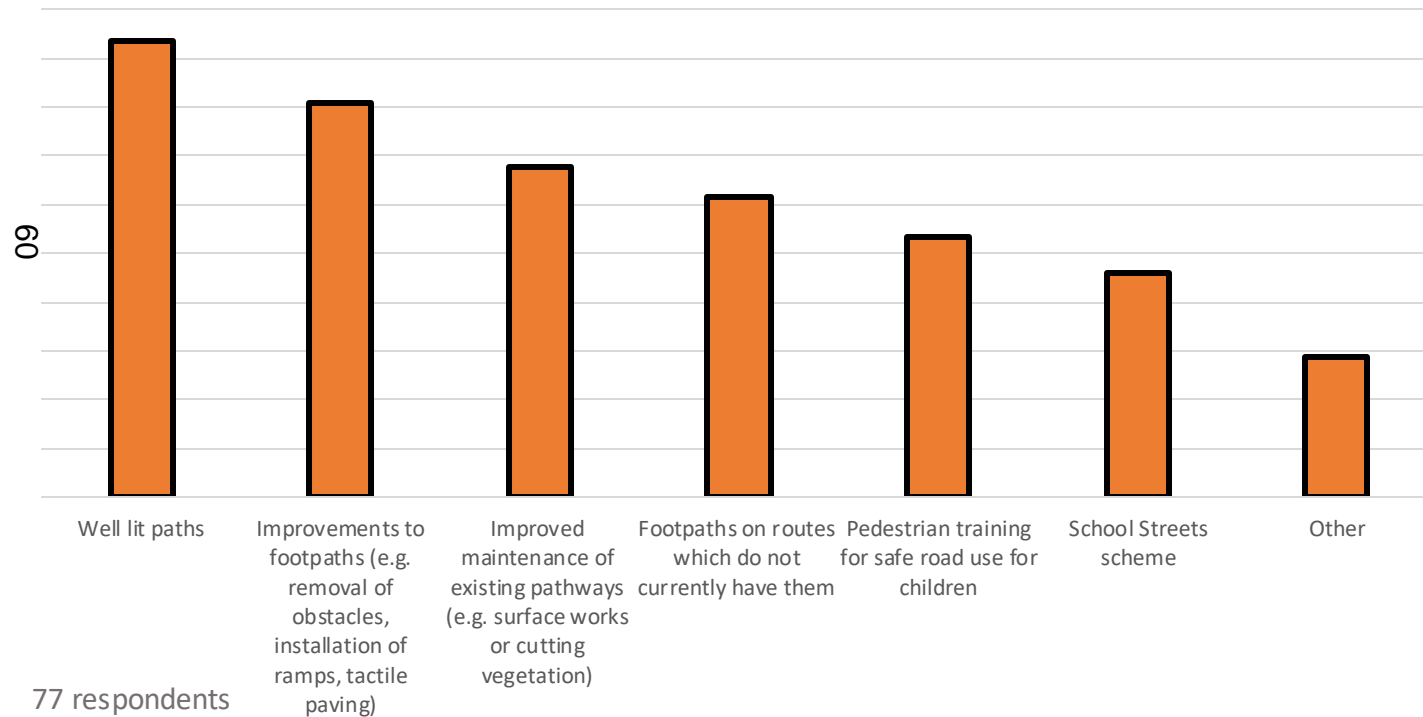Where should secure cycle storage be prioritised. Please rank in order of importance.

More respondents wanted more cycle storage in public areas, such as the city centre, village centres and areas of workplaces.

In public areas such as the city centre, village centres and areas of workplaces

In private owned workplaces and destinations such as supermarkets, attractions and shopping areas

Residential streets

77 respondents

Peterborough

Walking

What improvements would support you to walk short journeys? Please rank in order of importance.

60

Well lit paths | Improvements to footpaths (e.g. removal of obstacles, installation of ramps, tactile paving) | Improved maintenance of existing pathways (e.g. surface works or cutting vegetation) | Footpaths on routes which do not currently have them | Pedestrian training for safe road use for children | School Streets scheme | Other

77 respondents

Respondents favoured well-lit paths, improvements to footpaths, and improved maintenance of existing pathways.

Other improvements that would support participants to walk short journeys included; additional tree planting to increase the aesthetic of walking routes, maintenance of underpasses, installation of benches at intervals to support inclusive mobility, improving the safety of roads, public spaces and walkways (e.g., through surveillance, increasing pedestrian crossings and decreasing anti-social behaviour), reducing pedestrian wait times at junctions and crossing points, reduced pavement parking and reducing exposure to exhaust fumes.

School Streets: Where a school signs up to this scheme, the street by a school is closed at the start and end of the school day. This makes the area safer to walk and cycle and also improves air quality.

Peterborough

Electric scooters

It is not currently legal to use an electric scooter on public roads, pavements or cycle lanes, unless there is an electric scooter trial in progress. There is no trial in Peterborough currently.

If the law changed, would you be supportive of an electric scooter hire scheme?

- I am unsure
- No
- Yes and I would use an electric scooter
- Yes and I would use an electric scooter, as long as safety of scooter users and pedestrians was prioritised
- Yes, but I would likely not use an electric scooter myself
- Yes, but I would likely not use an electric scooter myself, as long as safety of scooter users and pedestrians was prioritised
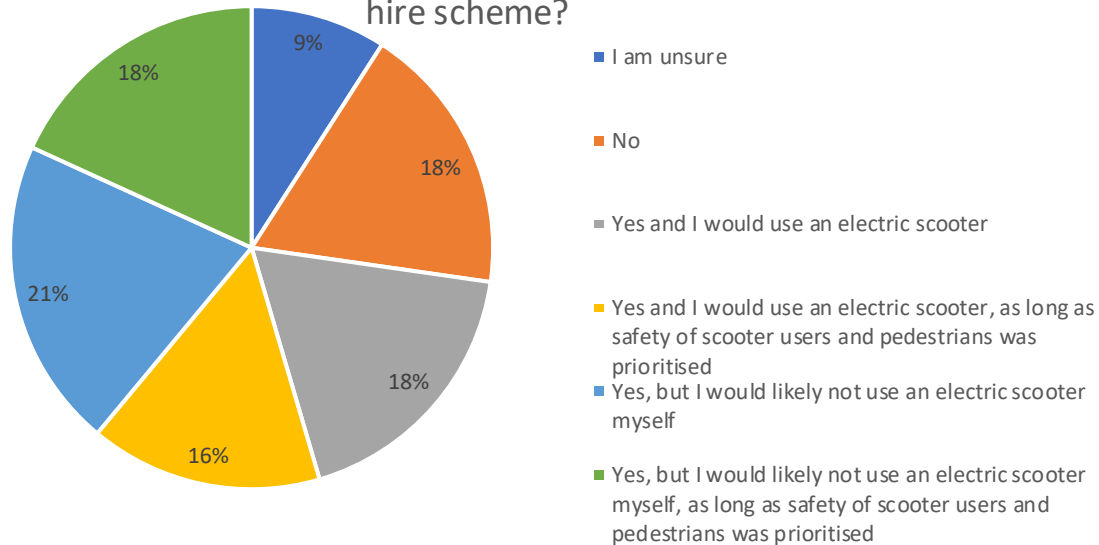
77 respondents

73% of respondents were supportive of an electric scooter hire scheme.

21% of respondents were supportive of an electric scooter hire scheme but would not use an electric scooter themselves;

18% of respondents were supportive of an electric scooter hire scheme and would use the scheme, an additional 16% of respondents would use the scheme if safety was prioritised.

Reasons participants were not supportive of an electric scooter hire scheme included; a concern regarding the safety of users, pedestrians and cyclists (e.g. the speed of electric scooters and frequent electric scooter defects), and the environmental concern of electric scooters (e.g. batteries and charging).

Residential EV charging points

In the roll-out of electric vehicle charging points, what solution would you prefer for residential areas? Please rank in order of preference.


62

On street charging points | Off street charging points in nearby car parks | On street / off street charging points dependent on the location | Allow residents to trail cables across the pavement through a gully from their own house | Allow residents to trail cables across the pavement from their own house (with guidance on how to do so safely) | Other
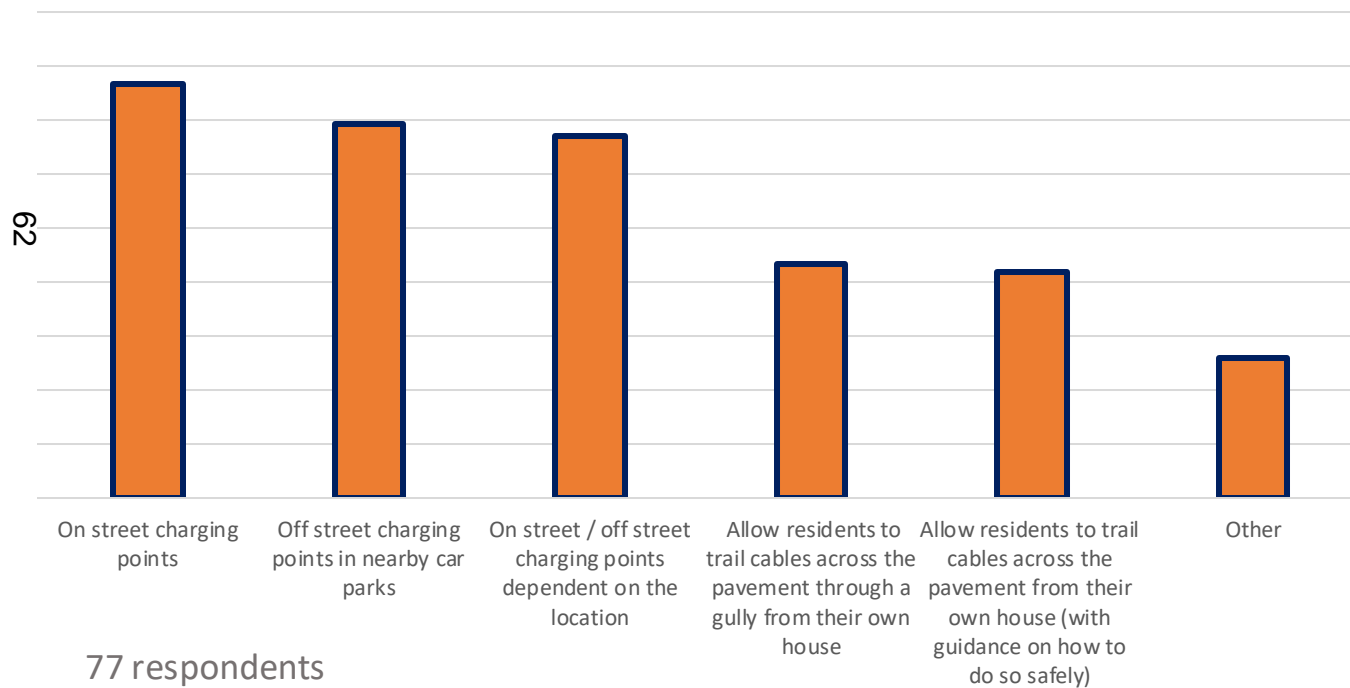
77 respondents

Respondents would prefer on street charging points, off street charging points in nearby car parks, or on street/off street charging points dependent on the location.

