



people's panel  
making your voice count



# People's Panel June 2023 Analysis Report

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# Introduction and Methodology

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## Introduction

This survey was conducted between June and July 2023. Questions covered the following topics:

- Happiness and Wellbeing
- Bus Lane Operating Times Consultation
- Financial Stability Tracker

The People's Panel includes residents of both Hull and the East Riding. The latter often work, shop, and use the entertainment facilities in Hull, as well as access some services such as healthcare.

## Methodology

This survey was open to People's Panel members, and non-members, across Hull and East Riding, over a six-week period between June and July 2023.

As usual, an electronic version of the survey was emailed to over 4,800 online People's Panel members. A non-member version of the survey was also made available through the Hull City Council Your Say website and promoted on social media.

## Response Rate

Method	Count	%
Member	942	37.3%
Non-Member	1584	62.7%
<b>Total</b>	<b>2526</b>	

Local Authority Residence	Count	%
Hull	2009	79.5%
East Riding	338	13.4%
Not Hull or East Riding	17	0.7%
No Postcode Provided	162	6.4%
<b>Total</b>	<b>2526</b>	

2,009 responses came from residents with a Hull postcode.

There are an estimated 213,538 residents of Hull aged 16 +.

**This means that any figures reported for Hull have a confidence interval of 2.18% at a 95% confidence level (i.e., we are 95% certain that the actual result falls within +/- 2.18 percentage points of the reported figure).**

**This is within both corporate and industry standards.**

# Demographics and Weighting

The demographics of respondents from Hull are given below.

Survey responses from Hull are weighted to be demographically representative of the whole Hull population. Responses are weighted based on age, gender, ethnicity and LLTI (impairment or illness). Total weights are capped at 4.0 to avoid individual's responses carrying too much weight in the analysis.

Total (16 + Population)		Sample (2009)		Hull Pop	Weighted Sample
Gender	Female (inc. MTF)	885	44.3%	50.3%	49.2%
	Male (inc. FTM)	1098	54.9%	49.7%	49.6%
	Other / non-binary	16	0.8%	-	1.3%
LLTI (impairment or illness)	No	1333	66.8%	76.7%	76.3%
	Yes	664	33.2%	23.3%	23.7%
Age group	16-34	222	11.2%	33.8%	35.1%
	35-44	279	14.1%	16.3%	17.2%
	45-54	385	19.4%	15.7%	15.5%
	55-64	473	23.9%	15.1%	14.6%
	65-74	465	23.4%	11.1%	10.3%
	75+	159	8.0%	8.2%	7.2%
Ethnic group	BAME (Black, Asian and Minority Ethnicities inc. White Other)	100	5.0%	15.0%	12.6%
	White British	1885	95.0%	85.0%	87.4%

**Note: Responses are not weighted geographically. Minimum sample sizes at ward and area committee level were not met and therefore it is not possible to produce either ward or area committee level results.**

## Average Score Analysis:

A number of the questions in this panel survey asked respondents to state how much they disagree / agree with a statement, or how dissatisfied / satisfied they are with certain things.

This report includes, as standard, the proportion of respondents who disagree / agree or who are dissatisfied / satisfied. However, it also provides an "Average Score" measure for each aspect of these questions.

This is done by assigning a numerical value to each response category (see below) and then calculating an average value across all respondents.

Strongly Disagree	Very Dissatisfied	-2
Disagree	Dissatisfied	-1
Neither	Neither	0
Agree	Satisfied	+1
Strongly Agree	Very Satisfied	+2

Negative Average Scores suggest that respondents are more likely to disagree / be dissatisfied; with values closer to -2 suggesting they disagree more strongly / are more dissatisfied.

Conversely, positive Average Scores suggest that respondents are more likely to agree / be satisfied; with values closer to +2 suggesting they agree more strongly / are more satisfied.

# Executive Summary

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## **Happiness and Wellbeing**

Respondents are significantly more likely to rate different aspects of their health and wellbeing positively rather than negatively.

The notable exception is feelings of stress / anxiety; where a similar proportion of respondents say they do feel stressed or anxious (31%) as say they do not feel stressed or anxious (37%).

Over the last month there has been a significant increase (+ 7 percentage points) in the proportion of respondents who feel healthy; and a significant decrease (- 6 percentage points) in the proportion who feel unhealthy. There has also been a significant increase (+ 3 percentage points) in the proportion of respondents who say they do not feel worthwhile.

Longer term, while the proportion of respondents who say they are happy (56%) remains significantly lower than pre pandemic levels (65%), current levels of happiness are now the highest since the beginning of the pandemic in April 2020. Despite a small increase in feelings of loneliness over the last month (+ 2 percentage points), current feelings of loneliness (16%) remain at one of their lowest levels, and significantly below pre-pandemic (23%) and start of the pandemic (26%) levels. Current levels of stress and anxiety (31%) are now at their lowest level, and significantly below pre pandemic levels (36%).

## **Bus Lane Operating Times Consultation**

### **Method of Transport**

The significant majority of respondents regularly travel in and around Hull either by car / van (84%) or on foot / walking (71%). Over half also regularly travel in and around Hull by bus (52%). Approximately a third of respondents travel in and around Hull by bicycle (31%). Less than 1% of respondents never travel in or around Hull.

When asked specifically about their main mode of transport i.e. the one they use the most:

Nearly two thirds of respondents (62%) say that their main method of transport when travelling around the city is a car / van (including taxi). 16% of respondents say that their main method of transport is a bus. 11% of respondents say their main method if travel is on foot and 11% of respondents say their main method of travel is a bicycle.

### **Transport Priorities**

Respondents were asked to rate 8 impacts of changing the bus lane operating times in order of importance:

Overall, respondents tend to place a higher level of importance on the safety of all road users and the safety of cyclists / pedestrians, and a lower level of importance on funding for future cycle schemes.

However, the remaining average ranks are closely distributed about the mean, suggesting that there are polarised views between different groups which is having a smoothing effect.

