

# m1 metrobus South Extension and Active Travel Improvements

## Detailed Engagement Report

September 2024



**m1 metrobus south extension and  
Active Travel Improvements**

**Have  
your say!**

Have your say by Monday 30 September 2024  
[www.ask.bristol.gov.uk/m1-metrobus-south](http://www.ask.bristol.gov.uk/m1-metrobus-south)



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# 1. Executive Summary

## 1.1 Aim of Engagement

The aim of this detailed engagement exercise was to find out whether the m1 metrobus south extension to Imperial Park and active travel improvements along Hawkfield Road would be supported by residents, route users and businesses.

The team created a suite of products and methods to support the early engagement process including promotion tools, in-person engagement and online information.

## 1.2 Community survey

The survey launched on 19 August 2024 and was open until 30 September 2024, which allowed six weeks for comments. The team designed the survey to capture views from residents, businesses and anyone who lives along and uses the route; helping build a picture of whether people agreed or disagreed with the proposals.

The survey was split into two parts:

- Part A: m1 metrobus extension to Imperial Park
- Part B: Hawkfield Road Active Travel Improvements

## 1.3 Stakeholder Briefings

A local Councillor briefing, and Stakeholder briefing were organised to present the proposals to these stakeholders and provide opportunity to answer questions.

## 1.4 Results

In total, 511 responses were received from the survey (499) and emails (12).

### 1.4.1 Key observations from the demographics of respondents:

- 55% of responses were from postcode sectors closest to the project location (BS13 0, BS13 7 and BS14 0) and 63% from the wider postcode districts (BS13 and BS14).
- 40% people said they are both a resident and also travel along route, 68% of respondents using the Bus/Metrobus as their main form of travel.
- 49% of those who consider themselves to have a disability said the proposals would have a positive impact on them.

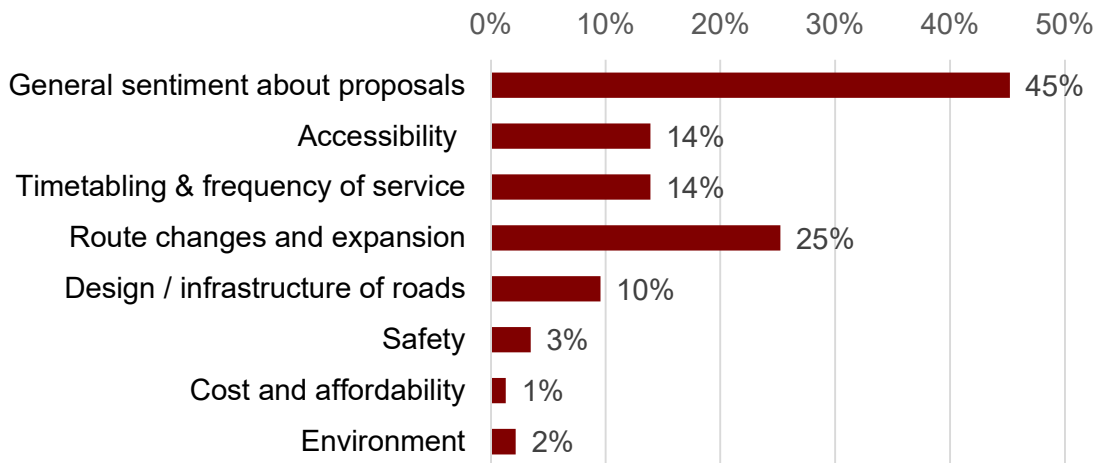
### 1.4.2 Key observations from across all questions:

- 'Extending the metrobus route' (Part A) received the highest proportion of agreement with 88%, followed by 'Install a pedestrian crossing on Hawkfield Road' (Part B, Section 1) with 80% agreement.
- 'Reduce the speed limit to 20mph' (Part B) received the highest proportion of disagreement with 25%, followed by 'Remove vehicle access from the west end of Butterfly Lane' (Part B, Section 1) with 22% disagreement.

### 1.4.3 Key observations from the open text analysis

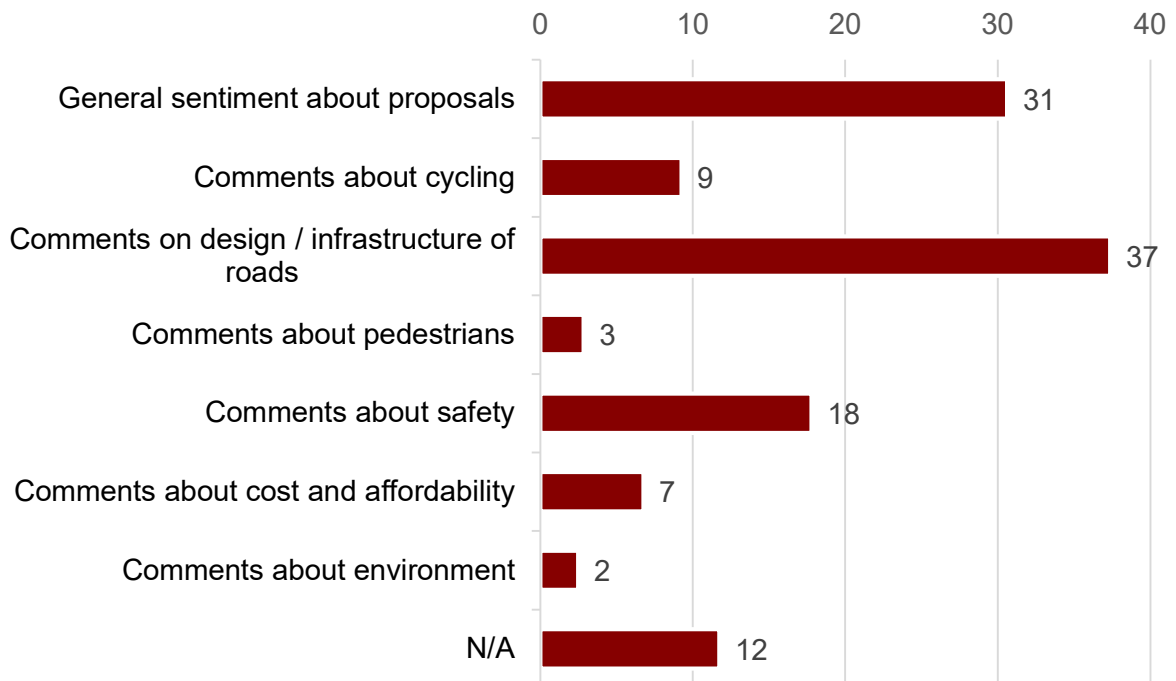
- Part A: m1 metrobus South Extension

The four most common themes from the open-text comments were general sentiment, routes changes and expansions, and timetabling & frequency and accessibility. As comments often covered more than one category the percentages may not add up to 100%.



- Part B: Hawkfield Road Active Travel Improvements

Across all four questions regarding Part B proposals, the three most common themes from the comments were the design / infrastructure of the roads, general sentiment about the proposals and comments about safety. As comments often covered more than one category the percentages may not add up to 100%.



## **2. Background**

### **2.1 City Region Sustainable Travel Settlement (CRSTS)**

The m1 metrobus extension project is part of the CRSTS programme being delivered by Bristol City Council. CRSTS is funded by the Department for Transport, through the West of England Combined Authority.

### **2.2 Project Ambition**

The aim of this project is to improve access to public transport by connecting new and existing housing areas that are currently under-served, provide faster journey times and improved user-experience from Imperial Park to Cribbs Causeway. Alongside the bus route, the proposals seek to make Hawkfield Road safer for pedestrians and cyclists, improving the active travel network and further encourage more use of active travel modes

### **2.3 The m1 metrobus Route**

The m1 metrobus currently connects Cribbs Causeway in North Bristol to Hengrove Park in South Bristol, travelling down the M32, through the city centre, Bedminster, Knowle and Bamfield Avenue.

### **2.4 Hawkfield Road**

Hawkfield Road connects Hengrove Way Roundabout to Hareclive Road and Bishport Avenue in Hartcliffe and Withywood. The road is wide, with limited official pedestrian crossings and a north-south shared-use cycle path on the west side.

### **2.5 Objectives of engagement and communications**

The main aim of the engagement exercise was to:

- seek views from key and local stakeholders.
- seek views from local businesses, local people living and working along the route.
- begin a constructive dialogue and create the environment where people can be involved throughout the process.
- create a good understanding of the detailed engagement exercise to find out the issues and any benefits amongst stakeholders, local businesses, local people, and commuters.
- demonstrate Bristol City Council is prioritising sustainable transport options to help Bristol become a sustainable city with a low impact on our planet, clean air, and a healthy environment for all.

The target audiences for this project include stakeholders such as:

- Bristol City Council ward members, local MPs
- West of England Combined Authority
- Emergency services

- Educational facilities such as local schools
- Transport operators
- Transport campaign groups
- Equality groups such as Bristol Disability Equality Forum and WECIL
- Local people who live on the route or on side roads
- Local resident associations, faith, and community groups
- People working near the route
- People who visit local places on the route
- People who use the route

### 3. Detailed engagement exercise

This detailed engagement exercise asked people if they agreed/disagreed with the proposals for the extension route and active travel infrastructure. People who live by or travel along the m1 route and Hawkfield Road were encouraged to feed into the detailed engagement exercise.

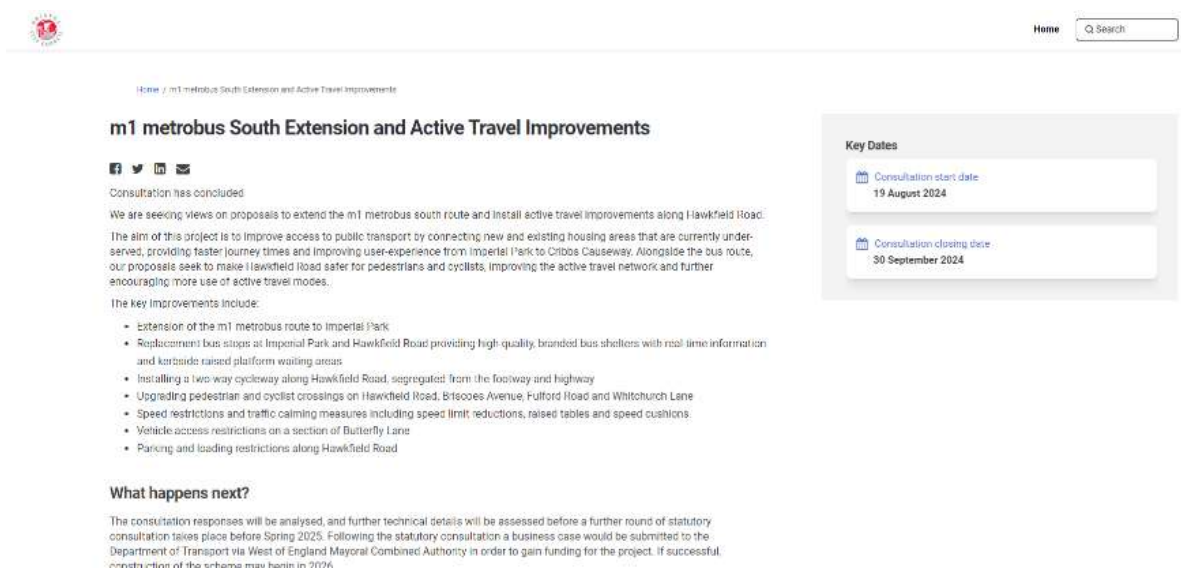
#### 3.1 Engagement Tools

The team chose to use an online survey to collate views from the public, designed to capture levels of agreement against each proposal.

The survey was hosted on the Ask Bristol consultation website ([www.bristol.gov.uk/m1-metrobus-south](http://www.bristol.gov.uk/m1-metrobus-south)) which was promoted and publicised using different Communication Tools (see 3.2). It was designed to. To ensure inclusion of those who do not have online access, printed versions were available on request with pre-paid postage options for returning the completed survey.

The public were able to get in touch with comments, or requests for the survey in a different format, via email [transport.engagement@bristol.gov.uk](mailto:transport.engagement@bristol.gov.uk) or by writing to m1 metrobus South, Transport Engagement, PO BOX 3399, 100 Temple Street, Bristol, BS1 9NE.

Below is a screenshot of the survey website:



The survey launched on 19 August and was open until 30 September 2024, which allowed six weeks for comments.

As the project includes two distinct aspects, the survey was divided into two parts. This ensured that, although the project aims to deliver both aspects, the bus and active travel infrastructure could be considered separately. The route in Part B was

also broken down into three sections to allow respondents to focus their comments on each of the specific designs.

These parts were:

- Part A: m1 metrobus South Extension
- Part B: Active Travel Improvements
  - Section 1 – Junction of Hawkfield Road and Butterfly Lane
  - Section 2 – Middle Hawkfield Road
  - Section 3 – North Hawkfield Road

The survey was devised so that people answered questions about:

- 1) Whether they agreed or disagreed with the proposals
- 2) Their own travel habits and usage of the route
- 3) 'About you' questions which are optional and help with demographic and equalities data
- 4) Link to the free active travel support that is available

The information gathered will help form evidence for progressing the scheme towards the next stage.

### **3.2 Stakeholder Engagement**

The team identified key stakeholders who were contacted via email at the launch of the survey asking for their thoughts and comments.