Other solutions that participants preferred for residential areas included; EV charging points in streetlights and EV battery swap stations.

Public EV charging points

If charging your car using a public charging point, how far away from your home would you be prepared to charge your vehicle? Please choose the maximum distance away you would be prepared to charge your vehicle

30%

26%

19%

12%

3%

10%
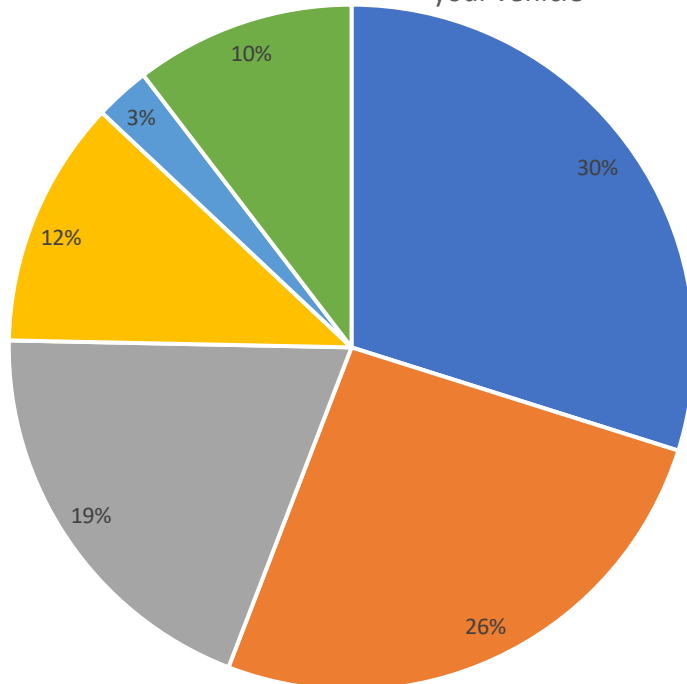
- I would predominantly charge using non-public charging points
- Up to 160 m / a tenth of a mile (2 minute walk)
- Up to 400 m / a quarter of a mile (5 minute walk)
- Up to 800 m / half a mile (10 minute walk)
- Up to 1.2 km / three-quarters of a mile (15 minute walk)
- Up to 1.6 km / one mile (20 minute walk)

77 respondents

25% of respondents would park their electric vehicle a 10 minute walk away to charge.

44% of respondents would park their electric vehicle a 5 minute walk away to charge.

Peterborough

Public EV charging points

For publicly accessible charging points within residential areas, what kind would you prefer?

- ■ Slow (3 kW) (11 hours empty to full, for an average electric vehicle)
- ■ Fast (7 – 22 kW) (6 hours empty to full, for an average electric vehicle)
- ■ Rapid (43 - 50 kW) (1 hour empty to full, for an average electric vehicle)

4%
38%
58%
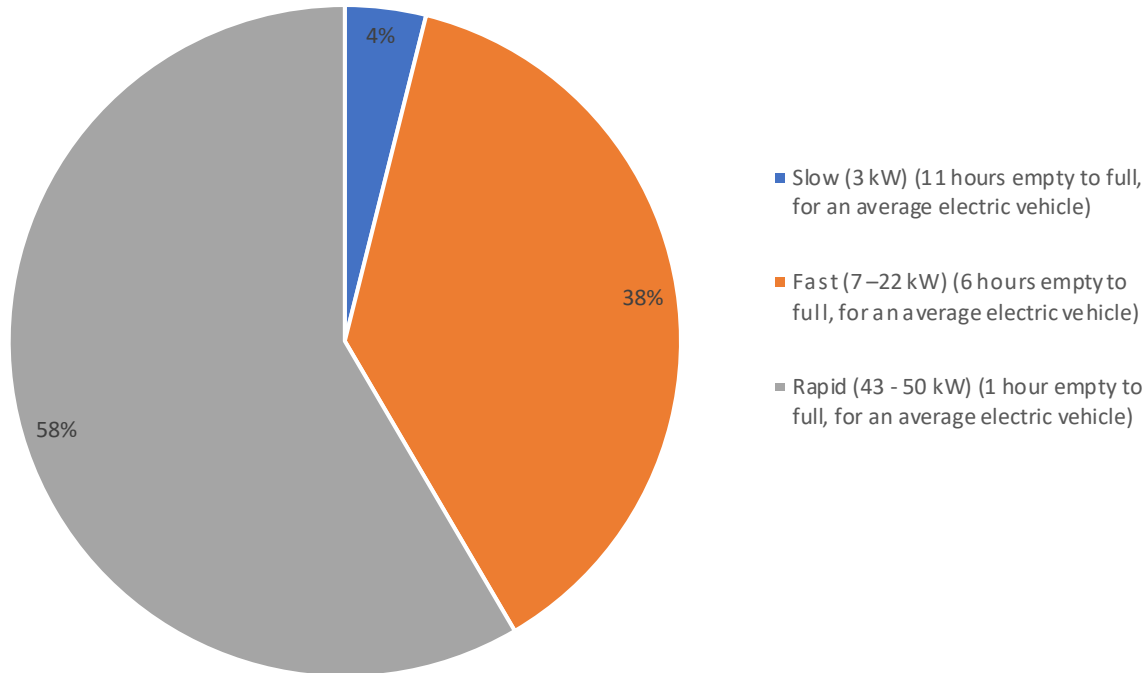
77 respondents

58% of respondents would prefer rapid charging points.

38% of respondent would prefer fast charging points.

Peterborough

Transcript schemes

What schemes are you supportive of? Please tick all that apply.
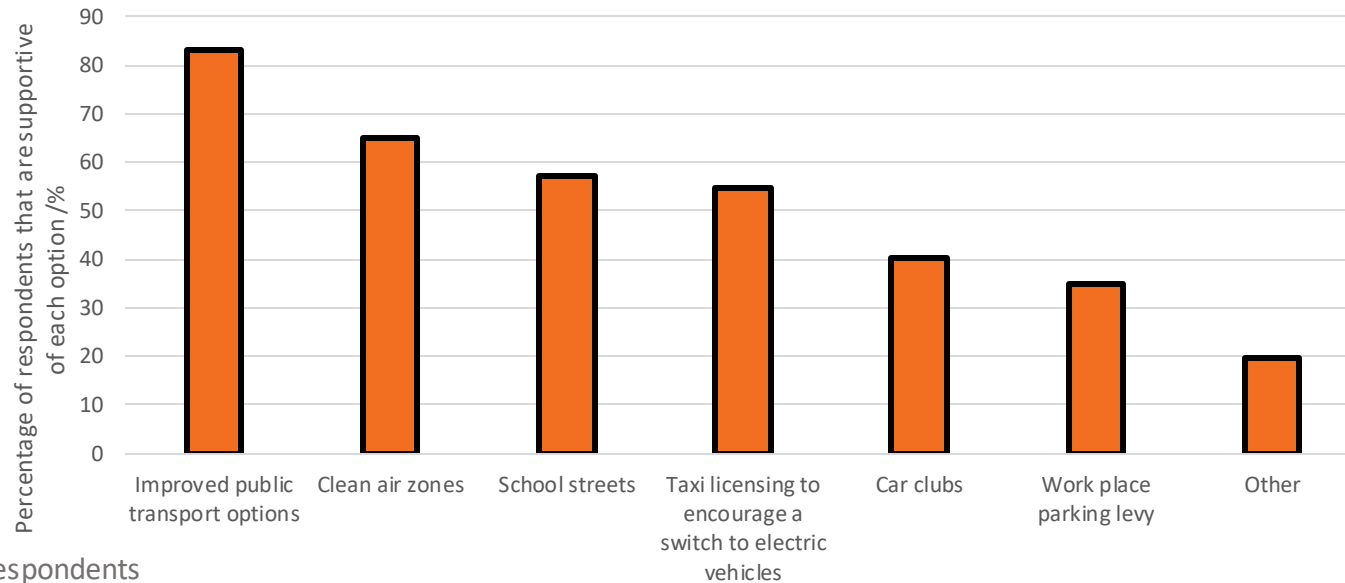
77 respondents

School streets: Where a school signs up to this scheme, the street by a school is closed at the start and end of the school day. This makes the area safer to walk and cycle and also improves air quality.

Workplace parking levy: In a scheme of this type, workplaces would pay an annual fee per parking space. Funds could go towards improving public transport.

Respondents were most supportive of improved public transport options, clean air zones, School Street schemes, and taxi licensing to encourage a switch to electric vehicles.

Other schemes respondents were supportive of included; reallocation of road space to cyclists and e-scooters, low traffic neighbourhoods, council tax reduction for car free households, park and ride, disposal of city centre car parks to improve access to greenspace, a tram system, and a light rail system.

Peterborough

Buses

What improvements would you wish to see on the bus network? Please rank in order of importance.
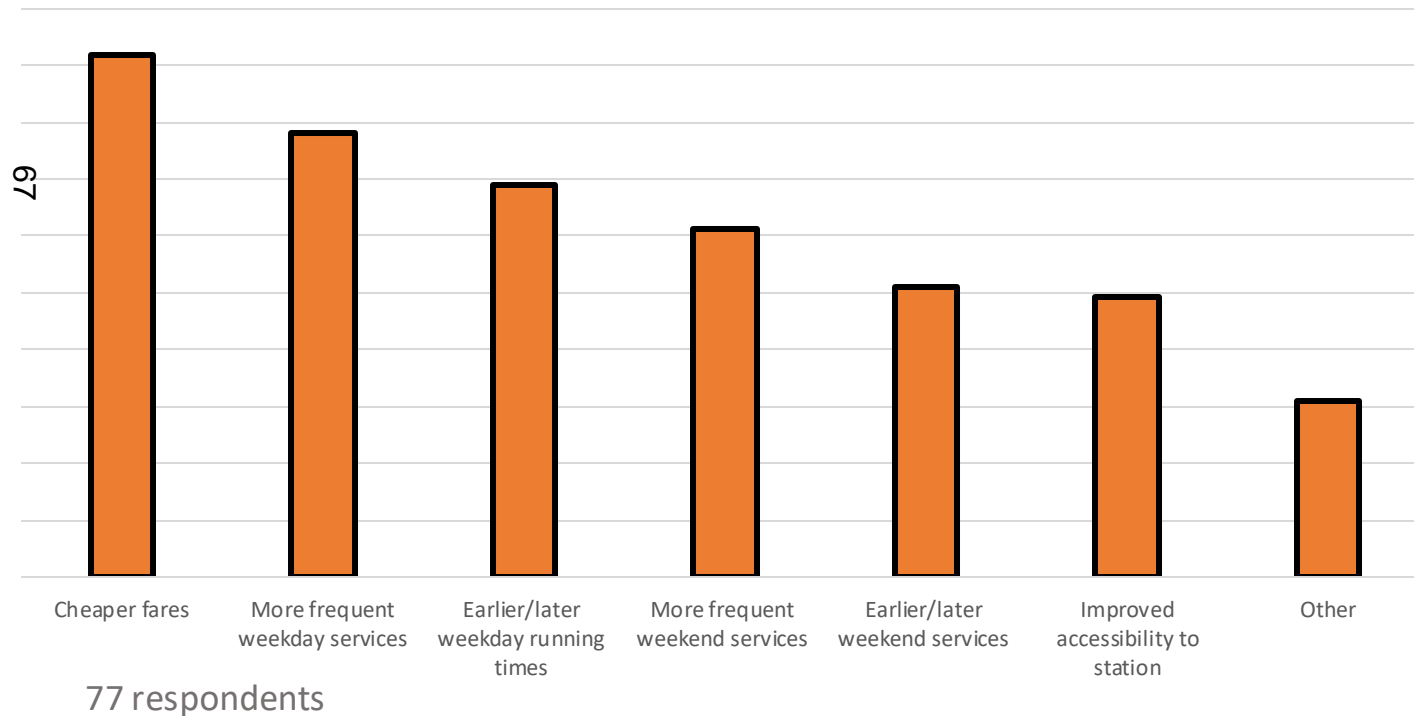