In fact, when the results are analysed by the respondent's main method of travel then there are clear differences in priorities:

	<b>More Important Than Average</b>	<b>Less Important Than Average</b>
<b>Mainly Car / Van</b>	Shorter journeys for motor vehicles Safety of all road users	Cyclist / pedestrian safety Climate change / reducing emissions Funding for bus services Funding for future cycle schemes Reliability of bus services
<b>Mainly Foot</b>	Cyclist / pedestrian safety Climate change / reducing emissions Funding for future cycle schemes Reliability of bus services	Shorter journeys for motor vehicles Safety of all road users
<b>Mainly Bicycle</b>	Cyclist / pedestrian safety Climate change / reducing emissions Funding for future cycle schemes	Shorter journeys for motor vehicles Safety of all road users
<b>Mainly Bus</b>	Funding of bus services Reliability of bus services Frequency of bus services	Shorter journeys for motor vehicles Safety of all road users

Respondents were then asked to choose between two statements by moving a slider nearer to the statement that most closely reflected their views.

A similar proportion of respondents think that we should prioritise improved bus reliability, journey times and service patterns (46%) as think we should prioritise shorter journey times for cars and vans (41%).

However, significantly more respondents think that we should prioritise facilities to encourage walking, cycling and bus use (51%) than think we should prioritise more of the transport infrastructure dedicated to private vehicles (29%).

Respondents who mainly travel by car / van are significantly more likely than average to prioritise both shorter journey times for cars and vans, and more of the transport infrastructure dedicated to private vehicles.

Conversely, respondents who mainly travel on foot, by bicycle and by bus, are all significantly more likely than average to prioritise both improved bus reliability, journey times and service patterns, and facilities to encourage walking, cycling and bus use.

### **Usage of Main Transport Corridors**

92% of respondents regularly use at least one of the five main road corridors listed in the survey.

Usage of the five roads listed is broadly similar, although respondents are most likely to regularly use either the A1079 Beverley Road (48%) or Spring Bank (47%), and least likely to regularly use A1105 Anlaby Road (35%).

Across all five roads, peak overall journey times tend to be focused on weekday mornings (7.00 – 9.30 am) towards the city centre, weekday evenings (4.00 – 6.30 pm) away from the city centre, and weekend day times (9.30 am – 4.00 pm) in both directions.

Overall, the largest proportion of journeys take place on Spring Bank and A1079 Beverley Road, most notably on weekdays, at peak times and in peak flow direction. This is largely driven by car / van journeys which demonstrate the same peak traffic flow patterns.

Respondents who mainly travel on foot are most likely to travel on Spring Bank, typically during the day both on weekdays and weekends.

Respondents who mainly travel by bicycle are more likely to travel on Beverley Road and Spring Bank, at varying times throughout the day both on weekdays and weekends.

Respondents who mainly travel by bus travel across multiple routes, most notably on Anlaby Road, but their travel is most likely to occur on weekdays at peak times and in peak flow direction.

### Bus Lane Operating Time

	Remain as all day, both directions	Return to peak times in both directions	Return to peak times in the peak flow direction only	No opinion
<b>A165 Holderness Rd</b>	27%	21%	49%	3%
<b>A1079 Beverley Road</b>	36%	19%	42%	3%
<b>A1105 Anlaby Road</b>	29%	22%	46%	3%
<b>A1079 Ferensway</b>	35%	21%	42%	3%
<b>Spring Bank</b>	36%	20%	41%	2%

Overall, the significant majority of respondents believe that bus lanes on the A165 Holderness Road and the A1105 Anlaby Road should return to peak times in the peak flow direction only.

However, when it comes to A1079 Beverley Road, the A1079 Ferensway, and Spring Bank, respondents tend to be much more split between those who believe that bus lanes on these routes should return to peak times in the peak flow direction only, and those who believe that bus lanes these routes should remain as all day in both directions.

There are also clear differences in the way this question was answered depending on the respondents main method of travel.

In almost all instances, respondents who mainly travel by car / van are significantly less likely than average to believe that the bus lanes should remain as all day in both directions, and significantly more likely than average to believe they should return to peak times and in the peak flow direction only.

Conversely, respondents who mainly travel on foot, by bicycle, or by bus are all significantly more likely than average to believe that the bus lanes should remain as all day in both directions.

## Change In Transport Use

For the majority of respondents, regardless of their main method of transport, the extension to the bus lane operating times has made no difference to the how often they use that form of transport.

The notable exception to this is cyclists; 51% of whom now cycle either a little more (15%) or a lot more (36%) following the extension of the bus lane operating times. This compares to just 10% of cyclists who now cycle either a little less (4%) or a lot less (6%) following the extension of the bus lane operating times.

A greater proportion of respondents now walk or use the bus more, following the extension of the bus lane operation hours (20% and 35% respectively), than walk or cycle less (5% and 13% respectively).

Conversely, following the extension of the bus lane operation hours, a greater proportion of respondents now use a car / van *less*, (24%), than say they use a car / van *more* (10%).

## Feelings of Safety

	Less Safe	No Change	More Safe
<b>A165 Holderness Rd</b>	41%	39%	20%
<b>A1079 Beverley Road</b>	35%	40%	26%
<b>A1105 Anlaby Road</b>	40%	39%	21%
<b>A1079 Ferensway</b>	41%	34%	26%
<b>Spring Bank</b>	38%	34%	28%

Overall, respondents across all major routes are mostly split between those who feel less safe as a result of the extension of the bus lane operating times, and those who feelings of safety have not changed as a result of the extension of the bus lane operating times.

Car / van users are significantly more likely than average to believe that the extension to bus lane operating times on all routes has made them feel less safe.

Conversely, respondents who mainly cycle or use the bus, are both significantly more likely than average to believe that the extension to bus lane operating times on all routes has made them feel more safe.

## Financial Stability Checker

The majority of respondents (72%) are either keeping up without any difficulties (36%) or only struggling occasionally (36%). 17% find it a constant struggle to keep up (13%), are falling behind financially (3%) or are having real financial problems (1%).

Compared to when this was last asked in May 2023, there has been no significant change. Longer term, compared to March 2022, when the People's Panel began tracking this information there has been a 9-percentage point fall in the proportion of respondents who are keeping up with bills / credit commitments without any difficulties.