The stakeholder list included:

- Eight ward members, the local MP and the Chair and Vice-chair of the Transport Committee.
- Emergency service providers
- Equality groups and disability groups such as Bristol Disability Equality Forum and WECIL
- Transport / interest groups such as Bristol Cycling Campaign, Bristol Walking Alliance, Bristol Civic Society
- Local businesses and interest groups such as Imperial Park, Hartcliffe and Withywood Community Partnership and South Bristol Hospital
- Educational institutions, including local primary schools, secondary schools and universities

### **3.3 Communication Tools**

A suite of different products to publicise the survey were created and displayed across various channels as listed below:

- display of ~50 posters along the route and in the local area so that those using the route could see the engagement was taking place.

- use of digital displays at current m1 bus stops and on m1 bus services.
- posting out letters to 3,956 local properties (residential and commercial) to raise awareness of the survey and encourage people to have their say.
- contacting local groups and key stakeholders and ask them to help raise awareness of the survey.
- posting social media messaging on X (Twitter) and Facebook (engagement statistics are provided in Section 4.2.4 of this report).
- Hosting a drop-in session and active travel roadshow event.
- Hosting a stakeholder workshop.

Information provided online and was compatible with word reader software and could be emailed out via editable pdfs.

Example of the poster (below).

**m1 metrobus South Extension and Active Travel Improvements**

**Have your say!**

Share your views on proposals to extend the m1 metrobus route to Imperial Park and install active travel improvements along Hawkfield Road.

Find out more at our drop-in session:  
 Tuesday 17 September 2024  
 The Community Room at  
 Symes Resource Centre,  
 Peterson Ave, BS13 0BE  
 10am - 2pm

Fill in the survey online at:  
[www.ask.bristol.gov.uk/m1-metrobus-south](http://www.ask.bristol.gov.uk/m1-metrobus-south)  
 by Monday 30 September 2024

Email: [transport.engagement@bristol.gov.uk](mailto:transport.engagement@bristol.gov.uk)  
 or write to: m1 metrobus Extension and Active Travel Improvements,  
 PO Box 3399, 100 Temple Street, Bristol BS1 9NE

Funded by UK Government

Funding secured by WEST OF ENGLAND Combined Authority

BRISTOL CITY COUNCIL

## 4. Results

### 4.1 Stakeholder Responses

This section outlines the results from engagement with stakeholders.

#### 4.1.1 Councillor Briefings

The local ward councillors were sent details on the project and invited to attend two councillor briefing sessions to learn more about the project, ask questions and provide feedback on the proposals.

Two councillors were able to attend, and the key topics raised included:

- Consider how lower speed limit will integrate with speed limits of the local network
- Possible alternative routes for cycleway
- Impacts on frequency of bus service and servicing of key local destinations

#### 4.1.2 Stakeholder Workshops

Key stakeholders were invited to attend a briefing session to learn more about the project, ask questions and give feedback. Unfortunately, there were no attendees.

#### 4.1.3 Survey Responses

In response to “Q2: Which of the following best describes you”, 12 respondents stated they were responding as from a ‘stakeholder’ category. Three Voluntary/Community Group names were provided. All responses have been included in the survey response analysis.

### 4.2 Public Feedback

Overall, 499 survey responses and 12 email submissions were received, alongside 16 attendees at the community drop-in session.

#### 4.2.1 The Survey

Below is a summary of results for each question including a breakdown of responses and free text analysis.

Quick links:

- [Part A: m1 metrobus South Extension](#)
- [Part B: Active Travel Improvements, Hawkfield Road Overview](#)
  - [Section 1 – Junction of Hawkfield Road and Butterfly Lane](#)
  - [Section 2 – Middle Hawkfield Road](#)
  - [Section 3 – North Hawkfield Road](#)

## Summary of Part A: m1 metrobus South Extension to Imperial Park (Q1)

### Key observations

- Overall, there was a higher agreement with the proposals, compared to disagreement.
- 85% of those with disabilities agreed with the proposal to extend the m1 bus route.
- 89% of those who said they use the bus/metrobus agreed with the extension of the route to Imperial Park, compared to 7% who disagreed.

### Results

Proposal	Strongly agree	Agree	Total Agree	Neither agree nor disagree	Total disagree	Disagree	Strongly disagree
Extend the bus route to Imperial Park	77.4% (383)	10.3% (51)	<b>87.7%</b>	4.6% (23)	<b>7.7%</b>	2.0% (10)	5.7% (28)
Upgrade the existing bus stops at the north end of Hawkfield Road	56.9% (279)	19.8% (97)	76.7%	16.5% (81)	6.7%	2.2% (11)	4.5% (22)
Upgrade the existing bus stops at Imperial Park	69.7% (343)	17.7% (87)	87.4%	7.5% (37)	5.1%	1.6% (8)	3.5% (17)

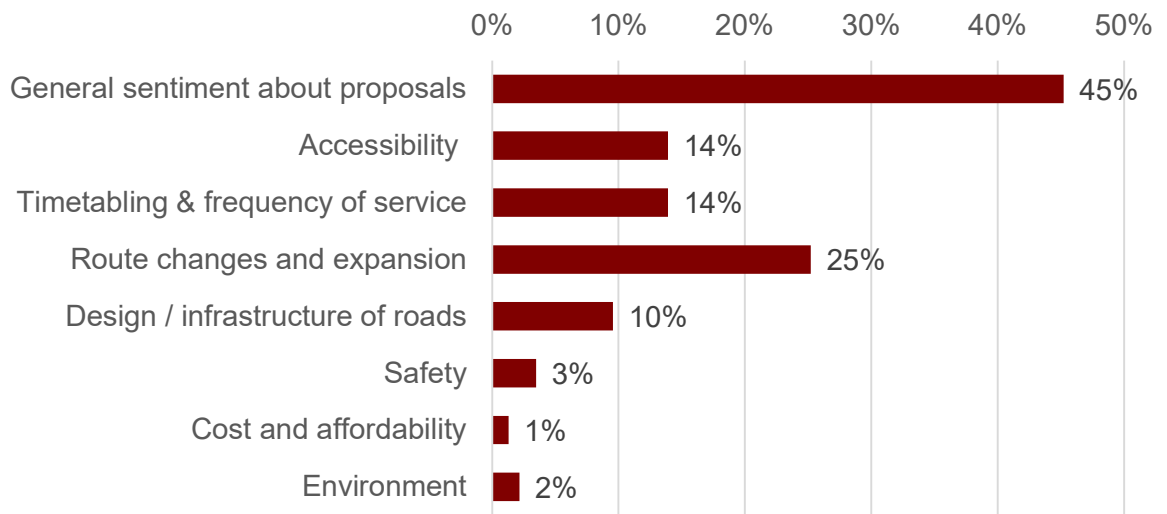
*N.B. Green highlight indicates the proposal to receive the highest agreement proportion across this question. Red highlight indicates proposal to receive highest disagreement proportion.*

### Free text analysis

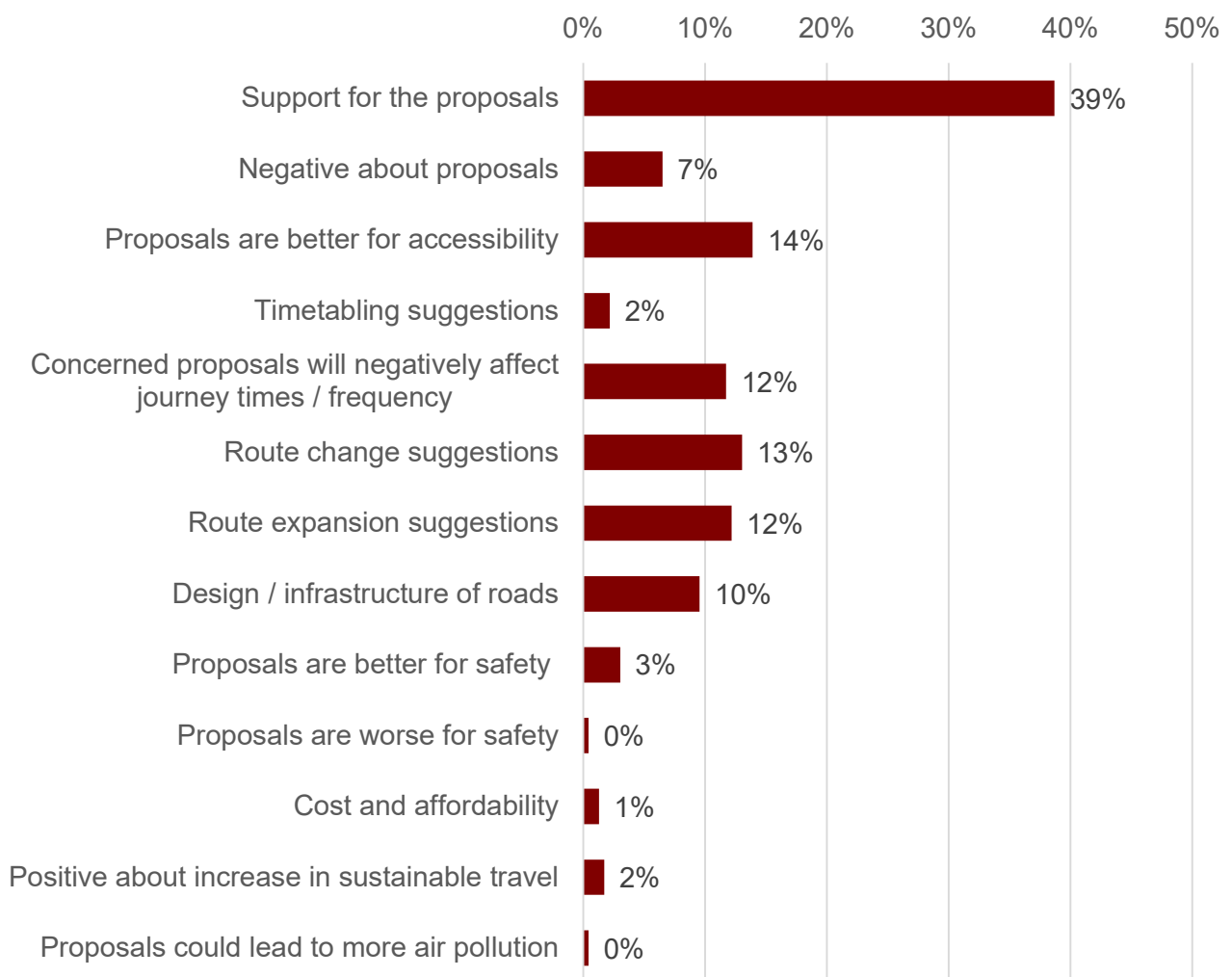
A total 227 comments were left (45% of total respondents) and these were categorised into eight top level themes, broken down into 13 categories (as shown in

the two graphs below). As comments often covered more than one category the percentages may not add up to 100%.

### Themes



### Categories



## Commentary of the themes and categories graphs

The graphs show that:

- The majority of comments (45%) were about general sentiment for the proposals, with 39% of these supportive and 7% negative.
- A quarter of comments (25%) were about route changes and expansion, with 13% of these suggesting different routes for the m1 metrobus service and 12% suggesting new or additional bus service routes.
- All comments regarding accessibility (14%) were about the proposals being positive for accessibility. All comments regarding safety (3%) were about the proposals being better for safety.

## Summaries of comments

The tables below provide a summary of the comments received in each theme and category. The summaries have been chosen to represent recurring topics of comments within the theme:

<b>General sentiment for proposals</b>	
Support for proposals	<p>Summary of comments:</p> <ul style="list-style-type: none"> <li>• Having the M1 stop at Imperial Park would be highly beneficial</li> <li>• Those who work unsociable hours now won't have to walk 15 minutes to the current closest m1 stop to Imperial Park (Novers Lane)</li> <li>• No buses on Hawkfield road at present, so much needed</li> </ul>
Negative about proposals	<ul style="list-style-type: none"> <li>• The proposed route does nothing to speed up journey times into and across Bristol and instead just bolts the retail park on to the end of an already long route</li> <li>• The bus stops at Imperial Park are fine. It's a waste of money to tear them out to replace them with identical ones with the Metrobus branding</li> <li>• That m1 should keep its current route</li> </ul>

<b>Accessibility</b>	
Proposals are better for accessibility	<ul style="list-style-type: none"> <li>• There are 100s of residents at lakeshore that have been cut off by the removal of the 90 service.</li> <li>• For those with disabilities, the new route would remove the need to walk 15 minutes to the current closest stop Novers Lane to catch the bus.</li> </ul>
Proposals are worse for accessibility	No comments

<b>Timetabling &amp; frequency of service</b>	
Timetabling suggestions	<ul style="list-style-type: none"> <li>• Run the service longer during the evening or make the service 24 hours a day</li> <li>• M1 should become a rapid transit option once it joins routes with the 75/76 routes as far as the centre</li> </ul>
Concerns that proposals will negatively affect journey times / frequency	<ul style="list-style-type: none"> <li>• Hopefully there will be no impact on bus frequency</li> <li>• These proposals would need to be accompanied by increased frequency as the m1 is overcrowded during peak times</li> </ul>

<b>Route changes and expansions</b>	
Route change suggestions	<ul style="list-style-type: none"> <li>• These proposals better suit the 73 or 75/76 service</li> <li>• The route would be better served returning along Whitchurch Lane and installing a bus stop there for the housing at Imperial Apartments</li> <li>• Could the route go to Imperial Park before Novers Lane to make it easier and quicker for the people who want to go to Imperial Park</li> <li>• Could Bishport Avenue layby be included on the proposed route – would benefit people living on Bishport and surrounding roads</li> <li>• Could the route go closer to Morrisons along Hareclive Road</li> </ul>
Expansion suggestions (including wider network)	<ul style="list-style-type: none"> <li>• Extension of the route should go further to provide metrobus services along the south link road (previously included in both the proposals and business case for the south link road scheme)</li> <li>• Extend the route more towards Hartcliffe, Withywood, Bishopsworth to connect south Bristol together and allow people to travel from Hartcliffe to Knowle easier</li> <li>• A bus from Withywood through Hartcliffe to Imperial Park would benefit residents</li> <li>• Divert the M1 from Bamfield Road on to Oatlands Drive (past ADSA) to Fortfield Road and then back on to Whitchurch Lane to Hengrove Park. This would give residents in areas around Wharnecliffe Gardens and Allerton Road a bus option to South Bristol Hospital.</li> </ul>

