

**Broom Hill roundabout
Engagement Report -
January 2022**

**Broom Hill roundabout
Have your say**



Contents

1. Summary	3
2. Background	4
2.1 Objectives of engagement and communications	4
3. Engagement Tools.....	5
3.1 Community Survey	6
3.2. How we engaged.....	6
4. Results	7
4.1 Stakeholder engagement.....	7
4.2 Community Survey results	7

1. Summary

Between 24 November 2021 and closed on 22 December 2021 Bristol City Council conducted an engagement survey. We wanted to hear from people who live and work in this local area and use the roundabout and to find out what issues people experience and what improvements they would like to see. This feedback will help us put together proposals to improve Broom Hill roundabout, which will be consulted on later.

How we engaged

To ensure the survey reached as wide an audience as possible the team:

- Put up posters in the local area of the roundabout so that those using the local roads regularly can see there is a survey taking place.
- Posted out letters to over 4467 local properties to raise awareness of the survey and encourage local people to have their say.
- Contacted local groups and key stakeholders and ask them to help raise awareness of the survey.

Community survey

A total of 275 completed responses were received from the survey. The headline findings are:

- 86% of respondents were residents.
- Around 64% travel through this junction on foot and just over 80% by car/ van with around 30% cycling and using the local buses. Of the 'other' comments these include running, retired, work from home, drive a lorry or a combination of a few modes.
- Nearly 65% of responses felt the traffic levels are worse at this roundabout than compared to 5 years ago with 22% thinking it is about the same, 2% saying it is better and 11% who don't know.
- 65% of responses felt that traffic levels were worse than compared with 5 years ago.
- 50% of responses felt the roundabout was unsafe for pedestrians and cyclists.
- Of the improvements suggested to improve walking journeys a signalised roundabout was the most popular with 46% saying this was likely and very likely. The next most popular suggestion was crossing points like zebra crossings.
- 40% of responses said it was likely and very likely that segregated cycle lanes would encourage them to the cycle in the local area although 37% said this was unlikely and very unlikely.
- Most responses (over 50%) thought it was unlikely and very unlikely that a bus gate at the roundabout would encourage them to catch the bus.

Emails and letters

Of the 21 responses the key themes were speeding traffic, illegal parking, school traffic and suggestions of traffic signals and widened pavements.

2. Background

The council have secured funding to provide an improvement scheme for the Broom Hill mini roundabout junction on the B4058 and any related traffic management and / or highway measures. The funding has been put in place to meet planning conditions of the 350 new homes that were built as part of the Blackberry Hill planning application.

The roundabout is in the Frome Vale ward and is adjacent to the Stoke Park Estate and the Duchess Gate grade II listed structure. The current junction suffers from traffic congestion at peak times, the additional 350 houses in the local area may require the junction to be improved to handle the increased volume of traffic.

We wanted to hear from people who live and work in this local area and use the roundabout. We wanted to find out what issues people experience and what improvements they would like to see. This feedback will help us put together proposals to improve Broom Hill roundabout, which will be consulted on later. Below is an image of the Broom Hill roundabout:



2.1 Objectives of engagement and communications

The main aim of the engagement exercise was to:

- seek views from key and local stakeholders at an early stage,
- seek views from local businesses, local people living and working along and near the roundabout at an early stage.
- begin a constructive dialogue and create the environment where people can be involved throughout the process of design and implementation.
- create a good understanding of any possible proposals 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.

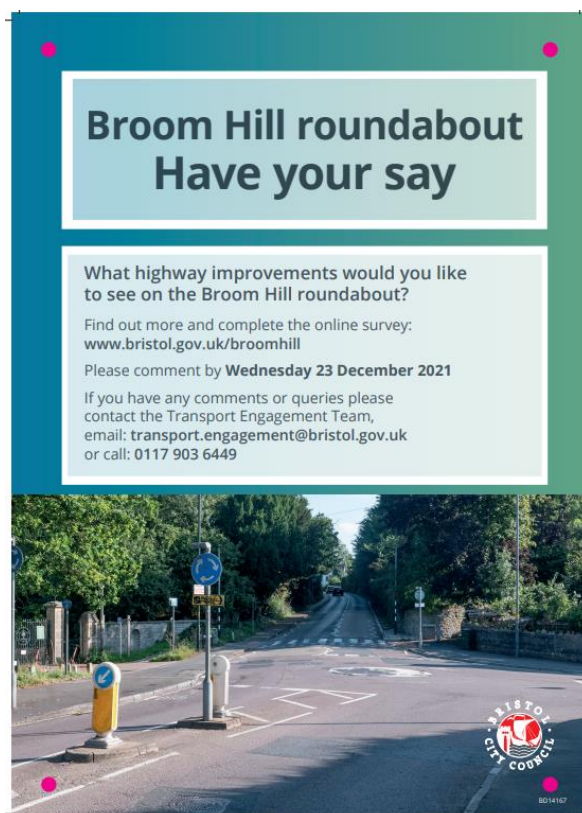
The target audiences for this project include stakeholders such as:

- Bristol City Council ward members,
- Internal stakeholders/project teams
- Local businesses and traders,
- Local resident associations, faith, and community groups
- Local people who live on the street or on side roads
- People working on the street.
- People who visit the street

3. Engagement Tools

The team produced different products to support the engagement process and agreed on a survey as the best way to collate views from the community. The products included the survey with a freepost envelope, postcards, and posters. All the information was provided online and was compatible with word reader software and could be emailed out via editable pdfs.

The online survey had a shortened link www.bristol.gov.uk/broomhill that was promoted and publicised through social media channels and newsletters. To ensure those who do not have online access were also included the team produced paper copies of the products. See below for an image of the poster:



The team encouraged everyone to have their say by:

- Putting up posters in the local area of the roundabout so that those using the local roads regularly can see there is a survey taking place.
- Posting out letters to over 4467 local properties to raise awareness of the survey and encourage local people to have their say.

- Contact local groups and key stakeholders and ask them to help raise awareness of the survey.

The team also provided different ways for the public to get in touch if anyone had a comment or required a survey in a different format. They could contact the Transport Engagement team on email at transport.engagement@bristol.gov.uk, by phone 0117 9036449 or by writing to: Broom Hill roundabout, Transport Engagement Team, PO BOX 3399, 100 Temple Street, Bristol, BS1 9NE. The survey also had a translation offer in 12 languages noting that 'if English is not your first language and you need a translation, we can get one for you'.

3.1 Community Survey

The survey was designed by the team to capture views from residents, businesses and anyone who uses the roundabout to help build a picture of the issues and possible ideas for the roundabout. The survey was split into the following sections:

1. Details of who is responding and travel habits.
2. Questions about roundabout, safety, local buses and suggested improvements
3. About you details

The survey was launched on 24 November 2021 and closed on 22 December 2021 which allowed four weeks for comments. The survey was hosted on the consultation hub on the city council website and had a shortened link of www.bristol.gov.uk/broomhill.

3.2. How we engaged

The council wanted to engage with key stakeholders such as ward members, residents, community groups and local businesses to see what appetite existed for any changes to the roundabout.

Project officers contacted ward members to let them know about the approach and agreed a community survey would work well and provided local contacts for groups who the officers could approach.

4. Results

4.1 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 key stakeholders list includes:

- 2 ward members covering the Frome Vale ward.
- emergency service providers,
- equality groups,
- transport operators,
- educational institutions,
- refuse firms,
- faith groups,
- voluntary and community sector groups.

Local stakeholders

The local stakeholders for this roundabout included local schools such as Begbrook Primary Academy and Colston School. Other stakeholders included Stoke Park Estate, Blackberry Hill hospital/ university site, local nursing and assisted living homes, GP surgeries, local retail shops and businesses. All these local stakeholders received an email or letter asking for comments about the roundabout and traffic levels in the local area.

4.2 Community Survey results

A total of 275 completed responses to the survey have been captured using the online Smart Survey platform over the engagement period.