There has been a 3-percentage point increase in the proportion of respondents who are keeping up with bills / credit commitments, but who find it a struggle from time to time, and a 3-percentage point increase in the proportion of respondents who are keeping up with bills / credit commitments, but who find it a constant struggle.



# Happiness and Wellbeing

## Q. How are you feeling?

	1 Not at All	2	3	4	5 - Very
Happy	5%	13%	26%	43%	13%
Healthy	3%	17%	29%	41%	10%
Lonely	32%	27%	25%	14%	2%
Anxious / Stressed	15%	22%	32%	26%	5%
Worthwhile	4%	11%	33%	36%	16%
Optimistic	6%	17%	32%	33%	12%
Hopeful	5%	14%	33%	36%	13%

## Focus on positive feelings:

	Jan 2020	Apr 2020	Mar 2022	Nov 2022	Jan 2023	Mar 2023	Apr 2023	May 2023	June 2023
Happy	65%	51%	55%	53%	53%	50%	53%	52%	56%
Healthy	51%	50%	45%	49%	40%	44%	44%	45%	52%
Not Lonely	58%	50%	55%	59%	56%	54%	58%	61%	59%
Not Stressed / Anxious	36%	31%	31%	37%	32%	33%	35%	35%	37%
Worthwhile	56%	50%	46%	54%	51%	51%	49%	53%	52%
Optimistic	-	-	39%	44%	42%	41%	42%	43%	45%
Hopeful	-	-	44%	42%	46%	44%	45%	45%	49%

## Focus on negative feelings:

	Jan 2020	Apr 2020	Mar 2022	Nov 2022	Jan 2023	Mar 2023	Apr 2023	May 2023	June 2023
Unhappy	14%	23%	23%	19%	20%	21%	21%	16%	18%
Unhealthy	20%	20%	21%	23%	26%	25%	26%	25%	19%
Lonely	23%	26%	19%	21%	20%	21%	20%	14%	16%
Stressed / Anxious	36%	41%	35%	31%	38%	36%	36%	32%	31%
Not worthwhile	14%	15%	16%	16%	16%	15%	18%	12%	15%
Pessimistic	-	-	23%	23%	24%	28%	24%	22%	23%
Not hopeful	-	-	16%	21%	22%	20%	21%	19%	19%

- Respondents are significantly more likely to feel positively rather than negatively.
- The only exception is feelings of stress / anxiety, where a similar proportion of respondents say they do feel stressed or anxious (31%) as say they do not feel stressed or anxious (37%).

## Over the last month:

- There has been a significant increase (+ 7 percentage points) in the proportion of respondents who feel healthy; and a significant decrease (- 6 percentage points) in the proportion who feel unhealthy.
- There has been a significant increase (+ 3 percentage points) in the proportion of respondents who say they do not feel worthwhile.

Longer term:

- The proportion of respondents who say they are happy (56%) remains significantly lower than pre pandemic levels (65%). However, current levels of happiness are now the highest since the beginning of the pandemic in April 2020.
- Despite a small increase in feelings of loneliness over the last month (+ 2 percentage points), current feelings of loneliness (16%) remain at one of their lowest levels, and significantly below pre-pandemic (23%) and start of the pandemic (26%) levels.
- Current levels of stress and anxiety (31%) are now at their lowest level, and significantly below pre pandemic levels (36%).

## Bus Lane Operating Times Consultation

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### Method of Transport

Q. Thinking about how you travel in and around Hull, do you use...?

Car / van (including taxis)	84%
Walk	71%
Bus	52%
Cyclist	31%
Motorcycle / moped	3%
Other	2%
Mobility scooter	1%
E-scooter	1%
Never travel in or around Hull	<1%

- The significant majority of respondents regularly travel in and around Hull either by car / van (84%) or on foot / walking (71%).
- Over half also regularly travel in and around Hull by bus (52%).
- Approximately a third of respondents travel in and around Hull by bicycle (31%).
- Less than 1% of respondents never travel in or around Hull.

Q. And which of these is your main mode of transport - that is the one you use most?

Car / van (including taxis)	62%
Bus	16%
Walk	11%
Cyclist	11%
Motorcycle / moped	1%
Mobility scooter	<1%
Other	<1%
E-scooter	<1%
Never travel in or around Hull	<1%

- Nearly two thirds of respondents (62%) say that their main method of transport when travelling around the city is a car / van (including taxi).
- 16% of respondents say that their main method of transport is a bus.
- 11% of respondents say their main method of travel is on foot.
- 11% of respondents say their main method of travel is a bicycle.

## Transport Priorities

Q. Bearing in mind the possible impacts of changing the bus lane operating times on safety and future funding, please rank the following in order of importance.

	1 – Most Important	2	3	4	5	6	7	8 – Least Important	Average Rank
Safety of all road users	34%	21%	8%	5%	6%	8%	12%	5%	3.26
Cyclist / pedestrian safety	21%	22%	16%	12%	10%	8%	7%	4%	3.36
Reliability of bus services	8%	11%	14%	22%	21%	13%	8%	2%	4.21
Climate change / reducing emissions	11%	14%	18%	12%	10%	11%	13%	12%	4.41
Frequency of bus services	4%	8%	16%	15%	18%	20%	12%	6%	4.73
Shorter journey times for motor vehicles	18%	15%	8%	6%	5%	7%	11%	29%	4.76
Funding for bus services	3%	4%	13%	15%	16%	18%	18%	12%	5.24
Funding for future cycle schemes	1%	4%	7%	12%	12%	13%	19%	31%	6.00

- Respondents tend to:
  - Place a higher level of importance on the safety of all road users, and the safety of cyclists / pedestrians.
  - Place a lower level of importance on funding for future cycle schemes.
- However, the remaining average ranks are closely distributed about the mean, suggesting that there are polarised views between different groups which is having a smoothing effect.