66

| More frequent week day services | Earlier/later week day running times | More frequent weekend services | Orbital service connecting local villages | Cheaper tickets | Earlier/later weekend services | Multi-operator tickets | Demand responsive public transport | Other |
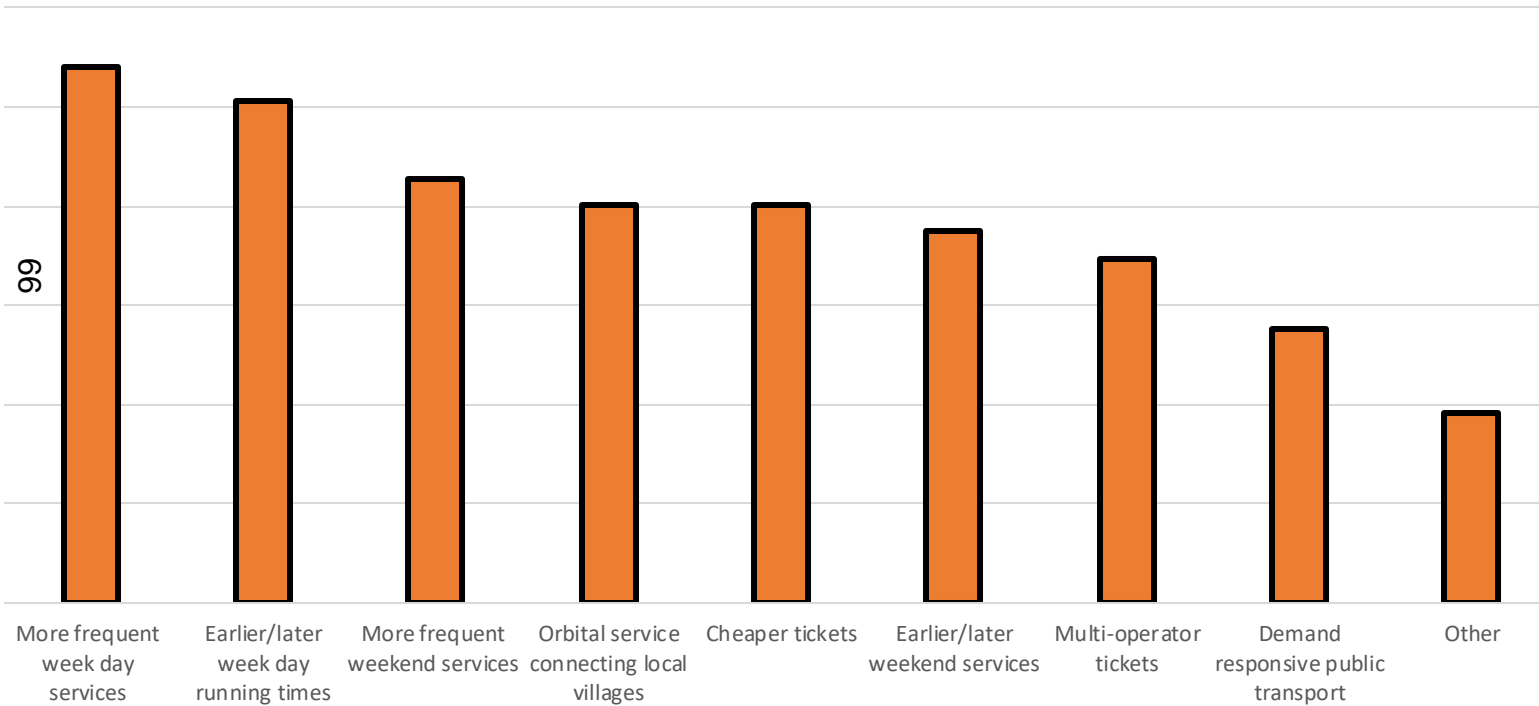
77 respondents

Respondents wanted more frequent weekday services, earlier/later weekday running times, and more frequent weekend services.

Other suggested improvements on the bus network included; peak hour routes between townships and employment areas, utilising the parkway and splitting routes to make journeys from the edge of the city into the city centre quicker, improving bus services in villages, a park and ride scheme, free bus services, increased reliability, improved live updates of bus arrival times, options for disabled/elderly users, road priority being given to buses over cars and lorries, reduced use of double decker buses when bus routes are consistently quiet, and family bus passes.

Peterborough

Trains

What improvements would you wish to see on the train? Please rank in order of importance.

67

Cheaper fares | More frequent weekday services | Earlier/later weekday running times | More frequent weekend services | Earlier/later weekend services | Improved accessibility to station | Other

77 respondents

Respondents wanted cheaper fares, more frequent weekday services, and earlier/later weekday running times.

Other improvements on the rail network included; better integration of bus and rail services to target onwards travel, multi-operator tickets, improved reliability and punctuality of services, improved rail interiors (e.g., clean and modern compartments), improved availability of seating, standardised ticket pricing, and rebuilding sections of the rail network (e.g., feeder lines).

Peterborough

Purchases

Peterborough is responsible for the goods and services used in the city, but produced elsewhere.

To reduce emissions from purchases, we need to reduce what we purchase and choose less carbon intensive purchases.
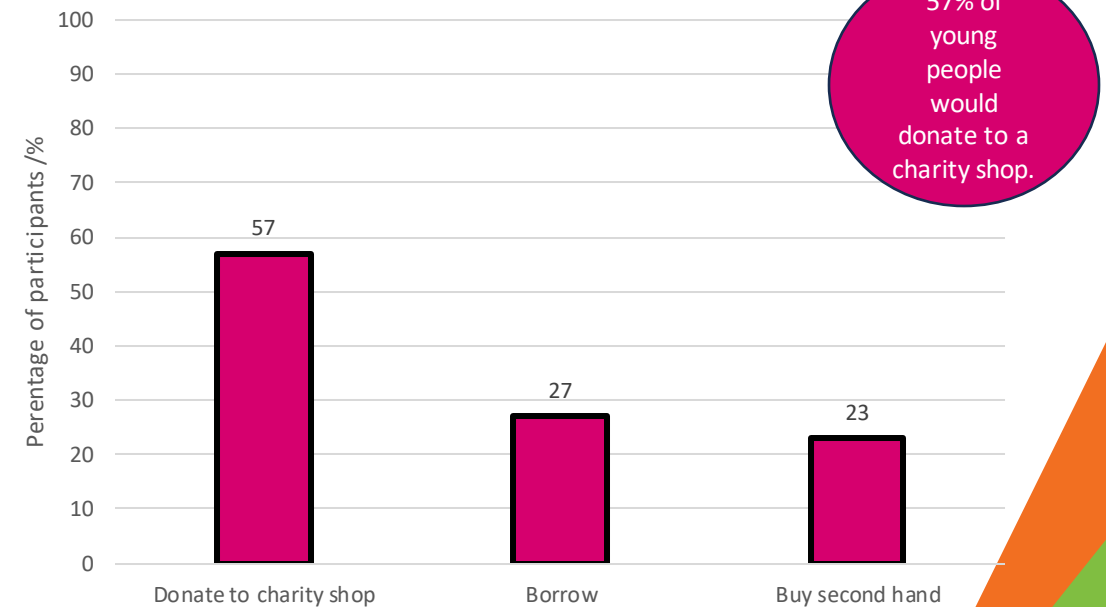
Peterborough

Young people's food and sharing preferences

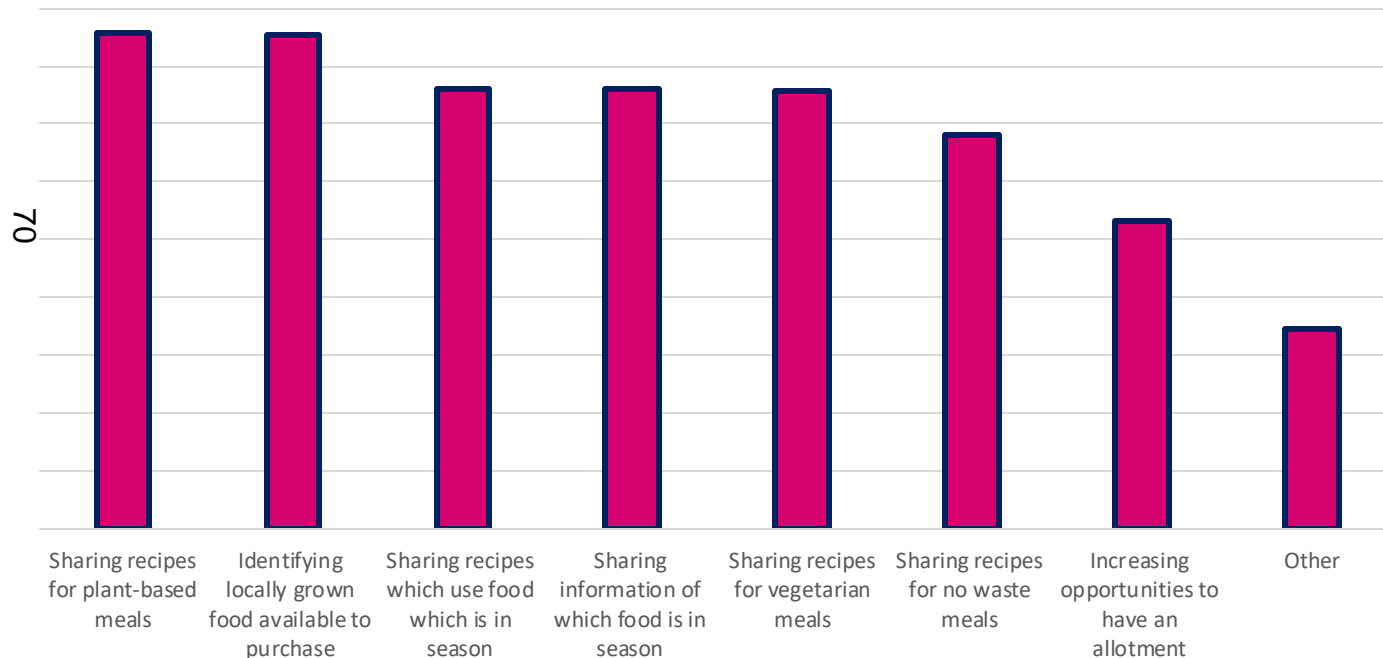## What changes would you like to make to lower your food emissions at school?