**Design / infrastructure of roads**

	<ul style="list-style-type: none"> <li>• Ensure space for 'Not In Service' m1 buses at Imperial Park</li> <li>• Clear signage for direction of travel at bus stops</li> <li>• Need enforcement of the bus-only road section in Imperial Park (Wills Way)</li> <li>• Bus shelters are helpful with bad weather</li> <li>• Need 'Bus Boarders' for passengers with reduced mobility (castle kerbs and drop kerbs)</li> </ul>
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**Safety**

Proposals are better for safety	<ul style="list-style-type: none"> <li>• If the M1 were to stop at Imperial, it would improve safety as walking to Novers Lane in winter and late at night doesn't feel safe.</li> </ul>
Proposals are worse for safety	<ul style="list-style-type: none"> <li>• Not safe for the bus driver to have this long drive (specially without toilet access outside business hours)</li> </ul>

**Cost and Affordability**

	<ul style="list-style-type: none"> <li>• Save money on the bus shelters- the existing bus shelters are adequate for purpose</li> </ul>
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**Environmental**

Positive about increase in sustainable travel	<ul style="list-style-type: none"> <li>• Proposals would allow the metrobus route to reach a whole new area- providing a sustainable way to the city centre and local shops at Imperial Park.</li> <li>• The current paths are not fit for purpose (old and degraded) therefore a new path would be great for cycling</li> </ul>
Proposals could lead to more air pollution	<ul style="list-style-type: none"> <li>• The closure of Butterfly Lane may add more pollution to the air due to the having to drive the long way round to then get into the development. William Jessop Way would become busier which isn't suitably seeing as it's a school road.</li> </ul>



## Summary of Part B: Active Travel Improvements, Hawkfield Road Overview (Q3)

### Key observations

- All proposals had a higher percentage of agreement, compared to disagreement.
- Those with disabilities had a higher % of agreement for each proposal, compared to disagreement. See full results in the [Appendix](#).
- Those who said they use Active Travel (walking, cycling and e-scooter) and Bus Users had a slightly higher % of agreement for each proposal, compared to those who said they use a Vehicle (car, taxi and motorbike) who had a higher % of disagreement for the proposals (Note: 35% disagreed with the reduced speed limit). See full results in the [Appendix](#).

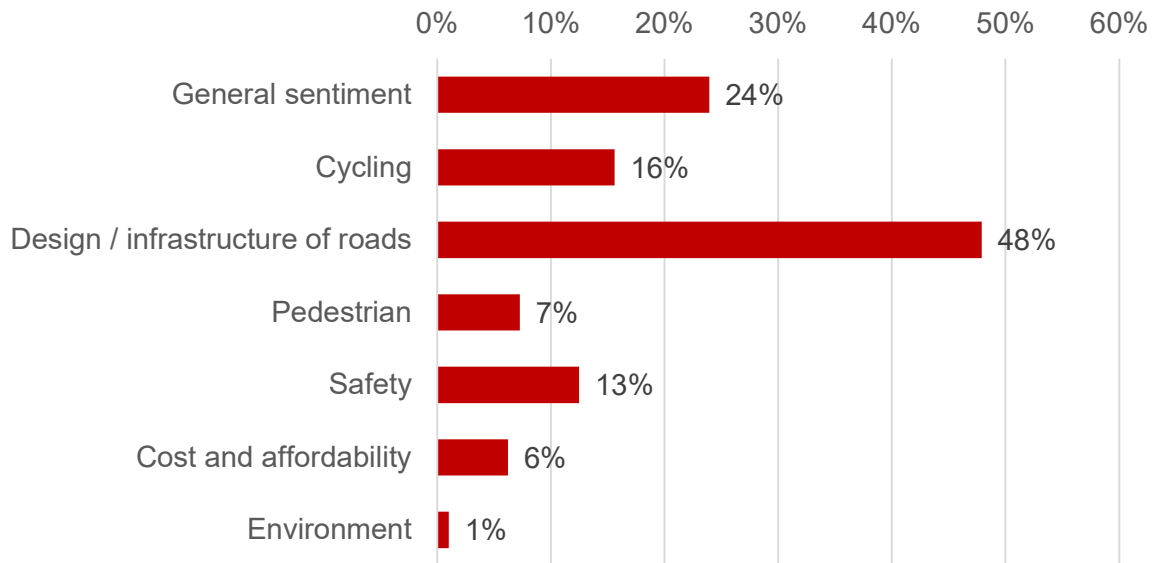
### Results

	Strongly agree	Agree	Total Agree	Neither	Total disagree	Disagree	Strongly disagree
Install a two-way cycleway	49.5% (241)	20.5% (100)	<b>70%</b>	<b>18.9%</b> (92)	<b>11.1%</b>	4.5% (22)	6.6% (32)
Narrowing of Hawkfield Road	35.3% (171)	17.1% (83)	<b>52.4%</b>	<b>26.0%</b> (126)	<b>21.5%</b>	9.7% (47)	11.8% (57)
Reduce the speed limit to 20mph	36.9% (179)	18.8% (91)	<b>55.7%</b>	<b>19.6%</b> (95)	<b>24.7%</b>	10.1% (49)	14.6% (71)
Install necessary parking and loading restrictions	42.1% (203)	25.7% (124)	<b>67.8%</b>	<b>20.5%</b> (99)	<b>11.6%</b>	5.2% (25)	6.4% (31)

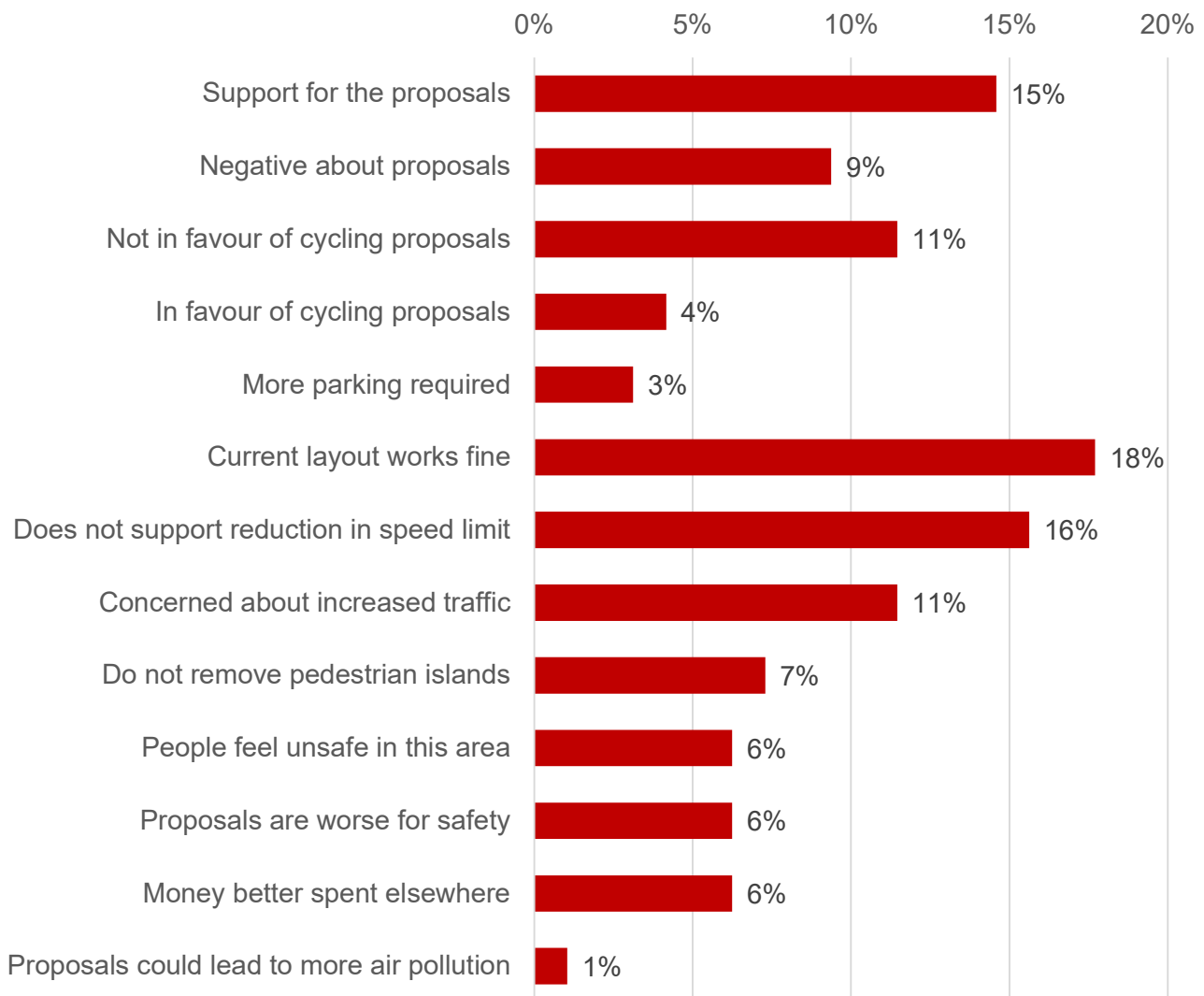
### Free text analysis

A total 96 comments were left (19% of respondents) and these were categorised into seven top-level themes broken into 13 categories (shown in the graphs below). As comments often covered more than one category the percentages may not add up to 100%.

## Themes



## Categories



## Commentary of the themes and categories graphs

The graphs show that:

- The majority of the comments (48%) were about the design and infrastructure of the roads, of which 18% of these said the current layout works fine, 16% do not supporting the reduction in speed limit and 11% were concerned about increased traffic.
- Nearly a quarter of comments (24%) were about general sentiments for the proposals, of which 15% were supportive and 9% negative.
- All comments about pedestrians (7%) were about not removing the pedestrian islands.
- All comments regarding cost and affordability (6%) were about using the money on other services / council areas.
- Of all comments regarding cycling (16%), 11% were about being not in favour of the cycling proposals, compared to 4% of support for these proposals.

## Summaries of comments

The tables below provide a summary of the comments received in each theme and category. The summaries have been chosen to represent recurring topics of comments within the theme:

<b>General sentiment about proposals</b>	
Positive about the proposals	<ul style="list-style-type: none"> <li>• Providing improved active travel infrastructure would influence more people to walk/cycle. The slower speeds can help improve road safety.</li> <li>• Agreement with better walking and cycling facilities on Hawksfield Road, including pedestrian routes to bus stop for metrobus</li> </ul>
Negative about proposals	<ul style="list-style-type: none"> <li>• There is enough space on the side of the road to not have to narrow Hawkfield road</li> <li>• Questions around why the proposals narrow the road if more buses will be using it as this may make it difficult to pass through.</li> </ul>

<b>Comments about cycling</b>	
Not in favour of the cycling proposals	<ul style="list-style-type: none"> <li>• Numbers of those cycling in the area is very low.</li> <li>• No objection to the cycleway being upgraded but not if it means sacrificing the space of motor vehicles</li> </ul>
In favour of cycling proposals	<ul style="list-style-type: none"> <li>• Cycle lane is welcome as it will make it safer to cycle.</li> </ul>

<b>Comments on design / infrastructure of roads</b>	
More parking required	<ul style="list-style-type: none"> <li>• Parking is already a nightmare so reductions to parking for those who can't use bus is not a great idea.</li> </ul>

Current layout works fine	<ul style="list-style-type: none"> <li>• There is not much cycle traffic to really need this.</li> <li>• The pedestrian walkways are adequate, plenty of space even at busy time i.e. end of school. They could maybe do with being repaved.</li> <li>• The right turn lane works well as it is.</li> </ul>
Does not support speed limit reduction	<ul style="list-style-type: none"> <li>• Hawkfield Road has next to no houses and seems like the wrong place to reduce speed limit if Hareclive road is going to remain at 30 mph whilst it is lined with housing.</li> <li>• Introducing speed bumps and 20 miles per hour limit will have a terrific effect on Whitchurch Lane and Maynard Road which will be used as the highway towards Morrisons and houses on the way.</li> </ul>
Concerned about increased traffic	<ul style="list-style-type: none"> <li>• Traffic will back up on to Hartcliffe roundabout with cars trying to turn right on to Whitchurch Lane. Currently there is enough room for cars to go past if going along Hawksfield Rd.</li> <li>• There is extremely heavy traffic outside Bridge Learning Campus around school times, which also impacts the new build estate. If the roads are made smaller and part of butterfly lane is closed, the traffic will be terrible for residents.</li> </ul>

#### **Comments about pedestrians**

Do not remove pedestrian islands	<ul style="list-style-type: none"> <li>• It is safer to cross at the pedestrian islands over the light-controlled crossing, as its further away from the roundabout and gives car drivers a bigger chance of spotting pedestrians.</li> <li>• Hawkfield Road is a very busy road and the islands give an opportunity to be able to cross the road in two stages.</li> </ul>
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#### **Comments about safety**

People feel unsafe in this area	<ul style="list-style-type: none"> <li>• At the moment the road feels unsafe to cycle on.</li> <li>• Hawkfield road is a loud, dirty and rather unsafe road-cars come down there far too fast too regularly therefore it would benefit from traffic calming measures and speed limit reductions.</li> </ul>
Proposals are worse for safety	<ul style="list-style-type: none"> <li>• Two 40mph lanes exit the roundabout and head South onto Hawkfield, where they merge, often causing near-misses due to the right-turn island (onto Whitchurch Lane); narrowing Hawkfield will not improve this and making it 20mph adds an extra consideration for drivers whilst they're trying to avoid each other.</li> </ul>



## Summary of Part B, Section 1: Butterfly Lane and Hawkfield Road Junction (Q5)

### Key observations

- The percentages of residents who agreed and disagreed with the proposals was similar to trends of the overall responses.
- Those with disabilities had an overall lower % of agreement for each proposal compared to the overall results, however they also had a higher % of neither agree nor disagree. See the full results in the Appendix.
  - For the bus stop bypass proposal, 58% of those with a disability agreed, 12% disagreed and 30% neither agreed nor disagreed.
- Active Travel users had a higher % of agreement for the proposals than the overall responses. See full results in the Appendix.
- Of those who responded from postcodes within Jessop Park, 51% disagreed with the removal of access on Butterfly Lane, which is higher than the survey average. 35% agreed and 14% said neither agree nor disagree. Reasons for disagreement are included in the open text analysis below (main concern is increased traffic and worsening of parking issues caused by school pick-up and drop-off times).