	Average Rank				
	Overall	Mainly car / van	Mainly walk	Mainly cyclist	Mainly bus
Cyclist / pedestrian safety	<b>3.36</b>	3.77	2.50	1.66	3.51
Climate change / reducing emissions	<b>4.41</b>	4.66	3.67	3.20	4.82
Funding for bus services	<b>5.24</b>	5.63	5.02	5.03	4.06
Funding for future cycle schemes	<b>6.00</b>	6.37	5.62	3.89	6.24
Reliability of bus services	<b>4.21</b>	4.50	3.92	4.95	2.68
Frequency of bus services	<b>4.73</b>	4.85	4.86	5.59	3.57
Shorter journey times for motor vehicles	<b>4.76</b>	3.58	6.53	7.30	6.48
Safety of all road users	<b>3.26</b>	2.64	3.88	4.27	4.65

### Main Transport: Car / Van

- Respondents who mainly travel by car / van place significantly more importance than average on shorter journeys for motor vehicles, and the safety of all road users.
- They place significantly less importance than average on cyclist / pedestrian safety, climate change / reducing emissions, funding for bus services, funding for future cycle schemes, and the reliability of bus services.

### *Main Transport: Foot / Walking*

- Respondents who mainly travel by foot / walking place significantly more importance than average on cyclist / pedestrian safety, climate change / reducing emissions, funding for future cycle schemes, and the reliability of bus services.
- They place significantly less importance than average on shorter journeys for motor vehicles, and the safety of all road users.

### *Main Transport: Bicycle*

- Respondents who mainly travel by bicycle place significantly more importance than average on cyclist / pedestrian safety, climate change / reducing emissions, and funding for future cycle schemes.
- They place significantly less importance than average on the reliability of bus services, the frequency of bus services, shorter journeys for motor vehicles, and the safety of all road users.

### *Main Transport: Bus*

- Respondents who mainly travel by bus place significantly more importance than average on funding of bus services, the reliability of bus services, and the frequency of bus services.
- They place significantly less importance than average on climate change / reducing emissions, funding for future cycle schemes, shorter journeys for motor vehicles, and the safety of all road users.

### **Q.** What do you think we should prioritise?

Respondents were asked to move a slider / tick a box nearer to the statement that most closely reflected their view. The nearer to one side that they selected / ticked, the more important they think that statement is. If they felt that both should be equally balanced, then they were asked to select the mid-point (Point 3).

	1	2	3	4	5	
Improved bus reliability, journey times and service patterns	29%	18%	13%	20%	21%	Shorter journey times for cars and vans
Facilities to encourage walking, cycling and bus use	32%	18%	21%	14%	14%	More of the transport infrastructure dedicated to private vehicles

- A similar proportion of respondents think that we should prioritise improved bus reliability, journey times and service patterns (46%) as think we should prioritise shorter journey times for cars and vans (41%).
- Significantly more respondents think that we should prioritise facilities to encourage walking, cycling and bus use (51%) than think we should prioritise more of the transport infrastructure dedicated to private vehicles (29%).

	1 - Improved bus reliability, journey times and service patterns	2	3	4	5 - Shorter journey times for cars and vans
<b>Overall</b>	<b>29%</b>	<b>18%</b>	<b>13%</b>	<b>20%</b>	<b>21%</b>
Mainly car / van	11%	12%	16%	29%	31%
Mainly walk	43%	31%	13%	8%	6%
Mainly cyclist	65%	23%	5%	3%	4%
Mainly bus	64%	24%	5%	3%	3%

- Respondents who mainly travel by car / van are significantly more likely than average to prioritise shorter journey times for cars and vans.
- Conversely, respondents who mainly travel on foot, by bicycle and by bus, are all significantly more likely than average to prioritise improved bus reliability, journey times and service patterns.

	1 - Facilities to encourage walking, cycling and bus use	2	3	4	5 - More of the transport infrastructure dedicated to private vehicles
<b>Overall</b>	<b>32%</b>	<b>18%</b>	<b>21%</b>	<b>14%</b>	<b>14%</b>
Mainly car / van	13%	18%	27%	21%	21%
Mainly walk	54%	23%	14%	5%	3%
Mainly cyclist	87%	7%	3%	2%	2%
Mainly bus	57%	25%	10%	2%	6%

- Respondents who mainly travel by car / van are significantly more likely than average to prioritise more of the transport infrastructure dedicated to private vehicles.
- Conversely, respondents who mainly travel on foot, by bicycle and by bus, are all significantly more likely than average to prioritise facilities to encourage walking, cycling and bus use.

### Usage of Main Transport Corridors

**Q.** Which of the following main road corridors do you regularly use? By regularly, we mean at least twice a week.

A1079 Beverley Road	48%
Spring Bank	47%
A1079 Ferensway	40%
A165 Holderness Road	39%
A1105 Anlaby Road	35%
None of these	8%

- 92% of respondents regularly use at least one of the five main road corridors listed.
- Usage of the five roads listed is broadly similar, although:
  - Respondents are most likely to regularly use A1079 Beverley Road (48%) and Spring Bank (47%).
  - Respondents are least likely to use A1105 Anlaby Road (35%).

	Overall	Mainly car / van	Mainly walk	Mainly cyclist	Mainly bus
A165 Holderness Road	39%	43%	24%	31%	34%
A1079 Beverley Road	48%	51%	41%	53%	39%
A1105 Anlaby Road	35%	37%	21%	30%	43%
A1079 Ferensway	40%	43%	30%	38%	37%
Spring Bank	47%	49%	48%	52%	40%
None of these	8%	7%	21%	8%	4%

- Respondents who mainly travel by car / van are significantly more likely than average to regularly use Holderness Road.
- Respondents who mainly travel on foot are significantly less likely than average to regularly use Holderness Road, Anlaby Road and Ferensway. They are significantly more likely than average to say they do not regularly use any of the main road corridors listed.
- Respondents who mainly travel by bicycle are significantly less likely than average to regularly use Holderness Road.
- Respondents who mainly travel by bus are significantly less likely than average to regularly use Beverley Road, and Spring Bank. They are significantly more likely than average to regularly use Anlaby Road.