Percentage of participants /%

Category	Value
Seasonal food	31
Locally sourced food	28
One vegetarian meal a week	14
More vegetarian meals	10
One vegan meal a week	4
More vegan meals	3

More young people would like to eat locally sourced foods and seasonal foods at school.
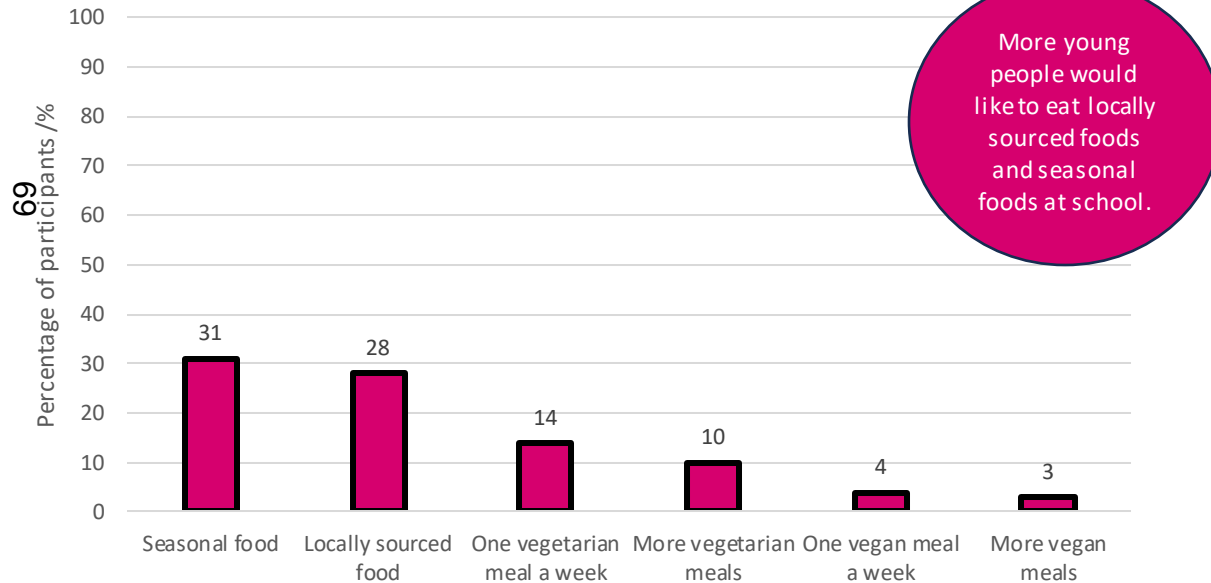
What sharing activities would you do?

Perentage of participants /%

Category	Value
Donate to charity shop	57
Borrow	27
Buy second hand	23

57% of young people would donate to a charity shop.

671 young people responded to these questions, 60 from primary schools, 611 from secondary schools.

Peterborough

Food

What would help you to eat less carbon intensive foods? Please rank in order of preference.

Bar chart categories (left to right):
- Sharing recipes for plant-based meals
- Identifying locally grown food available to purchase
- Sharing recipes which use food which is in season
- Sharing information of which food is in season
- Sharing recipes for vegetarian meals
- Sharing recipes for no waste meals
- Increasing opportunities to have an allotment
- Other

Y-axis value shown: 70

77 respondents

Respondents would like to share recipes for plant-based meals and recipes using food which is grown in season and would like support in identifying locally grown foods to buy.

Other options that participants suggested would help them to eat less carbon intensive foods included; an enforced planning law to restrict street advertisement of carbon intensive foods, education on the benefits of plant-based foods, publicity and funding support for local schemes, plant-based cooking courses, increased garden space for growing opportunities, food carbon labels to show the carbon emissions of a product, and cheaper low carbon food options.

Peterborough

Purchases

## What would help you to reduce your emissions from what you purchase? Please rank in order of preference.

71

Information on levels of emissions from new purchases to help change purchasing behaviours

Information on repair cafés or other schemes which help people to reduce the number of new purchases.

Sharing information on local second hand buying opportunities e.g. charity shops, car boot sales and online reselling sites

Further opportunities for refill purchases

Community sharing/borrowing schemes

Other

77 respondents

Respondents would find information on the greenhouse gas emissions of new purchases, details of repair cafes and information on opportunities for second hand purchases to be useful to support them to reduce their emissions.

Other options that would help participants to reduce their purchase emissions included; promotion of free selling/borrowing sites, a Government ban on single use plastics, Government legislation which targets sustainable packaging, increasing the variety Fairtrade products in shops, and carbon pricing.

Food waste

What would support you to reduce your food waste? Please rank in order of importance.
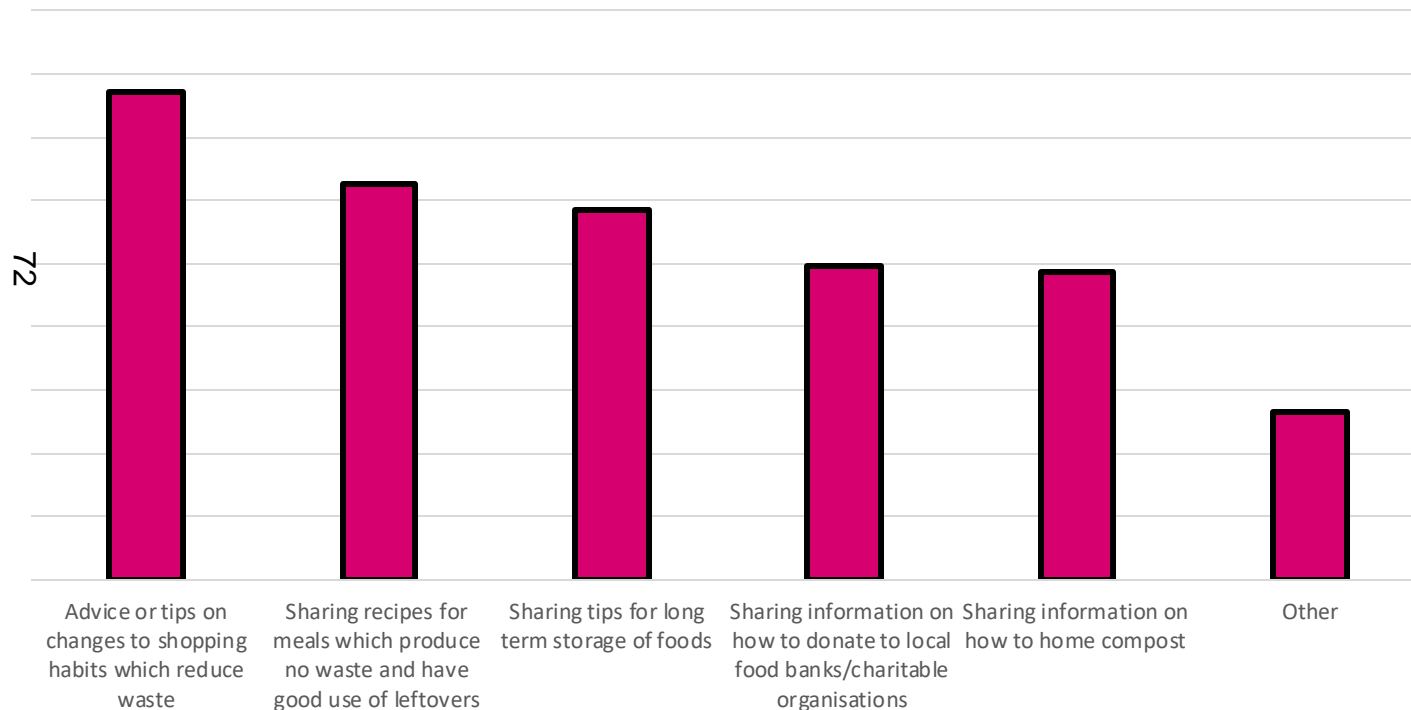
Respondents would like to see advice or tips on changing shopping habits to help support waste reduction, tips shared for the long-term storage of food and information on how to donate to local food banks and charitable organisations.

Other options that would support respondents to reduce their food waste included; education on food miles, greater availability of loose produce, support for reduced food waste from supermarkets, supermarkets removing 'best before' and 'use before' date labels from non-perishable foods.

72

Advice or tips on changes to shopping habits which reduce waste

Sharing recipes for meals which produce no waste and have good use of leftovers

Sharing tips for long term storage of foods

Sharing information on how to donate to local food banks/charitable organisations

Sharing information on how to home compost

Other

77 respondents

Peterborough

Waste

13,976 tonnes CO_2e

Waste accounts for 1% of Peterborough's emissions.

To reduce waste emissions we need to reduce what we throw away, so products do not need to be remade and so greenhouse gases are not emitted when products breakdown.

Peterborough

Waste at schools

Why do you throw food from your school lunch away?

Percentage of participants /%

Category	Value
I don't have enough time to eat	33
I do not throw food away	32
I want to do other things (e.g., play outside or socialise)	23
I don't like the food	19
I am too full	13