### Results

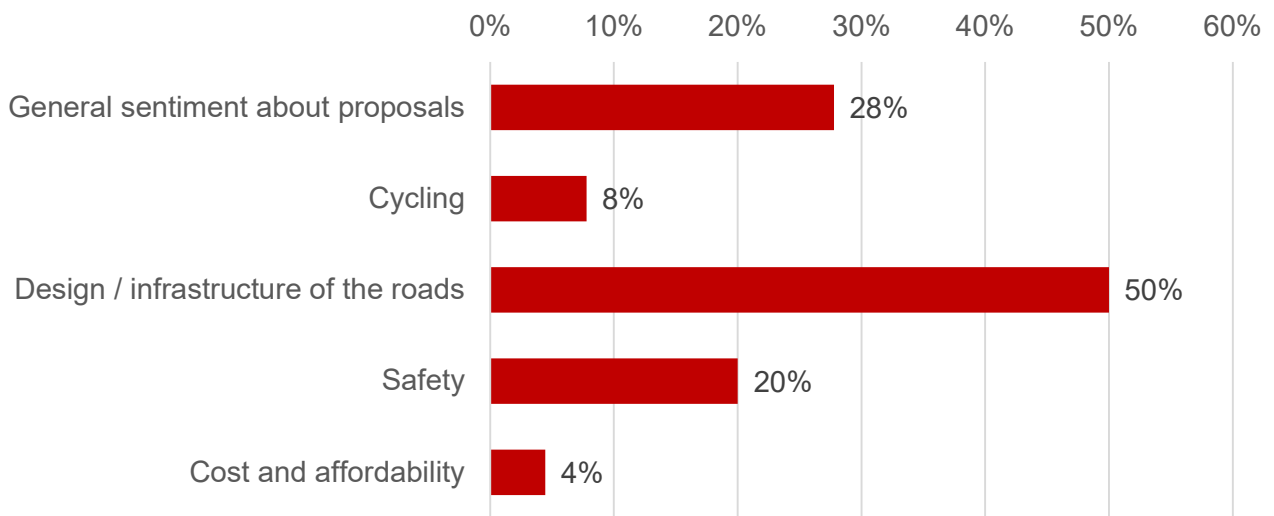
	Strongly agree	Agree	Total Agree	Neither agree nor disagree	Total disagree	Disagree	Strongly disagree
Install speed cushions and raised tables	38.7% (185)	24.9% (119)	<b>63.6%</b>	<b>22.8%</b>	<b>13.6%</b>	5.4% (26)	8.2% (39)
Create a bus stop bypass	40.4% (192)	27.6% (131)	<b>68.0%</b>	<b>21.7%</b>	<b>10.3%</b>	4.0% (19)	6.3% (30)
Install pedestrian crossings over the cycleway	46.8% (223)	27.5% (131)	<b>74.3%</b>	<b>18.1%</b>	<b>7.5%</b>	2.7% (13)	4.8% (23)
Install a pedestrian crossing on Hawkfield Road	50.8% (242)	29.2% (139)	<b>80.0%</b>	<b>14.7%</b>	<b>5.3%</b>	1.3% (6)	4.0% (19)

	Strongly agree	Agree	Total Agree	Neither agree nor disagree	Total disagree	Disagree	Strongly disagree
Relocate the current southbound bus stop on Hawkfield Road	31.4% (150)	22.6% (108)	<b>54.0%</b>	<b>39.0%</b>	<b>6.9%</b>	2.9% (14)	4.0% (19)
Install a segregated crossing at the junction of Butterfly Lane	38.5% (183)	23.8% (113)	<b>62.3%</b>	<b>26.3%</b>	<b>11.4%</b>	4.0% (19)	7.4% (35)
Remove vehicle access from the west end of Butterfly Lane	29.4% (139)	11.7% (55)	<b>41.1%</b>	<b>37.3%</b>	<b>21.6%</b>	6.8% (32)	14.8% (70)
Use only paint markings to connect the new two-way cycleway with the current cycle routes	27.2% (129)	21.5% (102)	<b>48.7%</b>	<b>40.1%</b>	<b>11.2%</b>	4.9% (23)	6.3% (30)

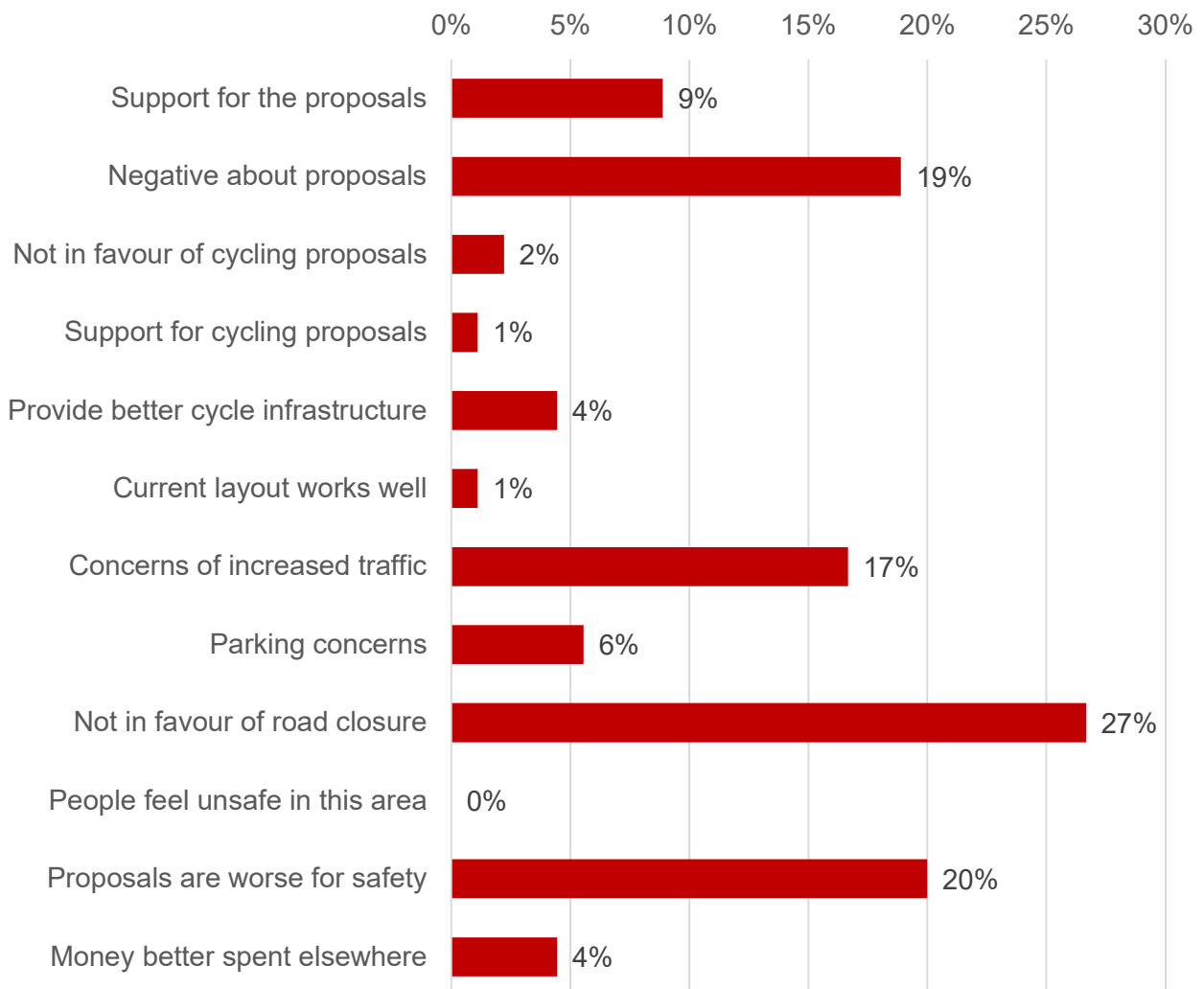
### Free text analysis

A total 90 comments were left (18% of total respondents), and these were categorised into five themes, broken into 12 categories (as shown in the graphs below). As comments often covered more than one category the percentages may not add up to 100%.

## Themes



## Categories



## Commentary of the themes and categories graphs

The graphs show that:

- Half of the comments (50%) were about the design / infrastructure of the roads, of which 27% were about not being in favour of the Butterfly Lane closure, 17% about concerns of increased traffic, 6% about parking concerns and 1% about the current layout working well as it is.
- 28% of comments were about general sentiment of the proposals, of which 18% were negative compared to 9% positive.
- All comments about safety (20%) were regarding the proposals being worse for safety.

Below are the key points and summaries of comments received for each theme and category. Comments have been chosen to represent recurring topics within the theme.

<b>General sentiment about proposals</b>	
Support for proposals	<ul style="list-style-type: none"> <li>• There is a need to make this area safer for pedestrians and Cyclists- the proposals will help with this.</li> <li>• The proposals will be great for local area.</li> </ul>
Negative for proposals	<ul style="list-style-type: none"> <li>• Speed cushions are awful and often dangerous- they also deteriorate quickly, meaning high maintenance costs.</li> <li>• A zebra crossing would only cause more traffic at rush hour and even have the potential to be dangerous at busy periods.</li> </ul>

<b>Cycling</b>	
Not in favour of cycling proposals	<ul style="list-style-type: none"> <li>• No more cycle lanes.</li> </ul>
Support for cycling proposals	<ul style="list-style-type: none"> <li>• Proposals will be safer for cycling.</li> </ul>
Call to provide better cycling infrastructure	<ul style="list-style-type: none"> <li>• Need better integration with existing butterfly lane cycleway and new cycle way.</li> <li>• Suggestion to use paint that is luminous in dark or wet weather.</li> </ul>

<b>Design / infrastructure of the roads</b>	
Current layout works well	<ul style="list-style-type: none"> <li>• The path is already wide enough for pedestrians and cyclists.</li> </ul>

Concerns proposals will increase traffic	<ul style="list-style-type: none"> <li>• Closing the lane will cause a lot of frustration and extra traffic going onto Bishport Avenue.</li> <li>• William Jessop Way would be made much busier - it already can't handle all the school traffic.</li> <li>• Dragonfly Lane is narrow and already congested with cars parked on both sides. Channelling more traffic through it is a very bad idea.</li> </ul>
Concerns about parking	<ul style="list-style-type: none"> <li>• There is a large amount of pavement parking already on Dragonfly Lane which reduces traffic flow and increase congestion.</li> <li>• Make sure parking restrictions don't result in pavement parking in the nearby estates.</li> </ul>
Not in favour of Butterfly Lane closure	<ul style="list-style-type: none"> <li>• Butterfly lane is a key access route into the development of Jessop Park. Removing this is counterintuitive, requiring longer vehicle journeys around the edges of the estate. Dragonfly Lane is narrow, with street parking, which would cause hassle for neighbours of the development.</li> <li>• Butterfly Lane eases congestion from Bridge Learning Campus. The proposal will force everyone onto Bishport.</li> </ul>

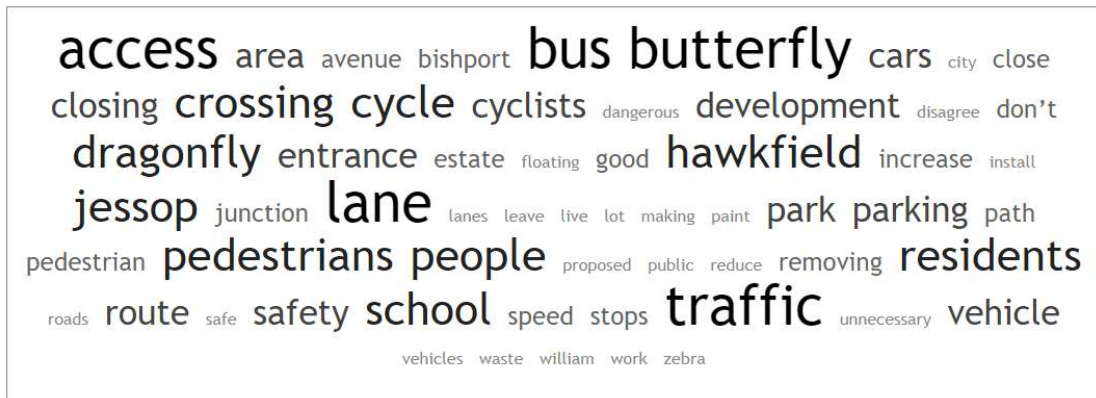
### **Safety**

Proposals are worse for safety	<ul style="list-style-type: none"> <li>• Some considerations should be made in how to make the bus stop bypass safe for the visually impaired to access the bus stop if they need to cross a 2-way cycle lane.</li> <li>• Raised tables impair the stability of bicycles, can cause discomfort and might damage bicycle wheels.</li> <li>• The road is long and straight and carries a lot of traffic and therefore a zebra crossing could be unsafe.</li> <li>• Community engagement and education to use this infrastructure will be key. Without adequate signage and education, these will not be used as intended and will make the cycle way a safety risk for pedestrians.</li> </ul>
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### **Cost and affordability**

Money better spent elsewhere	<ul style="list-style-type: none"> <li>• Aswell as the changes being unnecessary, they will also be at taxpayer expense.</li> <li>• Not enough people use the cycle lane to warrant spending thousands of pounds on improvements.</li> </ul>
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Below is a word cloud created from the comments:



## Summary of Part B, Section 2: Middle of Hawkfield Road (Q7)

### Key observations

- Those with a disability had a lower overall % of agreement for the proposals compared to the overall responses and a higher % of neither agree nor disagree. See full results in the [Appendix](#).
- Active Travel users had a higher overall % of agreement for proposals compared to the overall results. See full results in the [Appendix](#).