Below is a summary for each question with the breakdown of responses:

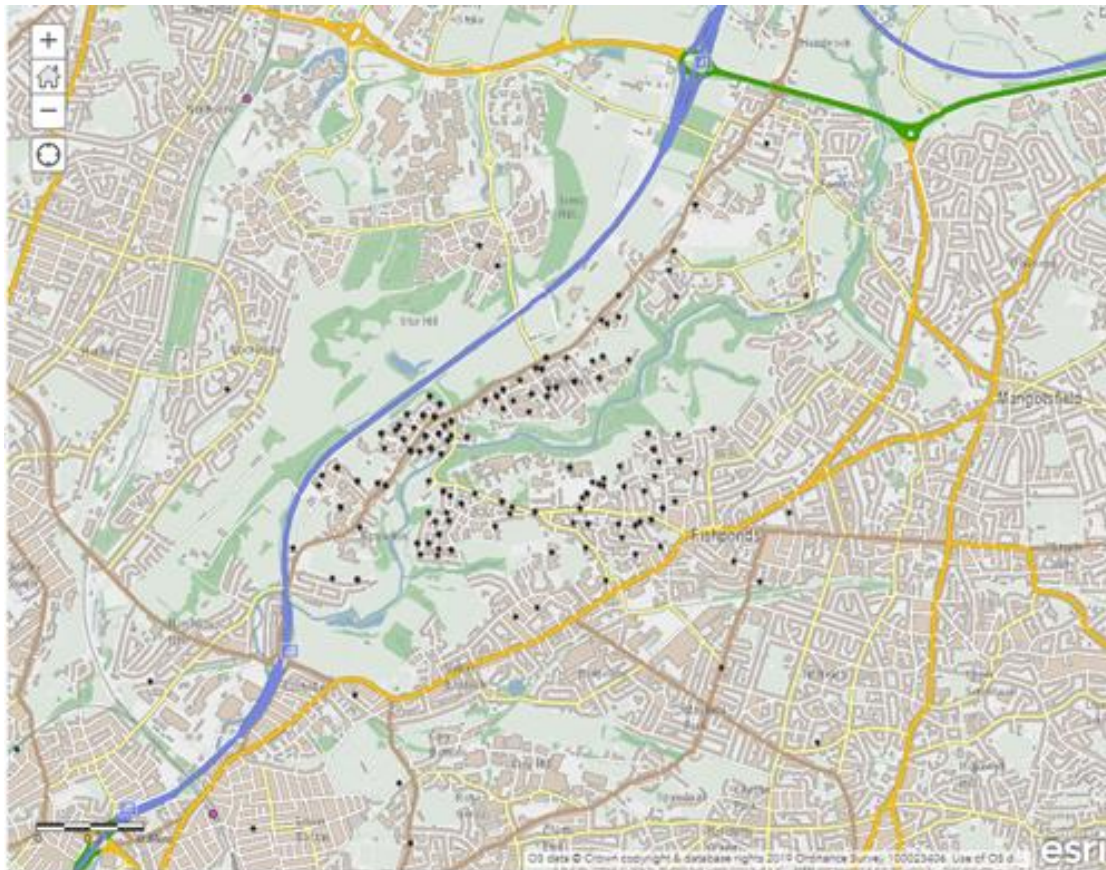
1. Which of the following best describes you?				
			Response Percent	Response Total
1	Local resident		86.81%	237
2	Local business owner		1.10%	3
3	Work in the local area		5.86%	16
4	Regular visitor to the area		3.30%	9
5	Other (please specify):		2.93%	8
			skipped	2