33% of young people state they don't have enough time to eat their lunch
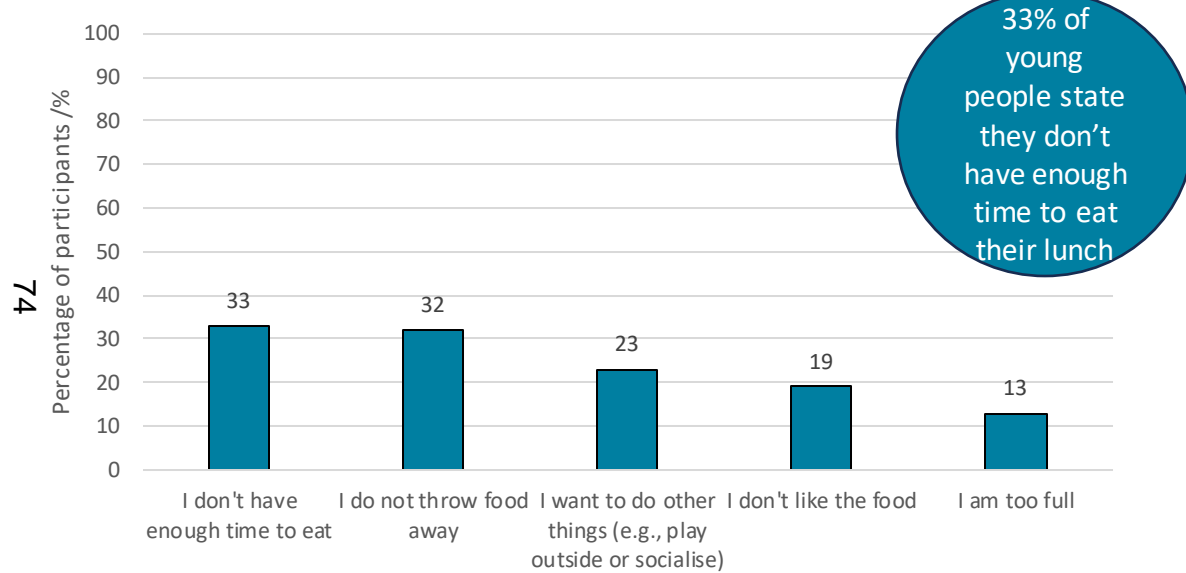
How much do you know about how to recycle at school?
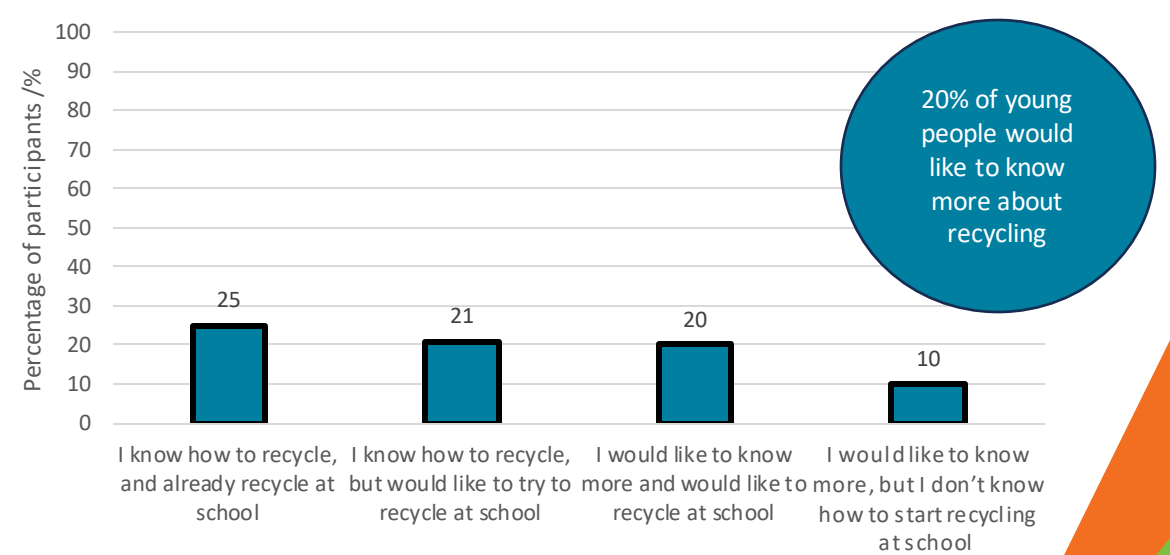
Percentage of participants /%

Category	Value
I know how to recycle, and already recycle at school	25
I know how to recycle, but would like to try to recycle at school	21
I would like to know more and would like to recycle at school	20
I would like to know more, but I don't know how to start recycling at school	10

20% of young people would like to know more about recycling

671 young people responded to these questions, 60 from primary schools, 611 from secondary schools.

Peterborough

Waste reduction

What would support you to decrease your waste? Please rank in order of importance.
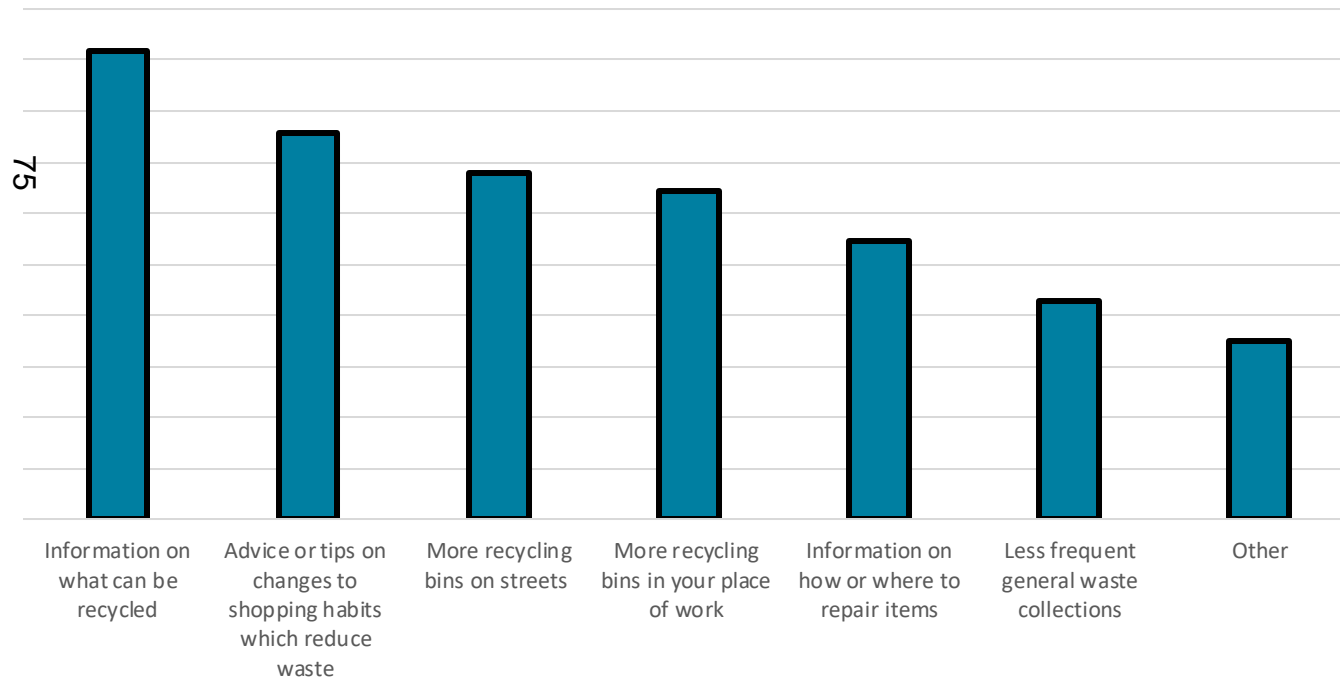
77 respondents

Respondents would find information on what can be recycled, advice or tips to alter shopping habits, and more recycling bins on streets to be useful in supporting them to reduce their waste.

Other options that would support participants to decrease their waste included; ensuring schools have the facilities to recycle, increased frequency of recycling collections, increased frequency of bulky waste collections, improved waste disposal options, further opportunities for refill purchases, further opportunities for repair/repurpose cafes, recycling rebates, communal waste disposal systems, Government legislation to support sustainable packaging, and online sales taxes.

Peterborough

Single-use plastics

What would support you to decrease your use of single use plastics?
Please rank in order of importance.

Bar chart categories (left to right):
- Water refill stations at locations across the city
- Shops with refill options
- Re-usable cup schemes at locations across the city
- Information on what plastic free swaps you could make
- Other
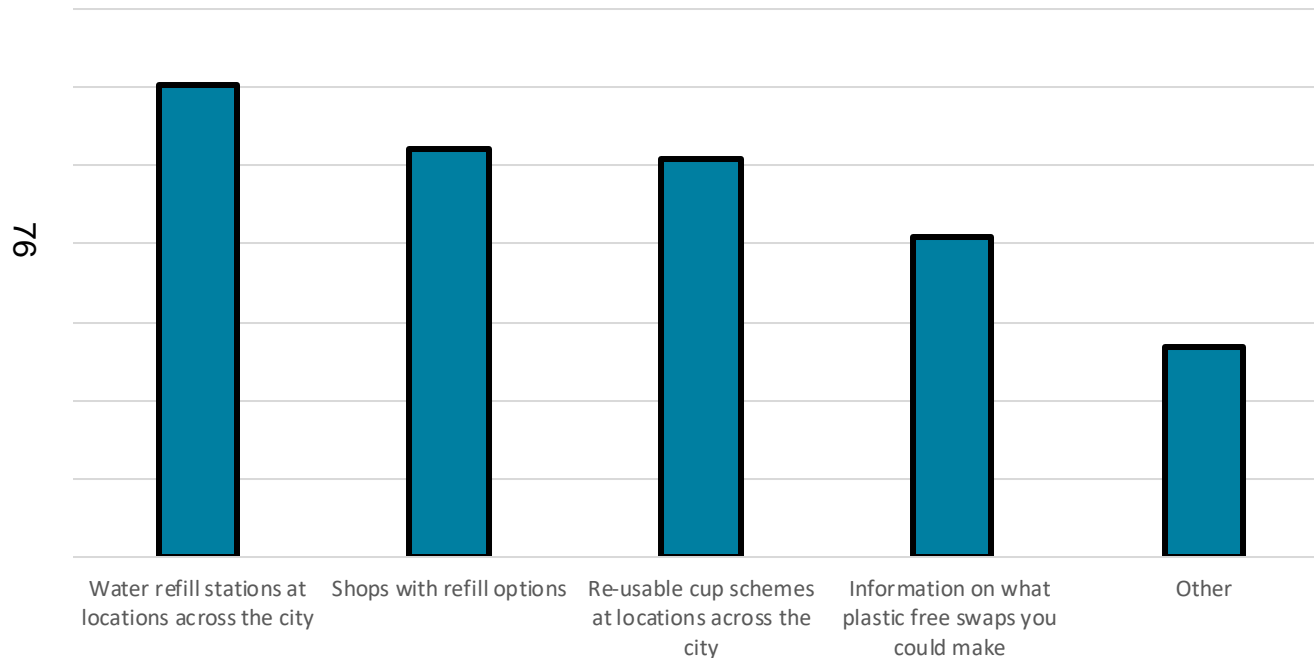
77 respondents

Respondents would find water refill stations, shops with refill options, and re-usable cup schemes useful to decrease their use of single use plastics.

Other options that would support participants to decrease their use of single plastics included; greater availability of loose produce, refill discounts, a plastic tax, full life cycle responsibility for producers, and legislation which ensures no single- use plastics is used on supermarket products.

Peterborough

21,625
tonnes
CO2e

Land use accounts for 2% of Peterborough's emissions.

To reduce emissions from land use, we need to capture more carbon and adopt less carbon intensive land practices.

Peterborough

Tree planting with young people

Would you like to plant a tree near your school/house?