### Results

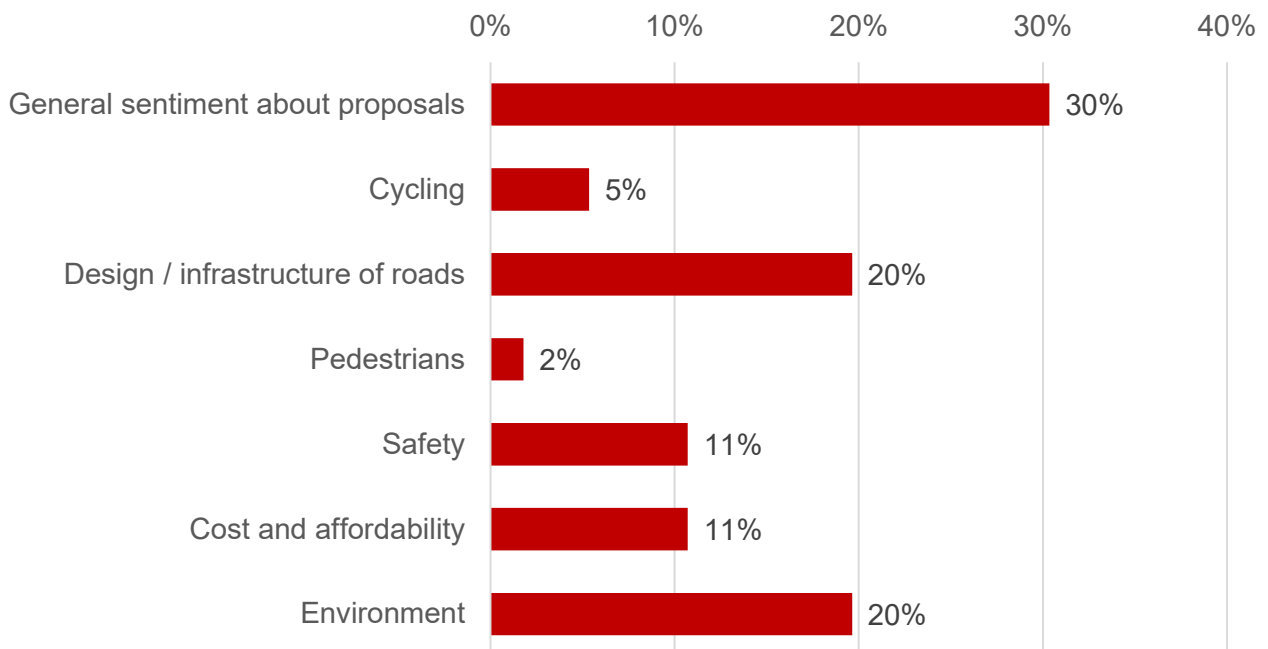
	Strongly agree	Agree	Total Agree	Neither agree nor disagree	Total disagree	Disagree	Strongly disagree
Create a bus stop bypass	41.9% (200)	26.8% (128)	<b>68.7%</b>	<b>22.4%</b> (107)	<b>8.8%</b>	3.8% (18)	5.0% (24)
Install pedestrian crossings over the cycleway	43.9% (208)	30.2% (143)	<b>74.1%</b>	<b>19.2%</b> (91)	<b>6.8%</b>	1.9% (9)	4.9% (23)
Extend the existing footpath into the verge	41.1% (195)	28.5% (135)	<b>69.6%</b>	<b>21.1%</b> (100)	<b>9.3%</b>	3.4% (16)	5.9% (28)
Upgrade the pedestrian and cyclist crossings of Fulford Road and Briscoes Avenue at the junctions with Hawkfield Road	44.5% (212)	25.6% (122)	<b>70.1%</b>	<b>22.3%</b> (106)	<b>7.5%</b>	2.5% (12)	5.0% (24)
Install a raised table at the junctions of Fulford Road and Briscoes Avenue with Hawkfield Road	39.2% (186)	22.7% (108)	<b>61.9%</b>	<b>27.6%</b> (131)	<b>10.5%</b>	4.4% (21)	6.1% (29)

	Strongly agree	Agree	Total Agree	Neither agree nor disagree	Total disagree	Disagree	Strongly disagree
Install speed cushions	36.8% (171)	23.2% (108)	60.0%	23.7% (110)	16.2%	7.1% (33)	9.2% (43)
Narrow a stretch of the cycleway to retain existing trees	46.0% (216)	24.9% (117)	70.9%	20.6% (97)	8.6%	4.3% (20)	4.3% (20)

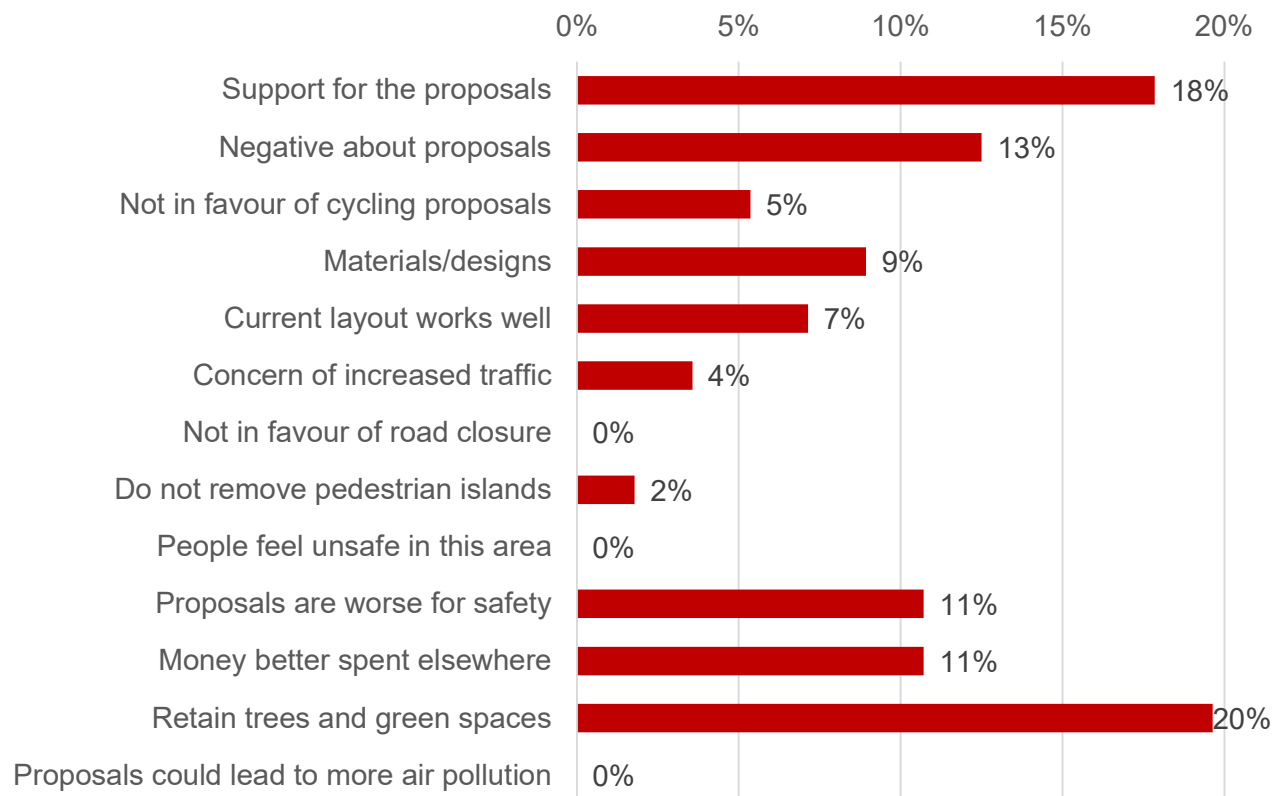
### Free text analysis

A total 56 comments were left (12% of total respondents), and these were categorised into seven themes and broken down into 13 categories (as shown in the graphs below). As comments often covered more than one category the percentages may not add up to 100%.

### Themes



## Categories



## Commentary of the themes and categories graphs

The graphs show that:

- Most of the comments (30%) were about general sentiment for the proposals, of which 18% were supportive and 13% were negative.
- 20% of comments were regarding the environment, specifically to retain trees and green spaces.
- 20% of comments were about the design / infrastructure of the roads, of which 9% were about the materials/designs, 7% about how the current layout works well as it is and 4% about concerns of increased traffic.

## Summaries of comments

Below are the key points and summaries of comments received for each theme and category. Comments have been chosen to represent recurring topics within the theme.

<b>General sentiment</b>	
Support the proposals	<ul style="list-style-type: none"> <li>• Most of the proposals seem like a good idea and upgrades are overdue.</li> <li>• The improvements will bring this side of town up to the standards of other most other parts of Bristol.</li> </ul>

	<ul style="list-style-type: none"> <li>• The crossing would be helpful on this road as it's normally dangerous to cross.</li> </ul>
Negative about the proposals	<ul style="list-style-type: none"> <li>• Raised tables/cushions will not make any difference to this stretch of road.</li> <li>• 20mph limits are not good and slow down the country's economy</li> </ul>

<b>Cycling</b>	
Not in favour of the cycling proposals	<ul style="list-style-type: none"> <li>• Cyclists should be enforced to use the cycle lane.</li> <li>• The number of cyclist that use Hawkfield Road is negligible when considering the cost of these changes.</li> </ul>

<b>Design / Infrastructure of roads</b>	
Type of materials and design used	<ul style="list-style-type: none"> <li>• Suggestions to use the East side of Hawkfield as a one-way cycle lane and tarmac the grass for pedestrians.</li> <li>• Ensure that all crossing points have the appropriate paving at the curb side.</li> <li>• Could a speed camera be used rather than more speed humps which increase wear and tear on vehicles?</li> <li>• Build/use guided busways and bus lanes only for this route (no use of sharing lanes with other vehicles). This will better pave way for a rapid transit system</li> <li>• It should be made very clear that the cycle way and pedestrians have priority at side junctions. Cyclists will just use the road if forced to stop to frequently give way to side junctions. Consider narrowing side road junctions from the current wide higher-speed style.</li> </ul>
Current layout works	<ul style="list-style-type: none"> <li>• It's a long road with hardly any residents therefore no need to reduce the speed limit or inhibit car drivers.</li> <li>• The current path for cyclists and pedestrians is suitable.</li> </ul>
Concerns proposals will increase traffic	<ul style="list-style-type: none"> <li>• Junctions that give priority to pedestrians and cyclist crossings will likely increase traffic, pollution and more accidents.</li> <li>• It gets busy on Hawkfield Rd and the turn right is often impossible and block Fulford Rd where people could turn left from additional short lane.</li> </ul>

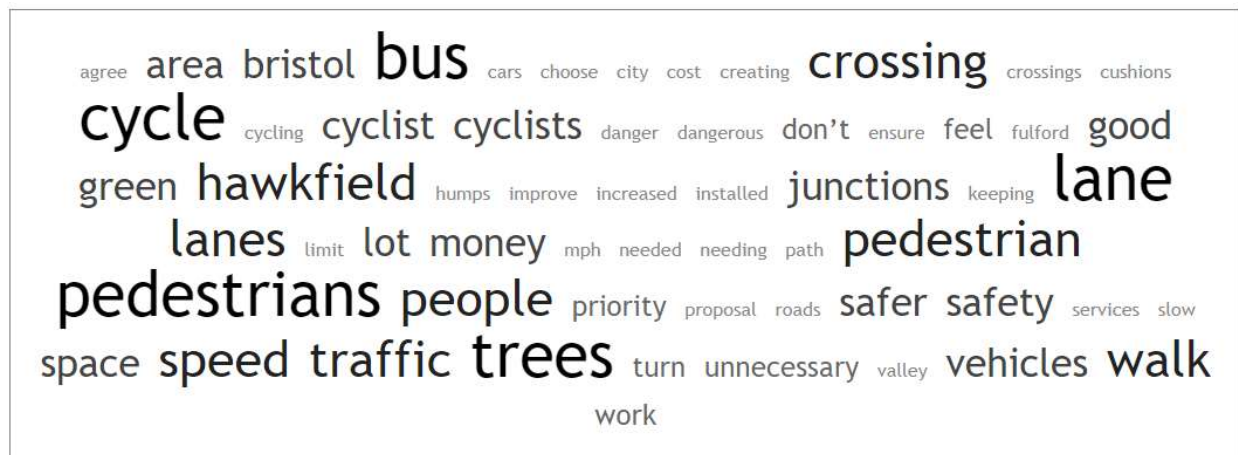
<b>Pedestrians</b>	
Do not remove the pedestrian islands	<ul style="list-style-type: none"> <li>Retain the pedestrian crossing Islands as they will help with safety, particularly crossing with young children.</li> </ul>