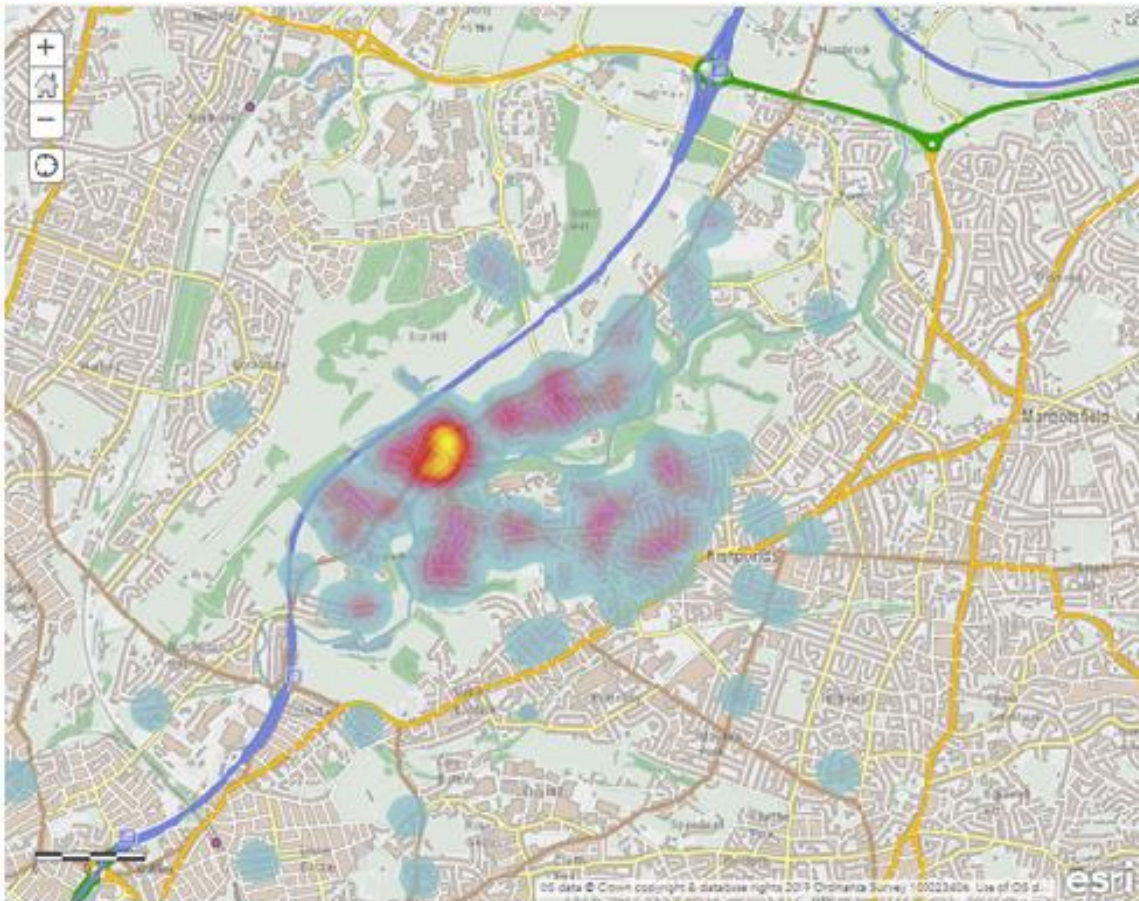
Over 86% of respondents said they were a local resident. Of the 8 'other' responses these included a local councillor, an OAP, three people who are both a local resident and a business owner, two person who lives and works locally and one who works at the hospital site.

2. What is your full postcode?

		Response Percent	Response Total
1	Open-Ended Question	100.00%	272

The 272 postcodes have been plotted on a map below to show where the respondents live, and most are local addresses surrounding the roundabout vicinity.





This heat map shows that there are high levels of responses from people that live very close to the roundabout on Broom Hill.

3. How do you normally travel in your local area? Tick all that apply.

			Response Percent	Response Total
1	Walk		63.73%	174
2	Use a bicycle		33.69%	92
3	Use a scooter		4.76%	13
4	Catch the bus		30.03%	82
5	Use a taxi		7.69%	21
6	Use a motorcycle		4.02%	11
7	Drive a car / van		80.95%	221
8	Car passenger		24.17%	66
9	Other (please specify):		4.39%	12
			answered	274

Around 64% travel through this junction on foot and just over 80% by car/ van with around 30% cycling and using the local buses. Of the 'other' comments these include running, retired, work from home, drive a lorry or a combination of a few modes.

4. How are you planning to travel in your local area in the future? Tick all that apply.				
			Response Percent	Response Total
1	Walk		67.27%	183
2	Use a bicycle		37.86%	103
3	Use a scooter		5.14%	14
4	Catch the bus		35.29%	96
5	Use a taxi		8.82%	24
6	Use a motorcycle		4.41%	12
7	Drive a car / van		79.77%	217
8	Car passenger		26.10%	71
9	Other (please specify):		4.04%	11
			answered	272

Slightly more people are planning to walk and cycle in the local area in the future compared to how they travel now and there is a slight reduction in the number planning to drive a car / van or be a car passenger. Of the 'other' comments these include running, electric cars and driving a lorry.

5. Regarding the Broom Hill roundabout do you think motorised traffic levels are better or worse now compared to 5 years ago?				
			Response Percent	Response Total
1	Worse		64.10%	175
2	About the same		22.71%	62
3	Better		2.20%	6
4	Don't know		10.99%	30
			answered	273

Nearly 65% of responses felt the traffic levels are worse at this roundabout than compared to 5 years ago with 22% thinking it is about the same, 2% saying it is better and 11% who don't know.