Percentage of participants /%

- Yes: 53
- No: 39

53% of young people would like to plant a tree near their school or house.
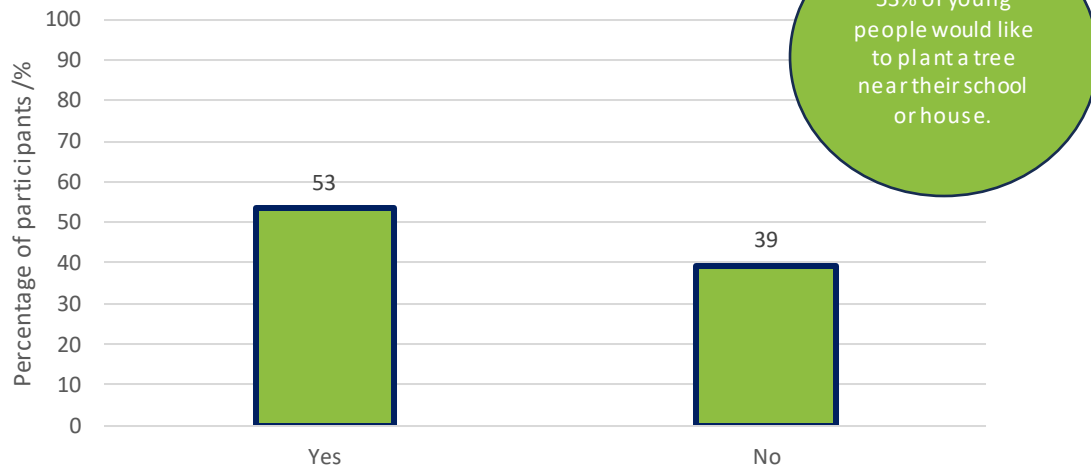
Would you sign up to be a tree steward? This could involve watering and looking after a tree

Percentage of participants /%

- Yes: 26
- No: 71

26% of young people would like to be a tree steward.
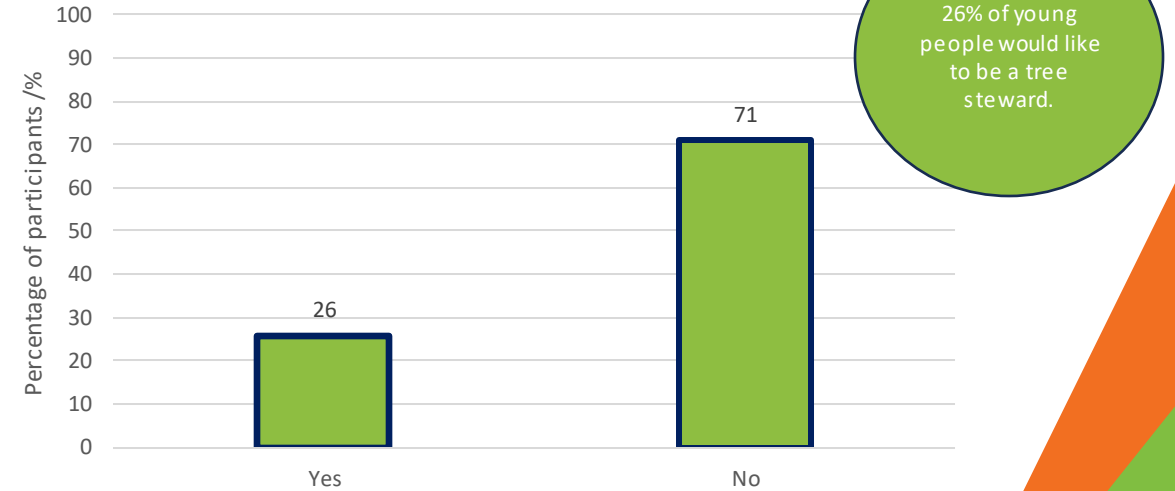
989 young people responded to these questions, 227 from primary schools, 762 from secondary schools.

Peterborough

Tree planting in neighbourhoods

Would you like to be involved in tree planting schemes in your neighbourhood?

84% of respondents would like to be involved in tree planting schemes in their neighbourhood.

- No
- Yes

16%

84%

77 respondents

79

Peterborough
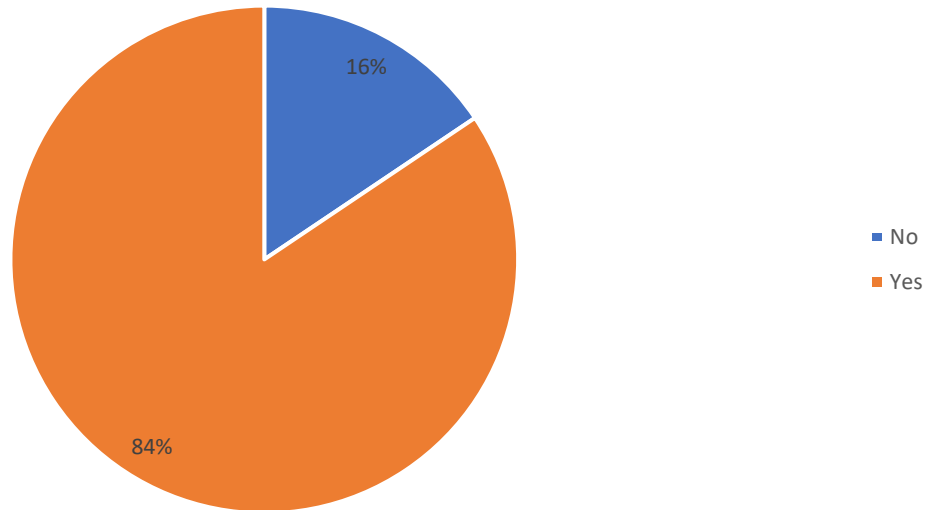
Tree warden

Would you become a tree warden in your local area and help to establish trees once planted? E.g. helping with watering and weed control

78% of respondents would become a tree warden.

22%

40%

38%

- No
- Yes, as an individual
- Yes, if involved with a community group, school, business or organisation
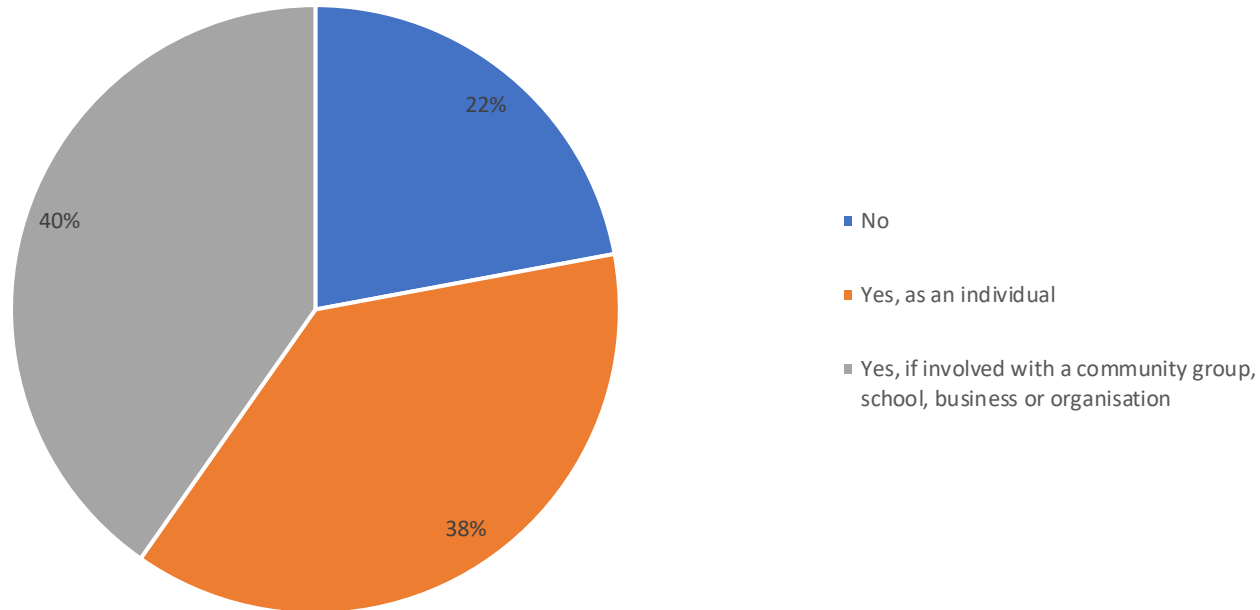
77 respondents

Peterborough

Tree cover

How would you like to see tree cover increased across Peterborough? Please rank in order of preference.
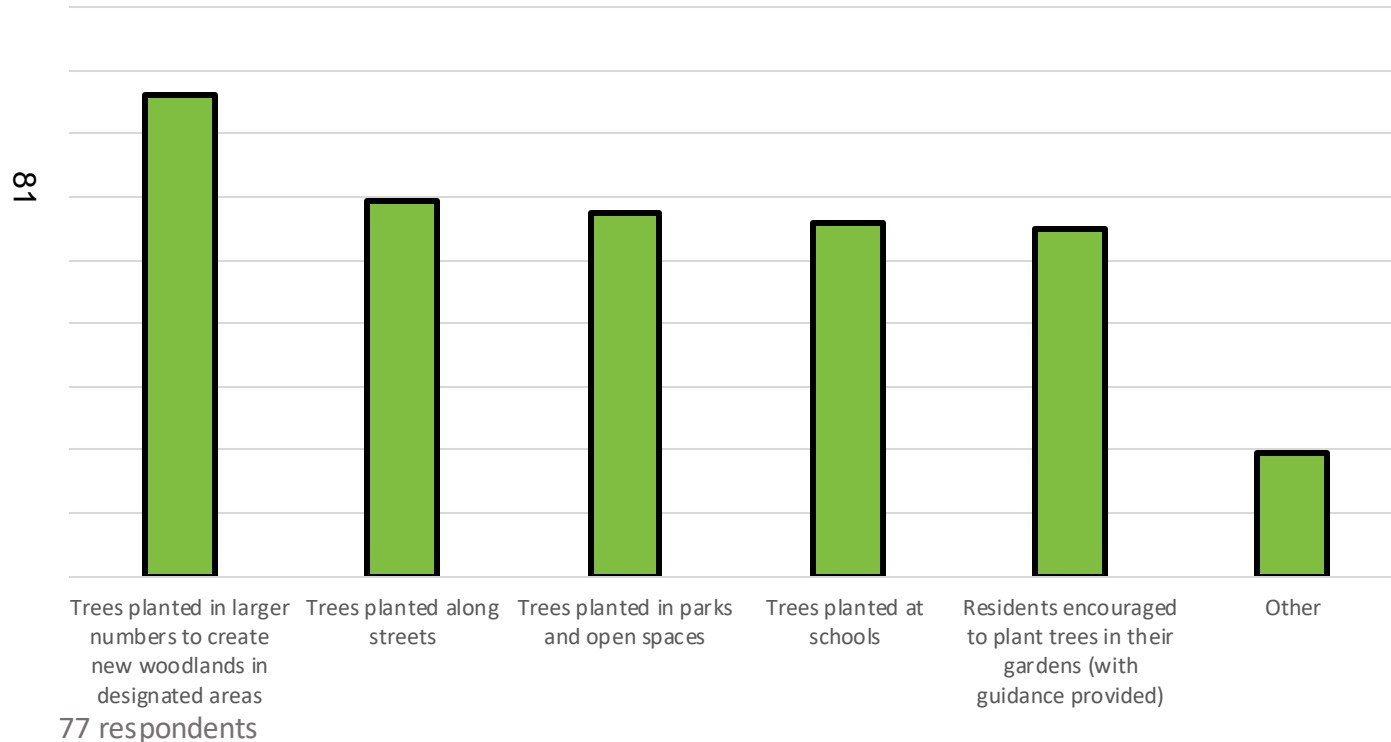
77 respondents

Respondents wanted trees planted in new woodland areas, trees planted along streets and trees planted in parks and open spaces.

Other options for increased tree coverage included; private woodland protection policies, a 2:1 replacement policy for any council owned non-woodland tree that is removed, and planting trees that have a useful purpose (e.g., fruit/berry trees).

Peterborough

Energy

Emissions from energy generation are calculated and reported in the area in which they are used, i.e. a fossil fuel generator creating electricity used in a property is reported within building emissions.