<b>Safety</b>	
Proposals are worse for safety	<ul style="list-style-type: none"> <li>Bus stop bypasses pose a risk to those with disabilities, particularly those with visual impairment.</li> <li>Bicycle lanes and roads are incorrectly used by cyclists, pedestrians, e-scooter users etc.</li> </ul>

<b>Affordability and Cost</b>	
Money better spent elsewhere	<ul style="list-style-type: none"> <li>Instead of wasting money to build cycle lanes for a limited audience, fix the uneven pavement on Hawkfield Road and improve street lighting so that people can feel safer to walk.</li> <li>This road is suitable as it is. If the m1 is introduced, then a bus stop would be needed but all these other plans are unnecessary, and money could be spent elsewhere.</li> </ul>

<b>Environmental Concerns</b>	
Retain trees and green spaces	<ul style="list-style-type: none"> <li>As many trees, particularly mature trees, should be being maintained, and any trees needing to be removed should be compensated for in line with the Biodiversity Net Gain method and should be planted next to the cycle path and pedestrian foot path along the edge of Valley Walk.</li> </ul>

Below is a word cloud created from the comments:



## Summary of Part B, Section 3: North of Hawkfield Road (Q9)

### Key observations

- Those with a disability had an overall higher % of neither agreement nor disagreement for the proposals compared to the overall results. See full results in the [Appendix](#).
- Active Travel users had an overall higher % of agreement for proposals compared to the average results. See full results in the [Appendix](#).
- Vehicle users had an overall higher % of disagreement for all proposals, except the proposal to 'Narrow a stretch of cycleway to retain trees', which was a similar % of agree, neither and disagree. See results in the [Appendix](#).

### Results

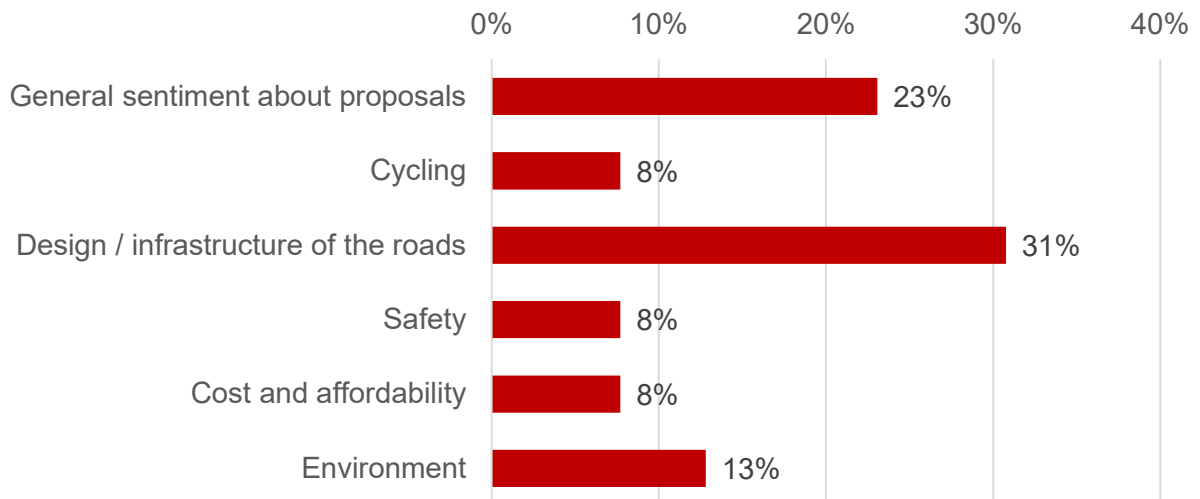
	Strongly agree	Agree	Total Agree	Neither agree nor disagree	Total disagree	Disagree	Strongly disagree
Extend the footpath into the grass verge	39.8% (186)	25.1% (117)	<b>64.9%</b>	<b>24.6%</b> (115)	<b>10.5%</b>	3.6% (17)	6.9% (32)
Upgrade the pedestrian and cyclist crossings of Whitchurch Lane at the junction with Hawkfield Road	43.5% (204)	28.1% (132)	<b>71.6%</b>	<b>22.2%</b> (104)	<b>6.2%</b>	1.7% (8)	4.5% (21)
Install a raised table at the junction of Whitchurch Lane with Hawkfield Road	37.6% (176)	22.4% (105)	<b>60.0%</b>	<b>28.8%</b> (135)	<b>11.1%</b>	4.7% (22)	6.4% (30)
Install speed cushions	37.0% (173)	22.3% (104)	<b>59.3%</b>	<b>22.7%</b> (106)	<b>18.0%</b>	8.6% (40)	9.4% (44)

	Strongly agree	Agree	Total Agree	Neither agree nor disagree	Total disagree	Disagree	Strongly disagree
Narrow a stretch of the cycleway	33.3% (156)	24.6% (115)	<b>57.9%</b>	<b>31.6% (148)</b>	<b>10.4%</b>	5.3% (25)	5.1% (24)

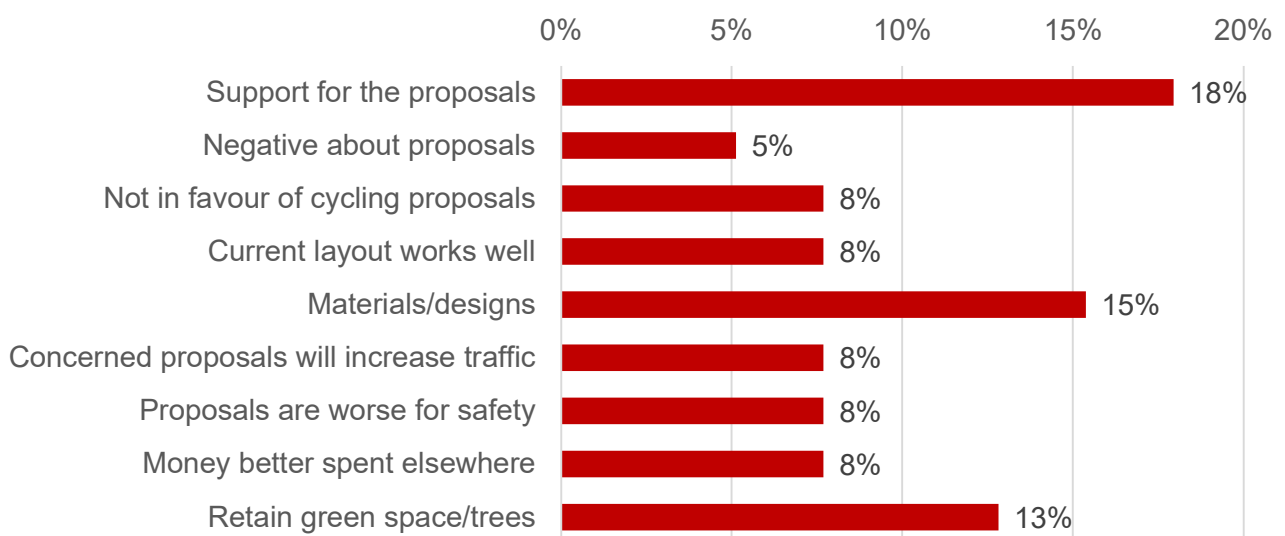
### Free text analysis

A total 39 comments were left (8% of total respondents), and these were categorised into six themes, broken down into nine categories (as shown in the graphs below). As comments often covered more than one category the percentages may not add up to 100%.

### Themes



### Categories



## Commentary of the themes and categories graphs

The graphs show that:

- Most comments (31%) were about the design / infrastructure of the roads, of which 15% were about the materials / designs being used, 8% about the current layout working well and 8% concerned about increases in traffic.
- 23% of comments were about general sentiment about the proposals, of which 18% were in support of the proposals and 5% were negative.

## Summaries of Comments

Below are the key points and summaries of comments received for each theme and category. Comments have been chosen to represent recurring topics within the theme.

<b>General sentiment</b>	
Positive	<ul style="list-style-type: none"> <li>• Speed restrictions make cycling safer.</li> <li>• Great proposals.</li> </ul>
Negative	<ul style="list-style-type: none"> <li>• Proposals are dangerous and not practical.</li> </ul>

<b>Cycling</b>	
Not in favour of cycle proposals	<ul style="list-style-type: none"> <li>• Disagreement with extending the existing cycle path as it is currently hardly used</li> <li>• More cycle lanes aren't needed</li> <li>• Does the cycle lane need to be two-way, is there not sufficient room to have one either side of the road?</li> </ul>

<b>Design / Infrastructure</b>	
Current layout works well	<ul style="list-style-type: none"> <li>• All proposals are somewhat unnecessary, speed cushion and improvement to bus stops and updating the quality of the walk and cycle path are good but feels like a lot of work that will leave people unhappy due to the roadworks and unnecessary changes.</li> <li>• The crossing is enough of a speed cushion at this roundabout. This area doesn't need improving really, I think it's fit for purpose.</li> </ul>
Type of materials and designs used	<ul style="list-style-type: none"> <li>• Suggestion to retain current cycle lane on West side of Hawkfield, add one-way cycle lane to East side (Tarmac grass for pedestrians). Hawkfield width can then stay as-is and residents retain on-street parking.</li> <li>• The give way to the cycle path should be clearly marked as a zebra crossing.</li> <li>• Suggestion that a speed camera be used rather than adding more speed cushions which increase wear and tear on vehicles.</li> </ul>

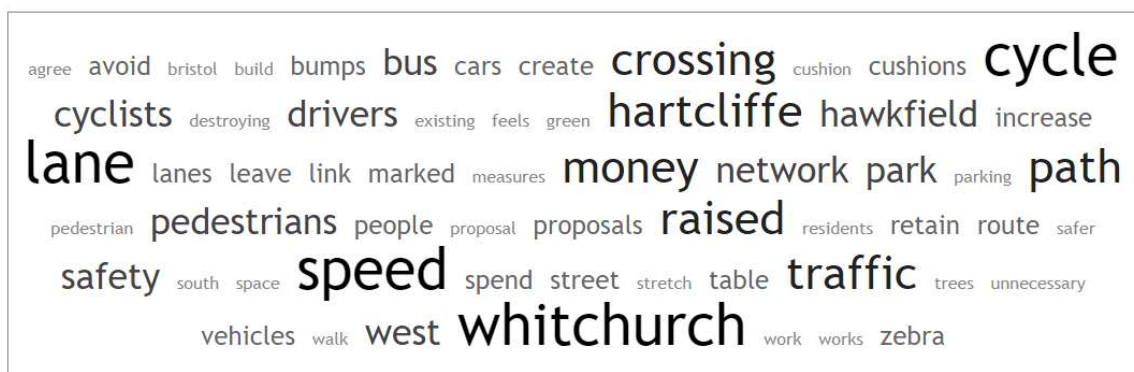
	<ul style="list-style-type: none"> <li>• Recommend a zebra crossing at cycle path and pedestrian walkway at Whitchurch Lane due to issues of speeding and dangerous driving already being an issue at this junction and also possible bad visibility on this corner.</li> </ul>
Proposals will increase traffic	<ul style="list-style-type: none"> <li>• Concerns around proposals creating traffic onto the Hartcliffe roundabout.</li> <li>• The right turn into Whitchurch Lane shouldn't be taken out/ away, as this will increase road traffic into blackthorn lane which is not designed for increased traffic and has no street calming measures like speed bumps on it to slow traffic or deter traffic from using it as a "rat run.</li> </ul>

<b>Safety</b>	
Proposals are worse for safety	<ul style="list-style-type: none"> <li>• Concerns over the closeness of the crossings and raised tables to the roundabout.</li> </ul>

<b>Cost and Affordability</b>	
Money better spent elsewhere	<ul style="list-style-type: none"> <li>• Not effective way to spend money and will create traffic while being constructed.</li> <li>• Please fix the potholes instead.</li> </ul>

<b>Environmental concerns</b>	
Retention of trees and green space	<ul style="list-style-type: none"> <li>• Important to retain the trees.</li> </ul>

Below is a word cloud created from the comments:



## Demographics Analysis

### Location of Responses (Question 16)

Respondents were asked to provide their full postcodes and the table below shows the count of responses from each ward area across the city.

Ward	Count
<b>Hartcliffe &amp; Withywood</b>	254
Hengrove & Whitchurch Park	60
Long Ashton	47
Bradley Stoke South	15
Bradley Stoke North	12
Boyd Valley	11
Thornbury	6
Westbury-on-Trym & Henleaze	3
Banwell & Winscombe	3
Lawrence Hill	2
Avonmouth & Lawrence Weston	2
Keynsham North	2
Frampton Cotterell	1
Woodstock	1
Lockleaze	1
Nailsea Yeo	1
Clifton	1
Paulton	1
<b>Grand Total</b>	<b>423</b>

Key observations:

- 74% of responses were from Hartcliffe & Withywood and Hengrove & Whitchurch postcodes.
- 55% of responses were from postcode sectors closest to the project location (BS13 0, BS13 7 and BS14 0).
- 19% of responses came from Lakeshore Drive apartments next to Imperial Park.
- 12% of responses came from Jessop Park (the new housing development on William Jessop Way).