6. Do you have any other comments about the level of motorised traffic at the roundabout?			
		Response Percent	Response Total
1	Open-Ended Question	100.00%	216

Of the 275 respondents 216 left comments and these have been categorised into the following topics:

- Increased traffic / congestion
- Suggestions
- New cycle lane /road widening / bus stop location
- Zebra crossing
- School traffic
- Not safe junction
- Speeding traffic
- Housing / roadworks
- Narrow pavements
- Other

Topic	Number of responses
Increased traffic / congestion	78 comments
Suggestions (traffic lights, widen road by Masons Arms	42 comments
New cycle lane /road narrowing / bus stop location	34 comments
Zebra crossing	29 comments
School traffic	27 comments
Not safe junction	27 comments
Speeding traffic	15 comments
Housing / roadworks	13 comments
Narrow pavements	9 comments
Other	15 comments

Below is a summary of the comments received in each category:

Category	Summary of comments
Increased traffic /congestion	Traffic levels have massively increased over the last 5 years. There are too many vehicles trying to use this junction. During peak time congestion is bad with vehicles queuing from all directions. It's generally gridlocked at times of the day. Large queues form at peak times mostly on Blackberry hill and towards Frenchay. The level of traffic is worse at popular commuting times for people travelling to work by any mode of transport and coming home, the roundabout is small and gets congested.
Suggestions	Put in temporary traffic lights at peak times. Replace the roundabout with traffic lights. Remove the cycle lane and zebra crossing and widen the road back to two lanes of traffic. Knock down the Masons Arms and widen the road. Improve the walking and cycling provisions to increase the number people using active travel modes.
New cycle lane / road narrowing / bus stop location	Traffic made worse since installation of cycle path with pavement. The narrowing of the road has caused more congestion as buses cannot pull into kerb side when picking up/dropping off passengers, therefore

	causing queueing of cars waiting for bus to pull out. Travelling through this roundabout by bike has improved – great improvement!
Zebra crossing	The recent zebra crossings and bike lanes have made things much safer for pedestrians. The zebra crossing forces traffic to constantly stop to give way for pedestrians; heading southwards the left side of the crossing is practically blind to cars. The zebra crossing on roundabout causes queueing traffic.
School traffic	Consistent backlog of traffic due to the parents who park to drop their children off at Colston's School. Traffic gets extremely high around school pick up and drop off times. Lots of the parents' park on the main road and block the traffic.
Not safe junction	It is very dangerous to cross this junction as people don't seem to know how to navigate the roundabout. There have been many near misses and traffic approaches the junction too quickly. The narrow section up the hill by Masons Arms is also not safe as the visibility is limited.
Speeding traffic	Vehicles approach the roundabout from the Frenchay direction with excessive speed. The 20mph speed limit is not adhered too, especially down to Snuff Mills and up past the University.
Housing / roadworks	In recent years there has been significant residential development within the Stapleton and Frenchay areas. This has led to higher levels of road traffic with resultant increases in noise and pollution levels for those living close to the B4058. When there is roadworks on or near the mini roundabout (like on Park Road or Bell Hill) the traffic is horrendous. Due to other roadworks in the city and poor planning, this area has suffered with too much traffic.
Narrow pavements	The pavement on either side of B4058 is very narrow, with parts of the road only served by pavement on one side, which makes it is very difficult for pedestrians to use. Important that the pedestrian pavements surrounding the roundabout are kept clear so that mobility scooters and people pushing prams can safely travel past the roundabout without being forced into the line of traffic by cars parked on the pavement.
Other	Traffic levels are fine. Do not do anything else to the roundabout it is working fine and is better since the pandemic. Why did the council not make changes when the housing was built? Local bus services are not reliable, they often don't turn up. Need better alternatives to get people out of their cars.