### A165 Holderness Road Users (39% of Respondents)

	Weekday	Weekend	None of these
7.00am - 9.30am into Hull towards the city centre	51%	34%	42%
7.00am - 9.30am out of Hull away from the city centre	30%	24%	61%
4:00pm - 6:30pm into Hull towards the city centre	36%	32%	53%
4:00pm - 6:30pm out of Hull away from the city centre	53%	36%	39%
9.30am - 4.00pm into Hull towards the city centre	49%	49%	32%
9.30am - 4.00pm out of Hull away from the city centre	48%	49%	34%
Other	38%	38%	53%

### Of those respondents who regularly use Holderness Road:

- On weekdays, over half are using Holderness Road to travel into Hull in a morning (51%) and to travel out of Hull in an evening (52%).
- A high percentage are also using Holderness Road during the day to travel both into Hull (49%) and out of Hull (48%).
- On weekends, nearly half are using Holderness Road during the day to travel both into Hull (49%) and out of Hull (49%).

### A1079 Beverley Road Users (48% of Respondents)

	Weekday	Weekend	None of these
7.00am - 9.30am into Hull towards the city centre	47%	24%	47%
7.00am - 9.30am out of Hull away from the city centre	35%	22%	59%
4:00pm - 6:30pm into Hull towards the city centre	40%	30%	50%
4:00pm - 6:30pm out of Hull away from the city centre	53%	33%	38%
9.30am - 4.00pm into Hull towards the city centre	47%	44%	36%
9.30am - 4.00pm out of Hull away from the city centre	47%	45%	36%
Other	33%	37%	56%

#### Of those respondents who regularly use Beverley Road:

- On weekdays, 47% are using Beverley Road to travel into Hull in a morning and 53% are using Beverley Road to travel out of Hull in an evening.
- A high percentage are also using Beverley Road during the day to travel both into Hull (47%) and out of Hull (47%).
- On weekends, nearly half are using Holderness Road during the day to travel both into Hull (44%) and out of Hull (45%).

### A1105 Anlaby Road Users (35% of Respondents)

	Weekday	Weekend	None of these
7.00am - 9.30am into Hull towards the city centre	46%	29%	46%
7.00am - 9.30am out of Hull away from the city centre	37%	25%	56%
4:00pm - 6:30pm into Hull towards the city centre	43%	30%	46%
4:00pm - 6:30pm out of Hull away from the city centre	48%	34%	41%
9.30am - 4.00pm into Hull towards the city centre	42%	45%	37%
9.30am - 4.00pm out of Hull away from the city centre	45%	45%	36%
Other	37%	34%	56%

#### Of those respondents who regularly use Anlaby Road:

- On weekdays, 46% are using Anlaby Road to travel into Hull in a morning and 48% are using Anlaby Road to travel out of Hull in an evening.
- A high percentage are also using Anlaby Road during the day to travel both into Hull (42%) and out of Hull (45%).
- On weekends, nearly half are using Anlaby Road during the day to travel both into Hull (45%) and out of Hull (45%).

## A1079 Ferensway Users (40% of Respondents)

	Weekday	Weekend	None of these
7.00am - 9.30am into Hull towards the city centre	47%	33%	42%
7.00am - 9.30am out of Hull away from the city centre	30%	28%	60%
4:00pm - 6:30pm into Hull towards the city centre	40%	39%	45%
4:00pm - 6:30pm out of Hull away from the city centre	53%	39%	34%
9.30am - 4.00pm into Hull towards the city centre	48%	52%	30%
9.30am - 4.00pm out of Hull away from the city centre	46%	51%	31%
Other	36%	43%	52%

### Of those respondents who regularly use Ferensway

- On weekdays, 47% are using Ferensway to travel into Hull in a morning and 53% are using Beverley Road to travel out of Hull in an evening.
- A high percentage are also using Ferensway during the day to travel both into Hull (48%) and out of Hull (46%).
- On weekends, over half are using Ferensway during the day to travel both into Hull (52%) and out of Hull (51%).

## Spring Bank Users (47% of Respondents)

	Weekday	Weekend	None of these
7.00am - 9.30am into Hull towards the city centre	<b>51%</b>	31%	41%
7.00am - 9.30am out of Hull away from the city centre	<b>31%</b>	26%	61%
4:00pm - 6:30pm into Hull towards the city centre	<b>42%</b>	34%	48%
4:00pm - 6:30pm out of Hull away from the city centre	<b>55%</b>	37%	35%
9.30am - 4.00pm into Hull towards the city centre	<b>49%</b>	53%	29%
9.30am - 4.00pm out of Hull away from the city centre	<b>48%</b>	49%	32%
Other	<b>36%</b>	37%	55%

### Of those respondents who regularly use Spring Bank

- On weekdays, over half are using Spring Bank to travel into Hull in a morning (51%) and to travel out of Hull in an evening (55%).
- A high percentage are also using Spring Bank during the day to travel both into Hull (49%) and out of Hull (48%).
- On weekends, around half are using Spring Bank during the day to travel both into Hull (53%) and out of Hull (49%).