### Summary of Questions 11 to 14, 16 to 25 (About You)

These questions were designed to understand the characteristics of the audience responding the survey.

Key observations:

- 40% people said they are both a resident and also travel along route.
- 68% of respondents said the Bus/Metrobus was their main form of travel, 53% said walk and 40% said car/van driver and 21% said bicycle.
- 38% said they travel along the route daily with 36% saying several times a week.
- 47% said their main reason was for travelling to/from work, 22% said to/from shopping/retail.
- 35% of respondents were between 35-34, 25% were between 35-44.
- 17% said they considered themselves to be a disabled person.
- 67% said they were White British, 9% other white backgrounds, 6% Asian or Asian British, 4% Black, Black British, Caribbean or African.
- 57% said they had no religion, 27% said Christian and 12% said prefer not to say.
- Female responses made up a slightly higher proportion than male (47% compared to 43%).
- 3% said they consider themselves to have a gender identity different from their sex recorded at birth.
- 68% said they were heterosexual/straight, 18% preferred not to say, 7% said they were Gay/Lesbian and 5% said they were bi.
- 3% said they were pregnant or have given birth in the last 26 weeks.
- 9% said they were a carer.
- 0.2% said they were a refugee or asylum seeker.

Full responses for each question can be found in the [Appendix](#).

### Question 26: Protected Characteristics

This question looked at how respondents thought the proposals would affect them due to their protected characteristics.

Key observations:

- 22% of respondents said that the improvements would have either a positive effect on them because of their protected characteristics, compared to 6% who said a negative effect.
- 49% of those who consider themselves to have a disability said the proposals would have a positive impact on them. 13% said there would be a negative impact. Reasons stated in the comments included:
  - Bus stop by-passes can be difficult for blind and disabled people to navigate.
  - Ensure spaces are used as intended and include inclusive design techniques to help make these spaces work for everybody.
- 27% of those who responded as female said the proposals would have a positive effect on them.

The table below shows the % from each group who said the proposals would have either a positive, negative or no effect on them.

<b>% total responses</b>		<b>Positive</b>	<b>Negative</b>	<b>None</b>
	All Responses	22%	6%	72%
	<b>Age Group</b>			
0%	0-10	-	-	-
0.2%	11-15	0%	100%	0%
0.8%	16-17	0%	25%	75%
9%	18-24	19%	7%	74%
35%	25-34	18%	3%	79%
24%	35-44	23%	7%	70%
10%	45-54	29%	2%	69%
7%	55-64	25%	9%	66%
7%	65-74	30%	7%	63%
3%	75-84	42%	25%	33%
0.2%	85+	0%	0%	100%
	<b>Disability</b>			
17%	Yes	49%	13%	38%
76%	No	16%	4%	80%
7%	PNS	20%	13%	67%
	<b>Ethnic Group</b>			
6%	Asian or Asian British	13%	11%	76%
4%	Black, Black British, Caribbean or African	28%	0%	72%
2%	Mixed or multiple ethnic groups	17%	0%	83%
67%	White British	21%	7%	72%
9%	Other white background	26%	2%	72%
0%	Gypsy, Roma or Traveller	-	-	-
9%	PNS	27%	5%	68%
2%	Other ethnic background	20%	20%	60%
	<b>Religion/Faith</b>			
57%	No Religion	20%	6%	74%
1%	Buddhist	0%	0%	100%
27%	Christian	24%	7%	69%
0%	Hindu	-	-	-
0%	Jewish	-	-	-
1%	Muslim	25%	0%	75%
0%	Pagan	-	-	-
0%	Sikh	-	-	-
11%	PNS	30%	2%	68%
2%	Other	22%	11%	67%
	<b>Sex</b>			
47%	Female	27%	7%	66%
43%	Male	16%	5%	79%
9%	PNS	18%	11%	71%
1%	Other			

<b>Gender Identity Different to sex at birth</b>				
3%	Yes	46%	7%	47%
90%	No	20%	6%	73%
7%	PNS	22%	7%	71%
<b>Sexual Orientation</b>				
5%	Bi	27%	9%	64%
7%	Gay/Lesbian	20%	10%	71%
68%	Heterosexual / Straight	20%	5%	75%
17%	PNS	15%	5%	70%
2%	I use another term	44%	18%	27%
<b>Pregnant or given birth in last 26 weeks</b>				
3%	Yes	50%	7%	43%
91%	No	20%	6%	74%
6%	PNS	28%	12%	60%
<b>Carer</b>				
9%	Yes	35%	9%	56%
85%	No	21%	6%	74%
6%	PNS	18%	16%	67%
	Other			
<b>Refugee or Asylum Seeker</b>				
0%	Yes	-	-	-
95%	No	23%	6%	71%
5%	PNS	10%	9%	81%

### Question 22: Free Text Themes

Respondents were asked how they think the proposals would affect them because of their protected characteristics.

A total of 49 comments were provided. Below the main themes are listed from the free text comments.

<b>Very Positive and Slightly Positive Effect</b>	<b>33 comments</b>
<ul style="list-style-type: none"> <li>• A closer stop would increase my wellbeing I'm terms of my disability and safety in terms of walking in the dark next to a busy road.</li> <li>• I am deaf therefore any proposal to make travel safer by better cycle routes and traffic calming is better for those of us with hearing impairment.</li> <li>• Extending into imperial park for the M1 would help as I am disabled and struggle to walk long distances from the current stop.</li> </ul>	

<b>Very Negative and Slightly Negative Effect</b>	<b>16 comments</b>
<ul style="list-style-type: none"> <li>• Bus stop bypasses are extremely difficult for blind and disabled people to navigate.</li> <li>• My disability means that complicated spaces that are misused can become very confusing, disorienting, and scary. Ensuring the spaces are used as</li> </ul>	

intended and have been designed with inclusive design techniques is essentially to make these spaces work for everybody.

- Increased stress during the work, and if Butterfly Lane were to become non accessible to vehicles.

#### 4.2.2 Public emails

12 members of the public submitted their thoughts via email to [transport.engagement@bristol.gov.uk](mailto:transport.engagement@bristol.gov.uk). A summary of the topics covered is below.

Emails	
Summary of comments	<ul style="list-style-type: none"> <li>• Support for the extension route</li> <li>• Questions around decision for metrobus to only use certain stops</li> <li>• Suggestions for additional routes to cover (e.g. further into Hartcliffe, connecting direct from Imperial to Novers Lane)</li> <li>• Requests for traffic calming measures on other residential roads near the route</li> </ul>

#### 4.2.3 Drop-in Session

The project team organised a drop-in session and roadshow event to encourage people to come down and talk to us about the project and sign up for free support to walk, cycle and catch the bus. Details of this session, comments and questions received are covered below.

Date	Time	Location	Total attendees
17/09/2024	1000-1400	Symes Resource Centre, BS13 0BE	16
<u>Drop-In Session Comments and Questions</u>			
<ul style="list-style-type: none"> <li>• Concerns around what the actual changes were; some misinformation being spread that the service would no longer stop at Hengrove Leisure Centre.</li> <li>• Frequent mention of whether the service would go along the South Bristol Link Road as per previous metrobus plans</li> <li>• Concerns the service doesn't travel far enough into Hartcliffe to make it viable for use for residents in this area (west of the project route)</li> <li>• Some issues raised around the status of some trees along Hawkfield Road</li> </ul>			
<u>Travel Roadshow Feedback</u>			
<ul style="list-style-type: none"> <li>• Spoke to / handed metrobus business cards to 98 people</li> <li>• Most interest was in WESTLink Bus, Bristol Cycling Centre and Go Jauntly.</li> </ul>			

The session was informative for the team as this gave people a chance to get involved and talk to officers first-hand about their specific issues. It was also an opportunity to raise awareness of the survey to those who may not have otherwise heard of it or got involved.

#### 4.2.4 Social media engagement

Alongside the survey and drop-in session, social media was used to further promote the engagement survey.

##### General Posts

One organic ad was posted on Facebook, X and NextDoor on 19 August and the below tables show the stats for each post.

	Shares	Views	Likes	Comments	Bookmarks	Reactions	Impressions
<b>X (Twitter)</b>	5	1898	5	2	2	-	-
<b>Facebook</b>	4	-	-	19	-	16	-
<b>NextDoor</b>	-	-	-	-	-	-	157

##### Paid Ads

Two paid ads, which target the specific project area on FB and X, were scheduled and the stats of each are detailed in the table below.

Date	Link Clicks	Reach	Impressions	Comments	Shares	Reactions
19-31 Aug	862	10,189	25,152	75	11	28
24-30 Sept	309	5,479	10,107	6	3	1
<b>Total</b>	<b>1,171</b>	<b>15,668</b>	<b>35,259</b>	<b>81</b>	<b>14</b>	<b>29</b>



## Appendix.

### Results from respondents who answered 'Yes' when asked if they consider themselves to have a disability

<b>Q3. Do you agree or disagree with the following improvements to Hawkfield Road?</b>					
	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Strongly disagree</b>
Install a two-way cycleway, segregated from the footpath and highway	42.5% (34)	20.0% (16)	25.0% (20)	6.3% (5)	6.3% (5)
Narrowing of Hawkfield Road, by removal of central hatched areas, right turn lane and pedestrian islands	27.2% (22)	11.1% (9)	33.3% (27)	16.0% (13)	12.3% (10)
Reduce the speed limit to 20mph, to ensure road safety	35.0% (28)	17.5% (14)	20.0% (16)	17.5% (14)	10.0% (8)
Install necessary parking and loading restrictions	35.8% (29)	25.9% (21)	23.5% (19)	8.6% (7)	6.2% (5)

<b>Q5. Do you agree or disagree with the following improvements to the junction of Hawkfield Road and Butterfly Lane?</b>					
	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Strongly disagree</b>
Install speed cushions and	32.5% (25)	18.2% (14)	36.4% (28)	6.5% (5)	6.5% (5)

**Q5. Do you agree or disagree with the following improvements to the junction of Hawkfield Road and Butterfly Lane?**

	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Strongly disagree</b>
raised tables at crossings					
Create a bus stop bypass. (This requires extending the footway into the grass verge here.)	27.6% (21)	30.3% (23)	30.3% (23)	3.9% (3)	7.9% (6)
Install pedestrian crossings over the cycleway	44.7% (34)	19.7% (15)	23.7% (18)	5.3% (4)	6.6% (5)
Install a pedestrian crossing on Hawkfield Road	45.5% (35)	29.9% (23)	19.5% (15)	2.6% (2)	2.6% (2)
Relocate the current southbound bus stop on Hawkfield Road slightly north	19.5% (15)	19.5% (15)	50.6% (39)	6.5% (5)	3.9% (3)
Install a segregated pedestrian and cyclist parallel crossing at the junction of Butterfly Lane	30.8% (24)	17.9% (14)	37.2% (29)	6.4% (5)	7.7% (6)
Remove vehicle access from the west end of Butterfly Lane	22.1% (17)	5.2% (4)	46.8% (36)	10.4% (8)	15.6% (12)
Use only paint markings to connect the new two-way cycleway with the current	18.7% (14)	12.0% (9)	54.7% (41)	5.3% (4)	9.3% (7)

**Q5. Do you agree or disagree with the following improvements to the junction of Hawkfield Road and Butterfly Lane?**

	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Strongly disagree</b>
cycle routes on Butterfly Lane and William Jessop Way					

**Q7. Do you agree or disagree with the following improvements to the middle of Hawkfield Road?**

	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Strongly disagree</b>
Create a bus stop bypass	30.0% (24)	25.0% (20)	37.5% (30)	2.5% (2)	5.0% (4)
Install pedestrian crossings over the cycleway	38.5% (30)	25.6% (20)	25.6% (20)	3.8% (3)	6.4% (5)
Extend the existing footpath into the verge to allow space for the cycleway	30.0% (24)	22.5% (18)	37.5% (30)	5.0% (4)	5.0% (4)
Upgrade the pedestrian and cyclist crossings of Fulford Road and Briscoes Avenue at the junctions with Hawkfield Road	35.0% (28)	20.0% (16)	38.8% (31)	2.5% (2)	3.8% (3)
Install a raised table at the junctions of Fulford Road and Briscoes Avenue with Hawkfield Road	30.0% (24)	16.3% (13)	41.3% (33)	8.8% (7)	3.8% (3)
Install speed cushions	34.2% (27)	20.3% (16)	31.6% (25)	7.6% (6)	6.3% (5)

**Q7. Do you agree or disagree with the following improvements to the middle of Hawkfield Road?**

	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Strongly disagree</b>
Narrow a stretch of the cycleway to retain existing trees	41.8% (33)	24.1% (19)	30.4% (24)	1.3% (1)	2.5% (2)

**Q9. Do you agree or disagree with the following improvements to the north of Hawkfield Road?**

	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Strongly disagree</b>
Extend the footpath into the grass verge to allow space for the cycleway	27.5% (22)	22.5% (18)	36.3% (29)	3.8% (3)	10.0% (8)
Upgrade the pedestrian and cyclist crossings of Whitchurch Lane at the junction with Hawkfield Road	33.8% (27)	26.3% (21)	36.3% (29)	1.3% (1)	2.5% (2)
Install a raised table at the junction of Whitchurch Lane with Hawkfield Road	28.8% (23)	16.3% (13)	41.3% (33)	10.0% (8)	3.8% (3)
Install speed cushions	31.6% (25)	19.0% (15)	36.7% (29)	6.3% (5)	6.3% (5)
Narrow a stretch of the cycleway	24.1% (19)	22.8% (18)	43.0% (34)	3.8% (3)	6.3% (5)