7. How often do you use the roundabout as the following:

	Daily	3 to 4 times a week	1 to 2 times a week	Fortnightly	Once a month	A few times a year	Rarely	Never	Response Total
A pedestrian	14.2% (34)	17.5% (42)	23.8% (57)	11.3% (27)	8.3% (20)	10.0% (24)	8.3% (20)	6.7% (16)	240
A cyclist	4.5% (9)	9.5% (19)	12.4% (25)	6.0% (12)	12.4% (25)	8.5% (17)	7.5% (15)	39.3% (79)	201

7. How often do you use the roundabout as the following:

	Daily	3 to 4 times a week	1 to 2 times a week	Fortnightly	Once a month	A few times a year	Rarely	Never	Response Total
A bus passenger	1.5% (3)	4.0% (8)	7.0% (14)	5.5% (11)	13.5% (27)	14.5% (29)	19.5% (39)	34.5% (69)	200
A scooter rider	0.0% (0)	0.6% (1)	1.1% (2)	1.1% (2)	4.0% (7)	4.6% (8)	5.7% (10)	82.8% (144)	174
A motorcyclist	0.5% (1)	3.8% (7)	2.2% (4)	0.0% (0)	1.6% (3)	0.5% (1)	1.1% (2)	90.1% (164)	182
A driver or passenger in a vehicle	33.6% (89)	38.1% (101)	16.6% (44)	4.9% (13)	2.6% (7)	2.3% (6)	0.0% (0)	1.9% (5)	265
Other	4.2% (3)	1.4% (1)	2.8% (2)	0.0% (0)	1.4% (1)	1.4% (1)	1.4% (1)	87.5% (63)	72
								answered	273

8. Do you think the roundabout is safe for the following users:

	Very safe	Safe	Neither safe nor unsafe	Unsafe	Very unsafe	Response Total
A pedestrian	6.0% (16)	24.3% (65)	20.6% (55)	32.6% (87)	16.5% (44)	267
A cyclist	4.2% (11)	16.0% (42)	27.9% (73)	37.0% (97)	14.9% (39)	262
A bus passenger	34.0% (85)	38.4% (96)	21.6% (54)	4.0% (10)	2.0% (5)	250
A scooter rider	2.5% (6)	14.1% (34)	29.9% (72)	34.9% (84)	18.7% (45)	241
A motorcyclist	4.5% (11)	28.8% (70)	35.4% (86)	25.5% (62)	5.8% (14)	243
A driver or passenger in a vehicle	12.4% (33)	47.9% (128)	25.5% (68)	12.0% (32)	2.2% (6)	267
Other	8.2% (5)	13.1% (8)	62.3% (38)	11.5% (7)	4.9% (3)	61
					answered	272

30% of responses think the roundabout is safe and very safe for pedestrians but nearly 50% think it is unsafe and very unsafe. A similar trend is shown with cyclists where just 20% think the roundabout is very safe and safe and just over 50% think it is unsafe and very unsafe. However, for motorised vehicles such as buses, vans, and cars most responses think the roundabout is very safe and safe.

9. Do you have any other comments on the safety of the roundabout?

		Response Percent	Response Total
1	Open-Ended Question	100.00%	169

Of the 275 respondents 216 left comments and these have been categorised into the following topics:

- Zebra / placement of crossing
- Speed of traffic
- Crossing on all sides of the roundabout
- Safe junction
- Unsafe junction / limited visibility
- Pavement widths
- Cycling
- Driver incompetence
- Other

Topic	Number of responses
Zebra / placement of crossing	42 comments
Speed of traffic	26 comments
Crossing on all sides of the roundabout	11 comments
Safe junction	19 comments
Unsafe junction / limited visibility	26 comments
Cycling	14 comments
Driver incompetence	22 comments
Other	14 comments

Below is a summary of the comments received in each category:

Category	Summary of comments
Zebra / placement of crossing	The introduction of the zebra crossing was needed but the placement is bad. Zebra does not feel safe to cross. Unsafe especially as pedestrian are only seen by drivers at the last minute if they are coming from the Broom Hill side over towards Duchess Gate. Drivers often drive straight over the zebra crossing without stopping. The positioning of the crossing makes everything more difficult and unsafe to use. The crossing is on a blind spot to drivers. Cars concentrating on the roundabout and see pedestrians last minute.
Speed of traffic	Introducing the 20 mph speed limit is good for all, not all follow this though. Speeds of vehicles often too fast. Cars often sped away from the roundabout too and there aren't any speed calming measures in