## Top 10 Peak Flow (% of All Respondents Who Take This Journey by Specified Method)

	Road	Time of Week	Time of Day	Direction	%	
<b>All Methods</b>	Spring Bank	Weekday	4 – 6.30 pm	Away from CC	26%	
	Beverley Rd	Weekday	4 – 6.30 pm	Away from CC	26%	
	Spring Bank	Weekday	7 – 9.30 am	Towards CC	25%	
	Spring Bank	Weekday	9.30 am – 4 pm	Towards CC	23%	
	Beverley Rd	Weekday	7 – 9.30 am	Towards CC	23%	
	Spring Bank	Weekday	9.30 am – 4 pm	Away from CC	23%	
	Beverley Rd	Weekday	9.30 am – 4 pm	Away from CC	23%	
	Beverley Rd	Weekday	9.30 am – 4 pm	Towards CC	23%	
	Ferensway	Weekday	4 – 6.30 pm	Away from CC	22%	
	Holderness Rd	Weekday	4 – 6.30 pm	Away from CC	20%	
<b>Car / Van</b>	Beverley Rd	Weekday	4 – 6.30 pm	Away from CC	16%	
	Spring Bank	Weekday	4 – 6.30 pm	Away from CC	16%	
	Spring Bank	Weekend	9.30 am – 4 pm	Towards CC	16%	
	Spring Bank	Weekday	7 – 9.30 am	Towards CC	15%	
	Spring Bank	Weekday	9.30 am – 4 pm	Away from CC	15%	
	Beverley Rd	Weekday	7 – 9.30 am	Towards CC	15%	
	Spring Bank	Weekday	9.30 am – 4 pm	Towards CC	15%	
	Beverley Rd	Weekend	9.30 am – 4 pm	Away from CC	15%	
	Beverley Rd	Weekday	9.30 am – 4 pm	Away from CC	15%	
	Spring Bank	Weekend	9.30 am – 4 pm	Away from CC	14%	
	<b>Walk / Foot</b>	Spring Bank	Weekend	9.30 am – 4 pm	Away from CC	3%
		Spring Bank	Weekday	9.30 am – 4 pm	Towards CC	3%
		Spring Bank	Weekend	9.30 am – 4 pm	Towards CC	3%
		Spring Bank	Weekday	4 – 6.30 pm	Away from CC	3%
Spring Bank		Weekday	7 – 9.30 am	Towards CC	3%	
Spring Bank		Weekday	9.30 am – 4 pm	Away from CC	2%	
Spring Bank		Weekend	Other	-	2%	
Spring Bank		Weekday	4 – 6.30 pm	Towards CC	2%	
Spring Bank		Weekend	4 – 6.30 pm	Away from CC	2%	
Spring Bank		Weekday	Other	-	2%	
<b>Cycle</b>		Beverley Rd	Weekday	4 – 6.30 pm	Away from CC	4%
		Spring Bank	Weekend	9.30 am – 4 pm	Towards CC	3%
	Beverley Rd	Weekday	7 – 9.30 am	Towards CC	3%	
	Beverley Rd	Weekday	9.30 am – 4 pm	Away from CC	3%	
	Beverley Rd	Weekday	9.30 am – 4 pm	Towards CC	3%	
	Beverley Rd	Weekday	4 – 6.30 pm	Towards CC	3%	
	Spring Bank	Weekend	9.30 am – 4 pm	Away from CC	3%	
	Beverley Rd	Weekend	9.30 am – 4 pm	Away from CC	3%	
	Spring Bank	Weekday	4 – 6.30 pm	Away from CC	3%	
	Beverly Rd	Weekend	9.30 am – 4 pm	Towards CC	3%	
	<b>Bus</b>	Spring Bank	Weekday	4 – 6.30 pm	Away from CC	4%
Ferensway		Weekday	4 – 6.30 pm	Away from CC	4%	
Anlaby Rd		Weekday	4 – 6.30 pm	Away from CC	4%	
Anlaby Rd		Weekday	7 – 9.30 am	Towards CC	3%	
Beverley Rd		Weekday	4 – 6.30 pm	Away from CC	3%	
Holderness Rd		Weekday	9.30 am – 4 pm	Towards CC	3%	
Spring Bank		Weekday	7 – 9.30 am	Towards CC	3%	
Anlaby Rd		Weekday	9.30 am – 4 pm	Away from CC	3%	
Anlaby Rd		Weekday	9.30 am – 4 pm	Towards CC	3%	
Holderness Rd		Weekday	7 – 9.30 am	Towards CC	3%	

## Bus Lane Operating Times Preferences

Q. Which of the following best describes your view on what bus operating times should be?

### A165 Holderness Road

	Remain as all day, both directions	Return to peak times in both directions	Return to peak times in the peak flow direction only	No opinion
<b>Overall</b>	<b>27%</b>	<b>21%</b>	<b>49%</b>	<b>3%</b>
Mainly car / van	11%	24%	61%	4%
Mainly walk	50%	6%	41%	3%
Mainly cyclist	80%	6%	13%	2%
Mainly bus	63%	18%	16%	3%

- Just under half of respondents (49%) believe that bus lanes on Holderness Road should return to peak times and in the peak flow direction only.
- The remaining respondents are mostly split between those who believe that the bus lanes on Holderness Road should remain as all day in both directions (27%) and those who believe they should return to peak time and in both directions (21%).
- Respondents who mainly travel by car / van are significantly less likely than average to believe that the bus lanes on Holderness Road should remain as all day in both directions, and significantly more likely than average to believe they should return to peak times and in the peak flow direction only.
- Conversely, respondents who mainly travel on foot, by bicycle, or by bus are all significantly more likely than average to believe that the bus lanes on Holderness Road should remain as all day in both directions.

### A1079 Beverley Road

	Remain as all day, both directions	Return to peak times in both directions	Return to peak times in the peak flow direction only	No opinion
<b>Overall</b>	<b>36%</b>	<b>19%</b>	<b>42%</b>	<b>3%</b>
Mainly car / van	17%	22%	58%	3%
Mainly walk	63%	12%	22%	3%
Mainly cyclist	85%	4%	6%	5%
Mainly bus	71%	17%	11%	1%

- Respondents are mostly split between those who believe that the bus lanes on Beverley Road should return to peak times and in the peak flow direction only (42%) and those who believe they should remain as all day in both directions (36%)
- A smaller proportion of respondents (19%) believe that bus lanes on Beverley Road should return to peak time and in both directions.
- Respondents who mainly travel by car / van are significantly less likely than average to believe that the bus lanes on Beverley Road should remain as all day in both directions, and significantly more likely than average to believe they should return to peak times and in the peak flow direction only.
- Conversely, respondents who mainly travel on foot, by bicycle, or by bus are all significantly more likely than average to believe that the bus lanes on Beverley Road should remain as all day in both directions.

## A1105 Anlaby Road

	Remain as all day, both directions	Return to peak times in both directions	Return to peak times in the peak flow direction only	No opinion
<b>Overall</b>	<b>29%</b>	<b>22%</b>	<b>46%</b>	<b>3%</b>
Mainly car / van	9%	27%	62%	3%
Mainly walk	48%	7%	40%	5%
Mainly cyclist	79%	13%	7%	1%
Mainly bus	63%	16%	16%	5%

- Just under half of respondents (46%) believe that bus lanes on Anlaby Road should return to peak times and in the peak flow direction only.
- The remaining respondents are mostly split between those who believe that the bus lanes on Holderness Road should remain as all day in both directions (29%) and those who believe they should return to peak time and in both directions (22%).
- Respondents who mainly travel by car / van are significantly less likely than average to believe that the bus lanes on Anlaby Road should remain as all day in both directions, and significantly more likely than average to believe they should return to peak times and in the peak flow direction only.
- Conversely, respondents who mainly travel on foot, by bicycle, or by bus are all significantly more likely than average to believe that the bus lanes on Anlaby Road should remain as all day in both directions.