**Results from those who said they walk or cycle when asked what their main mode of travel is.**

<b>Q1. Do you agree with these improvements to the m1 metrobus route?</b>					
	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Strongly disagree</b>
Extend the bus route to Imperial Park	79.6% (234)	9.2% (27)	5.8% (17)	1.0% (3)	4.4% (13)
Upgrade the existing bus stops at the north end of Hawkfield Road	56.7% (165)	18.9% (55)	19.2% (56)	2.4% (7)	2.7% (8)
Upgrade the existing bus stops at Imperial Park	71.6% (209)	16.1% (47)	9.6% (28)	1.4% (4)	1.4% (4)

<b>Q3. Do you agree or disagree with the following improvements to Hawkfield Road?</b>					
	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Strongly disagree</b>
Install a two-way cycleway, segregated from the footpath and highway	55.2% (160)	18.3% (53)	16.2% (47)	4.8% (14)	5.5% (16)
Narrowing of Hawkfield Road, by removal of central hatched areas, right turn lane and pedestrian islands	38.9% (112)	15.3% (44)	25.0% (72)	8.3% (24)	12.5% (36)
Reduce the speed limit to 20mph, to ensure road safety	41.9% (121)	17.0% (49)	19.0% (55)	8.7% (25)	13.5% (39)

**Q3. Do you agree or disagree with the following improvements to Hawkfield Road?**

	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Strongly disagree</b>
Install necessary parking and loading restrictions	45.6% (131)	24.7% (71)	19.9% (57)	5.2% (15)	4.5% (13)

**Q5. Do you agree or disagree with the following improvements to the junction of Hawkfield Road and Butterfly Lane?**

	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Strongly disagree</b>
Install speed cushions and raised tables at crossings	43.5% (124)	25.6% (73)	17.9% (51)	5.6% (16)	7.4% (21)
Create a bus stop bypass. (This requires extending the footway into the grass verge here.)	44.2% (125)	27.9% (79)	17.7% (50)	4.9% (14)	5.3% (15)
Install pedestrian crossings over the cycleway	51.7% (148)	27.3% (78)	14.0% (40)	2.8% (8)	4.2% (12)
Install a pedestrian crossing on Hawkfield Road	54.7% (156)	28.4% (81)	11.9% (34)	1.4% (4)	3.5% (10)
Relocate the current southbound bus stop on Hawkfield Road slightly north	32.9% (94)	24.5% (70)	36.4% (104)	3.5% (10)	2.8% (8)
Install a segregated pedestrian and cyclist parallel crossing at the junction of Butterfly Lane	43.5% (124)	24.6% (70)	21.4% (61)	3.2% (9)	7.4% (21)

**Q5. Do you agree or disagree with the following improvements to the junction of Hawkfield Road and Butterfly Lane?**

	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Strongly disagree</b>
Remove vehicle access from the west end of Butterfly Lane	33.6% (95)	10.2% (29)	34.3% (97)	7.8% (22)	14.1% (40)
Use only paint markings to connect the new two-way cycleway with the current cycle routes on Butterfly Lane and William Jessop Way	29.9% (85)	19.7% (56)	39.1% (111)	5.6% (16)	5.6% (16)

**Q7. Do you agree or disagree with the following improvements to the middle of Hawkfield Road?**

	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Strongly disagree</b>
Create a bus stop bypass	46.3% (132)	24.9% (71)	20.7% (59)	4.6% (13)	3.5% (10)
Install pedestrian crossings over the cycleway	47.0% (133)	29.0% (82)	17.3% (49)	2.5% (7)	4.2% (12)
Extend the existing footpath into the verge to allow space for the cycleway	46.7% (133)	26.3% (75)	17.9% (51)	4.2% (12)	4.9% (14)

**Q7. Do you agree or disagree with the following improvements to the middle of Hawkfield Road?**

	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Strongly disagree</b>
Upgrade the pedestrian and cyclist crossings of Fulford Road and Briscoes Avenue at the junctions with Hawkfield Road	49.7% (142)	25.5% (73)	18.2% (52)	3.1% (9)	3.5% (10)
Install a raised table at the junctions of Fulford Road and Briscoes Avenue with Hawkfield Road	42.3% (121)	23.1% (66)	25.2% (72)	4.2% (12)	5.2% (15)
Install speed cushions	39.6% (110)	23.4% (65)	20.9% (58)	6.8% (19)	9.4% (26)
Narrow a stretch of the cycleway to retain existing trees	49.8% (142)	24.2% (69)	18.6% (53)	3.5% (10)	3.9% (11)

**9. Do you agree or disagree with the following improvements to the north of Hawkfield Road?**

	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Strongly disagree</b>
Extend the footpath into the grass verge to allow space for the cycleway	44.4% (126)	23.6% (67)	22.2% (63)	4.2% (12)	5.6% (16)

**9. Do you agree or disagree with the following improvements to the north of Hawkfield Road?**

	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Strongly disagree</b>
Upgrade the pedestrian and cyclist crossings of Whitchurch Lane at the junction with Hawkfield Road	48.6% (138)	27.5% (78)	18.3% (52)	2.1% (6)	3.5% (10)
Install a raised table at the junction of Whitchurch Lane with Hawkfield Road	40.7% (116)	23.5% (67)	26.0% (74)	4.9% (14)	4.9% (14)
Install speed cushions	40.6% (115)	22.6% (64)	19.4% (55)	8.5% (24)	8.8% (25)
Narrow a stretch of the cycleway	33.8% (96)	25.7% (73)	29.2% (83)	6.3% (18)	4.9% (14)

**Results from those who said they use a car / van when asked how they travel**

**9. Do you agree or disagree with the following improvements to the north of Hawkfield Road?**





	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Strongly disagree</b>
Extend the footpath into the grass verge to allow space for the cycleway	37.1% (95)	23.8% (61)	23.4% (60)	5.5% (14)	10.2% (26)

**9. Do you agree or disagree with the following improvements to the north of Hawkfield Road?**







	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Strongly disagree</b>
Upgrade the pedestrian and cyclist crossings of Whitchurch Lane at the junction with Hawkfield Road	41.6% (107)	26.8% (69)	22.2% (57)	3.1% (8)	6.2% (16)
Install a raised table at the junction of Whitchurch Lane with Hawkfield Road	36.0% (93)	20.9% (54)	26.7% (69)	6.6% (17)	9.7% (25)
Install speed cushions	33.7% (87)	20.5% (53)	20.5% (53)	10.9% (28)	14.3% (37)
Narrow a stretch of the cycleway	33.7% (87)	24.4% (63)	31.0% (80)	5.0% (13)	5.8% (15)

**Demographics Questions 11 to 14 and 16 to 25**








**11. Which of the following best describes you? Please select all that apply.**

		<b>Response Percent</b>	<b>Response Total</b>
1	I am a resident in the local area 	86.36%	418
2	I am a business owner in the local area 	1.24%	6
3	I work in the local area 	12.81%	62
4	I regularly travel along this route 	47.73%	231

**11. Which of the following best describes you? Please select all that apply.**

			Response Percent	Response Total
5	I am a taxi / private hire driver		0.41%	2
6	I am a regular visitor to the area		15.50%	75
7	I am responding on behalf of a transport provider		0.21%	1
8	I am responding on behalf of a healthcare provider		1.45%	7
9	I am responding on behalf of Voluntary Group/ Community Group/Social Enterprise/Other (please provide the name)		0.41%	2
10	Other (please specify):		4.13%	20
			answered	484
			skipped	15

**12. What is your main form of transport you usually use along this route? (Tick all that apply)**

		Response Percent	Response Total
Walk		52.89%	256
Bicycle (including ebike)		21.49%	104
Scooter (e-scooter)		5.58%	27
Bus/Metrobus		67.56%	327
Park & Ride		1.24%	6
Train		1.86%	9
Car / Van driver		40.29%	195






**12. What is your main form of transport you usually use along this route? (Tick all that apply)**

		Response Percent	Response Total
Car / Van passenger		17.77%	86
Taxi		9.92%	48
Motorcycle		0.83%	4
Other (please specify):		2.89%	14
		answered	484
		skipped	15










**13. How often do you travel along this route?**

		Response Percent	Response Total
1	Daily		37.65% 183
2	Several times a week		35.60% 173
3	At least once a week		12.76% 62
4	At least once a month		8.23% 40
5	Once every few months		2.67% 13
6	A few times a year		2.47% 12
7	Never		0.62% 3
		answered	486
		skipped	13



#### 14. What is your main reason for travelling along this route?

			Response Percent	Response Total
1	Travelling to or from work		46.91%	228
2	Travelling to or from education settings		4.32%	21
3	Travelling to or from leisure / social activities		18.72%	91
4	Travelling to or from shopping / retail		22.22%	108
5	Other (please specify):		7.82%	38
			answered	486
			skipped	13




#### 16. What is your age?

			Response Percent	Response Total
1	0-10		0.00%	0
2	11-15		0.21%	1
3	16-17		0.82%	4
4	18-24		9.26%	45
5	25-34		34.98%	170
6	35-44		24.28%	118
7	45-54		10.08%	49
8	55-64		7.41%	36
9	65-74		7.41%	36
10	75-84		2.67%	13






### 16. What is your age?

			Response Percent	Response Total
11	85 +		0.21%	1
12	Prefer not to say		2.67%	13
			answered	486
			skipped	13



### 17. Do you consider yourself to be a disabled person?

			Response Percent	Response Total
1	Yes		16.98%	82
2	No		76.19%	368
3	Prefer not to say		6.83%	33
			answered	483
			skipped	16

### 18. What is your ethnic group? (please tick one box only)

			Response Percent	Response Total
1	Asian or Asian British		6.20%	30
2	Black, Black British, Caribbean or African		4.13%	20
3	Mixed or multiple ethnic groups		2.48%	12
4	White British		66.74%	323
5	Other White Background		9.09%	44











**18. What is your ethnic group? (please tick one box only)**

			Response Percent	Response Total
6	Gypsy, Roma or Traveller		0.00%	0
7	Prefer not to say		9.30%	45
8	Other (please specify):		2.07%	10
			answered	484
			skipped	15

Other (please specify): (10)

2 x 'Not relevant', 2 x 'blank answer', White English, White Irish, British, Black White Caribbean, North Africa, Latin American.

**19. What is your religion/faith?**

			Response Percent	Response Total
1	No religion		56.76%	273
2	Buddhist		0.83%	4
3	Christian		26.82%	129
4	Hindu		0.42%	2
5	Jewish		0.21%	1
6	Muslim		1.04%	5
7	Pagan		0.42%	2
8	Sikh		0.21%	1
9	Prefer not to say		11.43%	55
10	Other (please specify):		1.87%	9





**19. What is your religion/faith?**

	Response Percent	Response Total
	answered	481
	skipped	18

Other (please specify): (9)

2 x Jedi, 2 x 'Not relevant', 1 x 'blank answer', Humanist, Pagan, Catholic, Buddhist and Pagan.



**20. What is your sex?(If unsure you can use the sex recorded in your official documents.)**

	Response Percent	Response Total
1 Female	 47.40%	228
2 Male	 43.04%	207
3 Prefer not to say	 8.94%	43
4 Other (please specify):	 0.62%	3
	answered	481
	skipped	18


Other (please specify): (3)

Non-binary/Trans umbrella, 'blank answer', 'not relevant'

**21. Do you consider yourself to have a gender identity different from your sex recorded at birth?**

	Response Percent	Response Total
1 Yes (e.g., trans or non-binary)	 3.16%	15
2 No	 90.30%	428






**21. Do you consider yourself to have a gender identity different from your sex recorded at birth?**

			Response Percent	Response Total
3	Prefer not to say		6.54%	31
			answered	474
			skipped	25

If 'Yes', please enter the term you use to describe your gender: (10)

6 x Non-Binary, 2 x Transman/TransM, MTF, 'blank answer'




**22. What is your sexual orientation?**

			Response Percent	Response Total						
1	Bi		4.67%	22						
2	Gay/Lesbian		7.01%	33						
3	Heterosexual / Straight		67.73%	319						
4	Prefer not to say		18.26%	86						
5	I use another term (please specify):		2.34%	11						
<b>Statistics</b>	Minimum	1	Mean	3.07	Std. Deviation	0.73	Satisfaction Rate	51.65	answered	471
	Maximum	5	Variance	0.53	Std. Error	0.03			skipped	28





I use another term (please specify): (11)

2 x Asexual, 2 x Queer, 2 x 'Not relevant', Heterosexual, I don't know, Open minded, Normal, 'blank answer'




**23. Are you pregnant or have you given birth in the last 26 weeks?**

			Response Percent	Response Total
1	Yes		2.94%	14
2	No		91.40%	436
3	Prefer not to say		5.66%	27
			answered	477
			skipped	22

**24. Are you a carer?**

			Response Percent	Response Total
1	Yes		9.24%	44
2	No		84.45%	402
3	Prefer not to say		6.09%	29
4	Other (please specify):		0.21%	1
			answered	476
			skipped	23

**25. Are you a refugee or asylum seeker?**

			Response Percent	Response Total
1	Yes		0.21%	1
2	No		95.14%	450
3	Prefer not to say		4.65%	22

**25. Are you a refugee or asylum seeker?**

	<b>Response Percent</b>	<b>Response Total</b>
	answered	473
	skipped	26