Therefore activities to lower energy emissions, such as installing renewable electricity generation, results in lower emissions in buildings.

Peterborough

Renewable electricity

What form(s) of local renewable electricity generation would you be supportive of? Please tick all that apply.
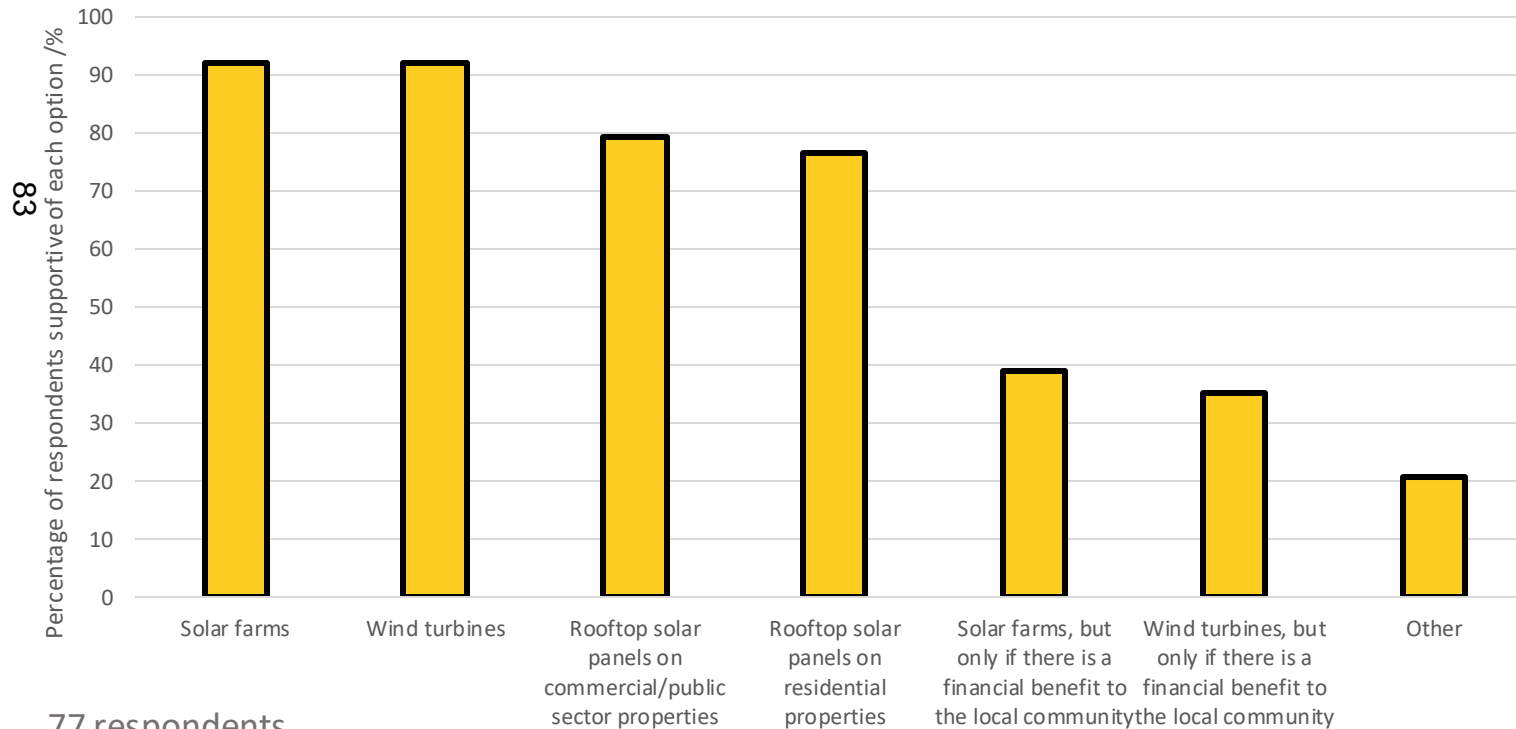
77 respondents

Respondents are supportive of solar farms, wind turbines, and rooftop solar panels on commercial and residential properties.

Other forms of local renewable electricity generation participants would be supportive of included; garden wind turbines, further solar options (e.g., solar canopies in car parks and solar roadways), hydropower (e.g., at suitable places on the Nene), large scale battery storage, and landfill methane capture to heat local public areas (e.g., swimming pools and schools).

Peterborough

Finance

How would you like to see low carbon schemes funded? Please rank in order of preference.

84

Government grants | Clean air zone | Payments from new developments | Workplace parking levy | Community municipal bonds | Increased car parking fees | Crowdsource funding | Other
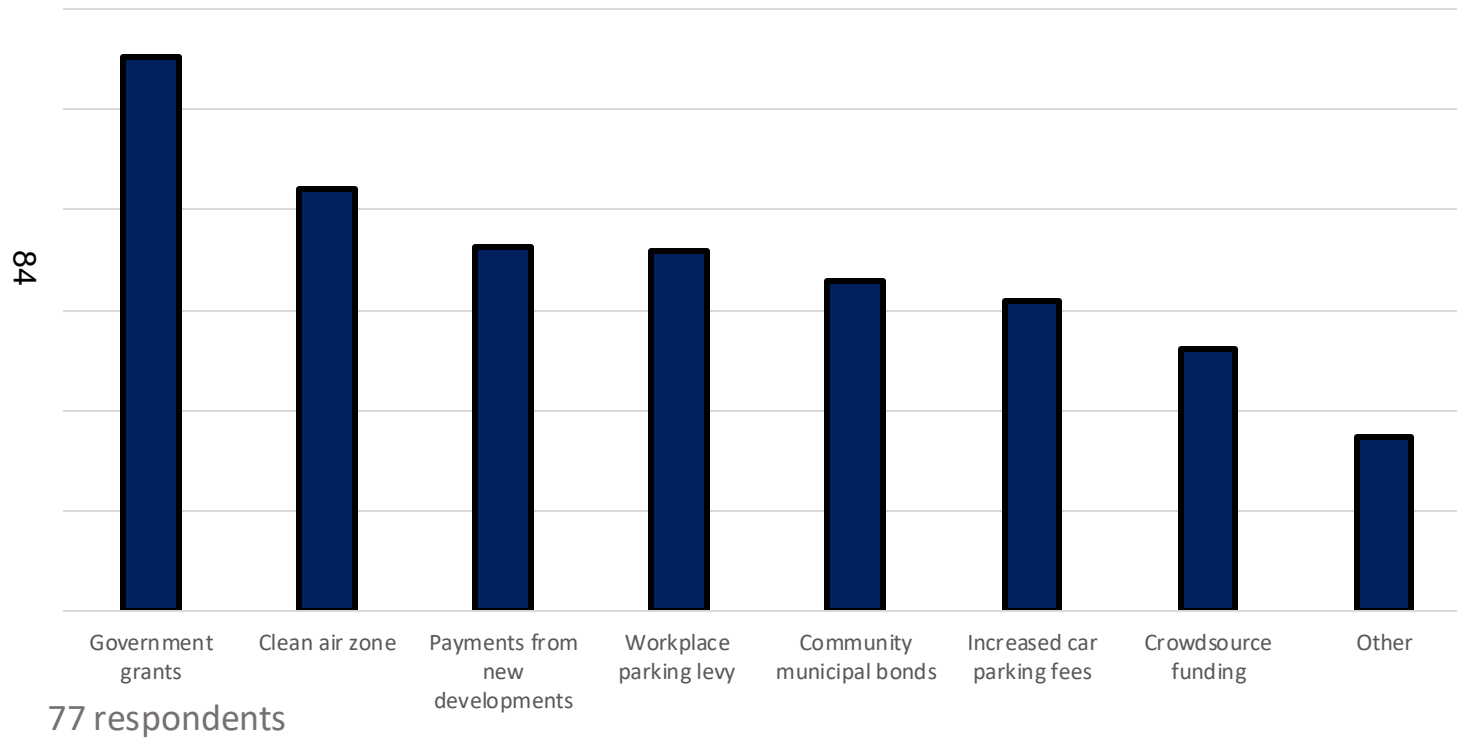
77 respondents

Respondents would like to see government grants, a clean air zone, and payments from new developments fund low carbon schemes.

Further ways participants would like to see low carbon schemes funded included; a windfall tax, a carbon tax and a polluter pays principle.

Peterborough

Appendix – Demographics of respondents

Peterborough City Council would like to thank school pupils for their participation in the Peterborough Climate Debate. At least 989 individual school pupils participated in the debate, with some pupils opting to attend more than one lesson to provide feedback on multiple themes equating to 3,532 responses in total.

85 people completed feedback following the general public Debate sessions. The following information provides details on the demographics of the respondents to the public version of the Peterborough Climate Debate.

Participating schools

Gladstone Primary Academy
Gunthorpe Primary School
Manor Drive Secondary Academy
Nene Park Academy
Newark Hill Academy
Norwood Primary School
Old Fletton Primary School
Ormiston Bushfield Academy
Queen Katharine Academy
The Kings (The Cathedral) School
Thomas Deacon Academy

Peterborough

Demographics – gender

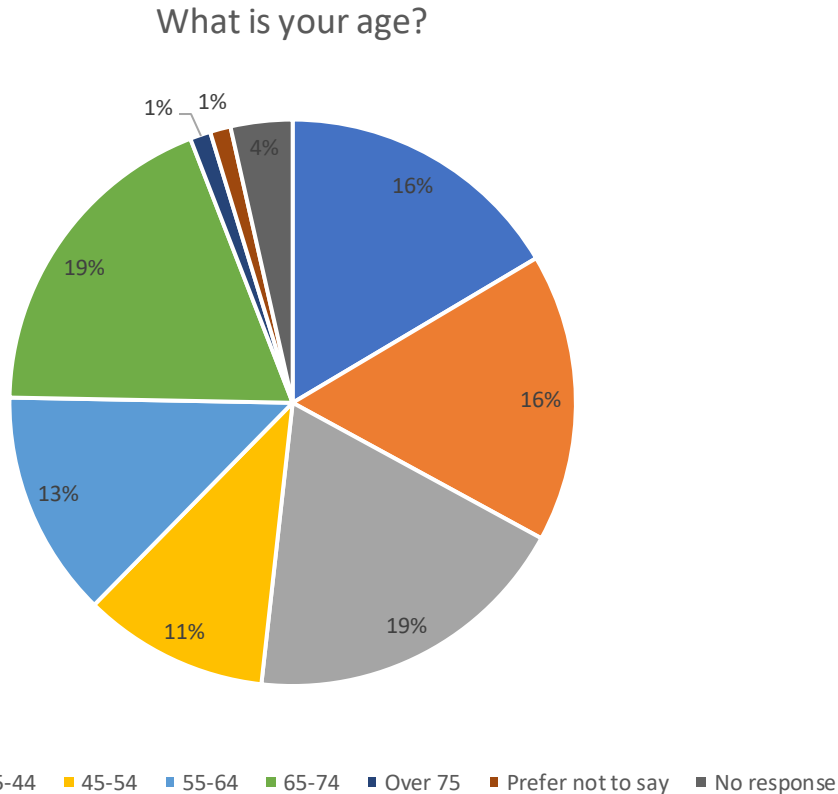How do you describe your gender identity? Select the category that you most identify with:

Female   Male   Non-binary   Prefer not to say   No response
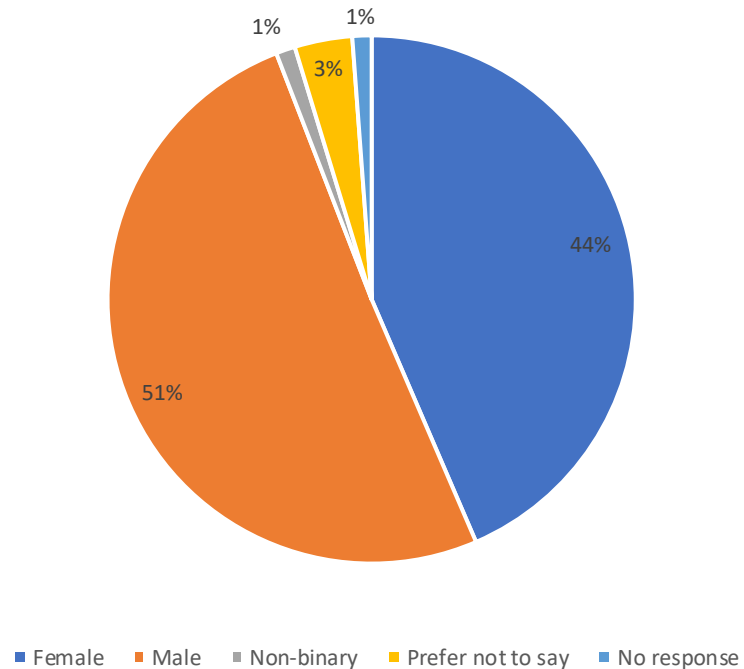
51% of respondents identified as male;

44% of respondents identified as female; and

1% identified as non-binary.

Peterborough

Demographics – age

What is your age?

Legend: 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65-74 | Over 75 | Prefer not to say | No response

16% of respondents were 18-34;

19% of respondents were 35-44;

11% of respondents were 45-54;

13% of respondents were 55-64;

19% of respondents were 65-74;

1% of respondents were over 75.

Peterborough

Demographics – ethnic group

What is your ethnic group?

- Asian or Asian British (includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background)
- Black, Black British Caribbean or African (includes Black British, Caribbean, African or any other Black background)
- Multiple ethnic groups (includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background)
- Prefer not to say
- White (includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background)
- No response

79% of respondents identified as white;

13% of respondents identified as Asian or Asian British;

1% of respondents identified as Black, British Caribbean or African; and

1% of respondents identified as being of multiple ethnic groups.

88

Peterborough

Demographics – religion

What is your religion?

1%
2% 2%
3%
38%
41%
6%
5%
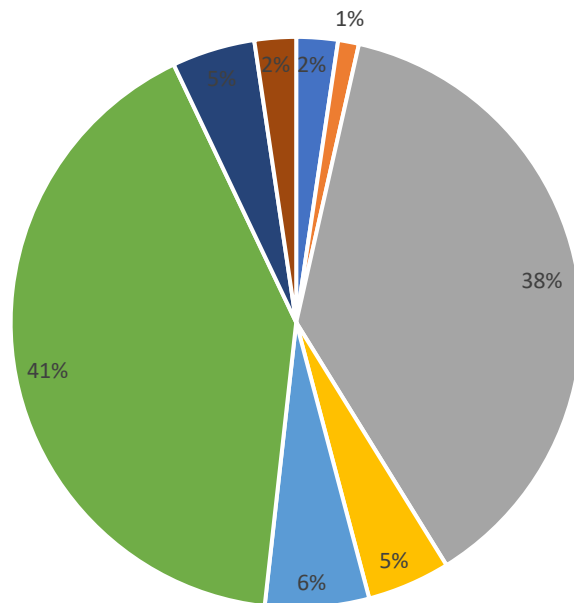
■ Any other religion ■ Buddhist ■ Christian ■ Hindu ■ Muslim ■ No religion ■ Prefer not to say ■ No response

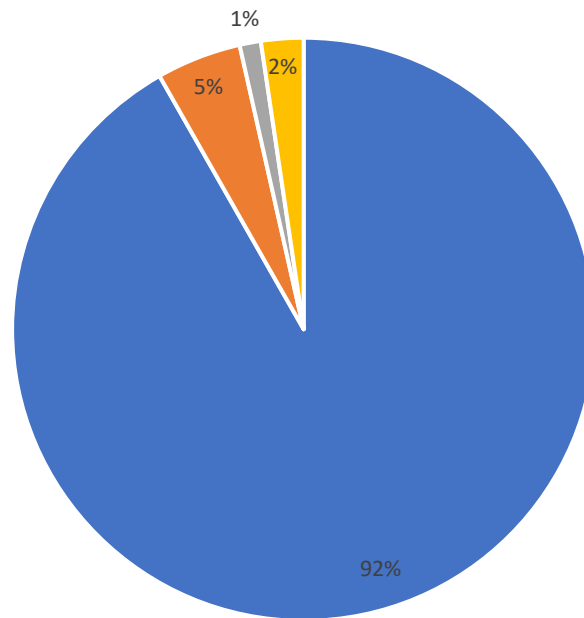**41% of respondents identified as having no religion;**

38% identified as Christian;

6% identified as Muslim;

5% identified as Hindu;

2% identified as having another religion

Peterborough

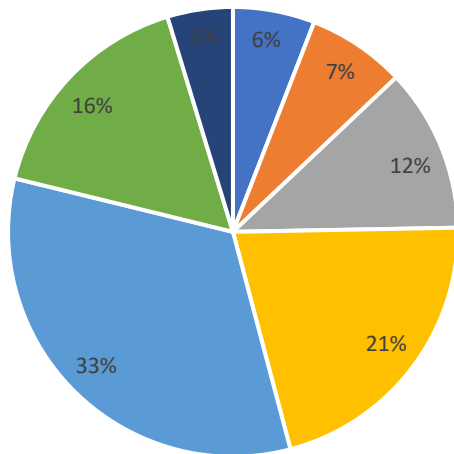# Demographics – language

What is your main language?

92% of respondents spoke English as their main language.

1%

5%

2%

92%

■ English ■ Other (including British Sign Language) ■ Prefer not to say ■ No response

Peterborough

Demographics – financial circumstance

What financial circumstance do you most relate to?

- I am in financial difficulties
- I am just about getting by financially
- I have no savings, but live within my financial means
- I have savings between £2,000 and £10,000
- I have savings over £10,000
- Prefer not to say
- No response

33% of respondents had savings over £10,000;

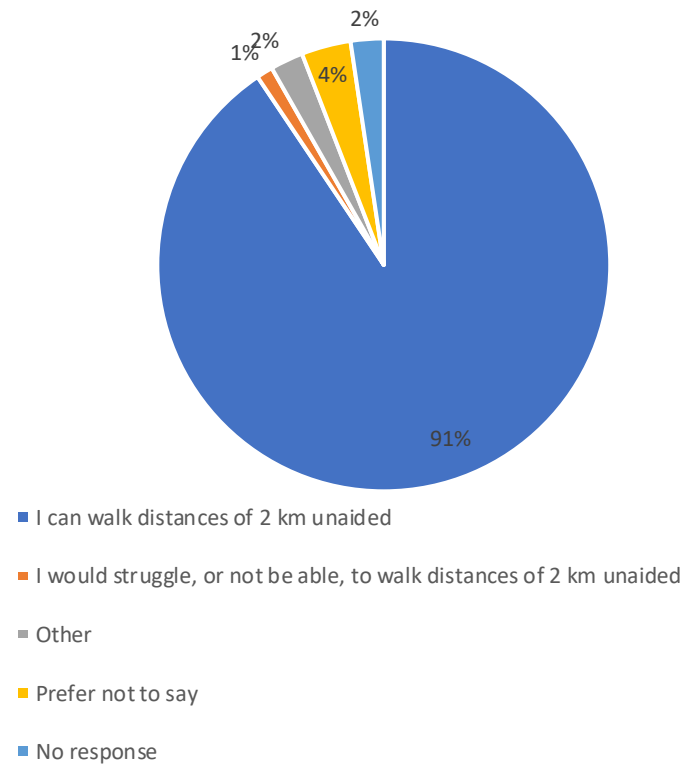**21% of respondents had savings between £2,000 and £10,000;**

12% of respondents had no savings but live within their financial means;

7% of respondents were just about getting by financially;

6% of respondents were in financial difficulties.

Peterborough

Demographics – mobility

What statement best describes your mobility?

2%
1% 2%
4%
91%

- I can walk distances of 2 km unaided
- I would struggle, or not be able, to walk distances of 2 km unaided
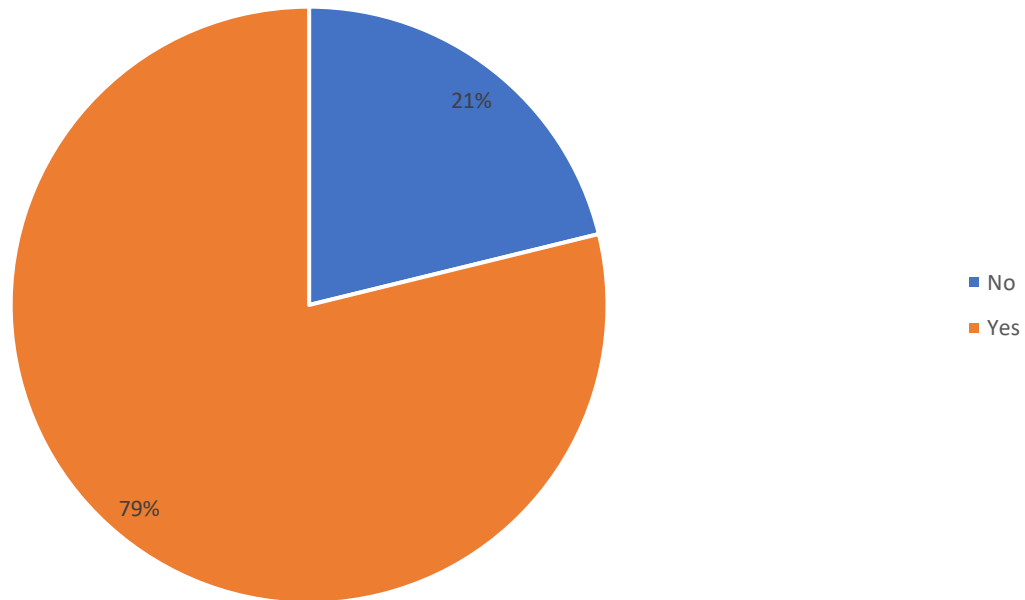- Other
- Prefer not to say
- No response

91% of respondents could walk distances of 2km unaided;

1% of respondents could struggle, or not be able, to walk distances of 2km unaided;

Peterborough

Home ownership

Do you (or a family member) own your home?

■ No
■ Yes

79% of respondents (or a family member) owned their home;

21% of respondents (or a family member) did not own their home.

Peterborough

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