## A1079 Ferensway

	Remain as all day, both directions	Return to peak times in both directions	Return to peak times in the peak flow direction only	No opinion
<b>Overall</b>	<b>35%</b>	<b>21%</b>	<b>42%</b>	<b>3%</b>
Mainly car / van	16%	25%	57%	3%
Mainly walk	57%	19%	22%	3%
Mainly cyclist	84%	5%	9%	1%
Mainly bus	74%	15%	7%	5%

- Respondents are mostly split between those who believe that the bus lanes on Ferensway should return to peak times and in the peak flow direction only (42%) and those who believe they should remain as all day in both directions (35%)
- A smaller proportion of respondents (21%) believe that bus lanes on Ferensway should return to peak time and in both directions.
- Respondents who mainly travel by car / van are significantly less likely than average to believe that the bus lanes on Ferensway should remain as all day in both directions, and significantly more likely than average to believe they should return to peak times and in the peak flow direction only.
- Conversely, respondents who mainly travel on foot, by bicycle, or by bus are all significantly more likely than average to believe that the bus lanes on Ferensway should remain as all day in both directions.

## Spring Bank

	Remain as all day, both directions	Return to peak times in both directions	Return to peak times in the peak flow direction only	No opinion
<b>Overall</b>	<b>36%</b>	<b>20%</b>	<b>41%</b>	<b>2%</b>
Mainly car / van	18%	24%	56%	2%
Mainly walk	62%	11%	24%	3%
Mainly cyclist	81%	8%	10%	1%
Mainly bus	64%	20%	13%	4%

- Respondents are mostly split between those who believe that the bus lanes on Spring Bank should return to peak times and in the peak flow direction only (41%) and those who believe they should remain as all day in both directions (36%)
- A smaller proportion of respondents (20%) believe that bus lanes on Ferensway should return to peak time and in both directions.
- Respondents who mainly travel by car / van are significantly less likely than average to believe that the bus lanes on Spring Bank should remain as all day in both directions, and significantly more likely than average to believe they should return to peak times and in the peak flow direction only.
- Conversely, respondents who mainly travel on foot, by bicycle, or by bus are all significantly more likely than average to believe that the bus lanes on Spring Bank should remain as all day in both directions.

## Non-Major Route Users

	Remain as all day, both directions	Return to peak times in both directions	Return to peak times in the peak flow direction only	No opinion
<b>Overall</b>	<b>23%</b>	<b>23%</b>	<b>48%</b>	<b>6%</b>
Mainly car / van	5%	26%	66%	3%
Mainly walk	34%	29%	24%	13%
Mainly cyclist	70%	4%	26%	0%
Mainly bus	35%	0%	55%	9%

- Just under half of respondents (48%) who do not regularly use any of the city's major roads believe that bus lanes across the city should return to peak times and in the peak flow direction only.
- The remaining respondents are split between those who believe the city's bus lanes on should remain as all day in both directions (23%) and those who believe they should return to peak time and in both directions (23%).
- Respondents who mainly travel by car / van are significantly less likely than average to believe that the bus lanes across the city should remain as all day in both directions, and significantly more likely than average to believe they should return to peak times and in the peak flow direction only.
- Conversely, respondents who mainly travel by bicycle are significantly more likely than average to believe that the bus should remain as all day in both directions.
- Respondents who mainly travel on foot are significantly more likely than average to have no opinion on the bus lane times.

## Change In Transport Usage

Q. Has the extension to the bus lane operating times directly affected how often you use the following forms of transport?

	I use a lot less	I use a little less	No change	I use a little more	I use a lot more
Car / van (including taxis)	11%	13%	65%	4%	6%
Walk	2%	3%	75%	13%	7%
Mobility scooter	11%	3%	61%	13%	12%
Cyclist	6%	4%	40%	15%	36%
E-scooter	9%	0%	71%	14%	6%
Bus	7%	6%	52%	17%	18%
Motorcycle / moped	1%	5%	52%	19%	23%
Other	12%	0%	82%	1%	5%

- For the majority of respondents, regardless of their main method of transport, the extension to the bus lane operating times has made no difference to the how often they use that form of transport.
- The notable exception to this is cyclists; 51% of whom now cycle either a little more (15%) or a lot more (36%) following the extension of the bus lane operating times.
- This compares to just 10% of cyclists who now cycle either a little less (4%) or a lot less (6%) following the extension of the bus lane operating times.
- A greater proportion of respondents now walk or use the bus more, following the extension of the bus lane operation hours (20% and 35% respectively), than walk or cycle less (5% and 13% respectively).
- Conversely, a greater proportion of respondents now use a car / van less, following the extension of the bus lane operation hours (24%), than use a car / van more (10%).

## Feelings of Safety

Q. Have the extension of the bus lane operating times on the main travel corridors in Hull made you feel...?

### A165 Holderness Road

	Less safe	No change	More safe
<b>Overall</b>	<b>41%</b>	<b>39%</b>	<b>20%</b>
Mainly car / van	51%	41%	8%
Mainly walk	36%	33%	31%
Mainly cyclist	15%	11%	75%
Mainly bus	11%	46%	44%

- Overall, users of Holderness Road are split between those who feel less safe as a result of the extension of the bus lane operating hours (41%), and those who have seen no change in their feelings of safety (39%).
- A smaller proportion of Holderness Road users (20%) feel more safe as a result of the extension of the bus lane operating hours.

- Respondents who mainly travel by car / van are significantly more likely than average to believe that the extension to bus lane operating times on Holderness Road has made them feel less safe.
- Conversely, respondents who mainly cycle or use the bus, are both significantly more likely than average to believe that the extension to bus lane operating times on Holderness Road has made them feel more safe.

### A1079 Beverley Road

	Less safe	No change	More safe
<b>Overall</b>	<b>35%</b>	<b>40%</b>	<b>26%</b>
Mainly car / van	47%	42%	11%
Mainly walk	17%	44%	38%
Mainly cyclist	7%	15%	78%
Mainly bus	13%	46%	42%

- Overall, users of Beverley Road are split between those who have seen no change in their feelings of safety. as a result of the extension of the bus lane operating hours (40%), and those who feel less safe (35%)
- A smaller proportion of Beverley Road users (26%) feel more safe as a result of the extension of the bus lane operating hours.
- Respondents who mainly travel by car / van are significantly more likely than average to believe that the extension to bus lane operating times on Beverley Road has made them feel less safe.
- Conversely, respondents who mainly walk, cycle, or use the bus are all significantly more likely than average to believe that the extension to bus lane operating times on Beverley Road has made them feel more safe.

### A1105 Anlaby Road

	Less safe	No change	More safe
<b>Overall</b>	<b>40%</b>	<b>39%</b>	<b>21%</b>
Mainly car / van	55%	39%	6%
Mainly walk	29%	53%	19%
Mainly cyclist	10%	14%	76%
Mainly bus	9%	48%	43%

- Overall, users of Anlaby Road are split between those who feel less safe as a result of the extension of the bus lane operating hours (40%), and those who have seen no change in their feelings of safety (39%).
- A smaller proportion of Anlaby Road users (21%) feel more safe as a result of the extension of the bus lane operating hours.
- Respondents who mainly travel by car / van are significantly more likely than average to believe that the extension to bus lane operating times on Anlaby Road has made them feel less safe.
- Conversely, respondents who mainly cycle or use the bus, are both significantly more likely than average to believe that the extension to bus lane operating times on Anlaby Road has made them feel more safe.

## A1079 Ferensway

	Less safe	No change	More safe
<b>Overall</b>	<b>41%</b>	<b>34%</b>	<b>26%</b>
Mainly car / van	55%	37%	8%
Mainly walk	27%	30%	44%
Mainly cyclist	12%	8%	81%
Mainly bus	4%	38%	58%

- Overall, users of Ferensway are split between those who feel less safe as a result of the extension of the bus lane operating hours (41%), and those who have seen no change in their feelings of safety (34%).
- A smaller proportion of Ferensway users (26%) feel more safe as a result of the extension of the bus lane operating hours.
- Respondents who mainly travel by car / van are significantly more likely than average to believe that the extension to bus lane operating times on Ferensway Road has made them feel less safe.
- Conversely, respondents who mainly walk, cycle or use the bus are all significantly more likely than average to believe that the extension to bus lane operating times on Ferensway has made them feel more safe.

## Spring Bank

	Less safe	No change	More safe
<b>Overall</b>	<b>38%</b>	<b>34%</b>	<b>28%</b>
Mainly car / van	53%	35%	12%
Mainly walk	20%	44%	36%
Mainly cyclist	11%	10%	80%
Mainly bus	6%	43%	51%

- Overall, users of Spring Bank are split between those who feel less safe as a result of the extension of the bus lane operating hours (38%), those who have seen no change in their feelings of safety (34%), and those who feel more safe as a result of the extension of the bus lane operating hours (28%).
- Respondents who mainly travel by car / van are significantly more likely than average to believe that the extension to bus lane operating times on Spring Bank has made them feel less safe.
- Conversely, respondents who mainly cycle or take the bus, are both significantly more likely than average to believe that the extension to bus lane operating times on Beverley Road has made them feel more safe.
- Respondents who mainly walk are significantly more likely than average to believe that the extension to bus lane operating times on Ferensway has made no difference to how safe they feel.

# Financial Stability Tracker

Q. Which of the following best describes how your household is managing?

Keeping up with bills / credit commitments without any difficulties	36%
Keeping up with bills / credit commitments, but it is a struggle from time to time	36%
Keeping up with bills / credit commitments, but it is a constant struggle	13%
Falling behind with some bills / credit commitments	3%
Having real financial problems, have fallen behind with many bills / credit commitments	1%
Don't have any bills / credit commitments	1%
Don't know / prefer not to say	9%

- The majority of respondents (72%) are either keeping up without any difficulties (40%) or only struggling occasionally (35%).
- 17% find it a constant struggle to keep up (13%), are falling behind financially (3%) or are having real financial problems (1%).

	Mar 2022	May 2022	Jul 2022	Aug 2022	Oct 2022	Nov 2022	Jan 2023	Mar 2023	Apr 2023	May 2023	June 2023	Change from March 22
Keeping up with bills / credit commitments without any difficulties	45%	43%	42%	36%	40%	41%	37%	37%	39%	40%	36%	- 9pp
Keeping up with bills / credit commitments, but it is a struggle from time to time	33%	37%	32%	38%	39%	35%	40%	40%	35%	35%	36%	+ 3pp
Keeping up with bills / credit commitments, but it is a constant struggle	10%	10%	13%	14%	14%	14%	14%	14%	16%	13%	13%	+ 3pp
Falling behind with some bills / credit commitments	3%	3%	4%	5%	3%	3%	3%	4%	3%	4%	3%	No Change
Having real financial problems, have fallen behind with many bills / credit commitments	3%	2%	1%	1%	1%	2%	3%	3%	3%	2%	1%	- 2pp
Don't have any bills / credit commitments	2%	1%	1%	2%	1%	1%	1%	0%	0%	0%	1%	- 2pp

- Compared to when this was last asked in May 2023, there has been no significant change.
- However, longer term, compared to March 2022, when the People's Panel began tracing this information:
  - There has been a 9-percentage point fall in the proportion of respondents who are keeping up with bills / credit commitments without any difficulties:
  - There has been a 3-percentage point increase in the proportion of respondents who are keeping up with bills / credit commitments, but who find it a struggle from time to time, and a 3-percentage point increase in the proportion of respondents who are keeping up with bills / credit commitments, but who find it a constant struggle.