	place - apparently Broom Hill was narrowed to slow cars down, but this has not been achieved.
Crossing on all sides of the roundabout	Concern for pedestrians wanting to cross the top of Broom Hill from left to right or the reverse and pedestrians crossing Park Road from the top of Broomhill on the side that doesn't have a zebra crossing. Broomhill and blackberry hill are still very fast roads. More pedestrian crossings will never go a miss.
Safe junction	It is safe due to low speed of traffic plus zebra crossing for pedestrians and cyclists. The roundabout itself is safe. It's as safe as it can be. The safety of the roundabout isn't the issue here.
Unsafe junction / limited visibility	Poor visibility for drivers and pedestrians when crossing Broom Hill from Park Road. Visibility of pedestrians to other road users is still poor. Many people get frustrated at waiting in a queue for so long (mainly during busy periods) and enter the round about when it isn't their right of way. It is impossible to see anyone waiting to cross from the left at the Zebra crossing, when coming down the hill from the North.
Cycling	The cycle lane is difficult. Coming into Broom Hill the cycle lane disappears, and you do not have visibility of what's on the pavement. The cycle path from Snuff Mills up Blackberry Hill is very useful. The cycle path on Broom Hill has been a welcome development, but this stops abruptly before the roundabout, with no crossing to re-join the road.
Driver incompetence	Vehicles tend to accelerate to the crossing points and don't notice the pedestrians. Vehicles also seem to cut over the roundabout instead of going around, which surprises the other people at the junction. People don't indicate well enough to make it the safest. The main problem is bad driving and speed.
Other	Need a raised roundabout to stop car cutting across. Was better before the roadworks a few years ago. Need to widen the traffic lanes to allow more traffic through. Since lockdown not representative of true traffic levels.

10. Do you use the local buses? These may include the 5, 48A, 626, Y4 or the 18/19, which uses Stoke Lane / Frenchay Park.

			Response Percent	Response Total
1	Yes, often		13.55%	37
2	Yes, but not often		50.18%	137
3	Never		36.26%	99
			answered	273

Only 13% use the buses often with 50% using them but not often and 36% never using the local services.

11. If yes, please rate the following factors when using the local buses in the Broom Hill roundabout area (tick all that apply): If you never use the bus please go to the next question.

	Excellent	Good	Average	Poor	Very poor	Don't know	Response Total
Reliability of buses	4.0% (7)	21.6% (38)	31.8% (56)	22.2% (39)	11.9% (21)	8.5% (15)	176
Bus journey time	4.0% (7)	21.3% (37)	39.1% (68)	20.1% (35)	6.9% (12)	8.6% (15)	174
Time waiting for a bus/ frequency of buses	2.9% (5)	13.3% (23)	35.3% (61)	30.6% (53)	10.4% (18)	7.5% (13)	173
Buses navigating the roundabout e.g., any traffic queues/ delays	2.9% (5)	14.0% (24)	40.7% (70)	18.0% (31)	11.6% (20)	12.8% (22)	172
Accessing the bus at the local bus stops	5.8% (10)	39.9% (69)	35.3% (61)	5.8% (10)	5.2% (9)	8.1% (14)	173
Other	9.5% (4)	4.8% (2)	16.7% (7)	0.0% (0)	11.9% (5)	57.1% (24)	42
						answered	178

Of 176 responses 57.4% thought the buses were average, good and excellent in terms of reliability and a similar number felt the same about the bus journey times. Waiting times for buses scored slightly lower with over 40% thinking this was poor or very poor. However over 80% of responses through accessing the bus at the local bus stops was either excellent, good or average.

Of the 'other' answers people commented on bus routes, times and the fact some have not used the buses since the pandemic.

12. How likely is it that the following improvements to the roundabout would encourage you to walk more in this local area:

	Very likely	Likely	Neither likely nor unlikely	Unlikely	Very unlikely	Don't know	Response Total
Wider pavements	18.4% (48)	24.1% (63)	23.4% (61)	8.4% (22)	24.1% (63)	1.5% (4)	261
Crossing points e.g., zebra crossing	19.7% (52)	26.9% (71)	22.3% (59)	8.3% (22)	20.1% (53)	2.7% (7)	264
Traffic island	9.8% (26)	24.6% (65)	29.2% (77)	10.2% (27)	21.2% (56)	4.9% (13)	264
Dropped kerbs	8.1% (21)	17.0% (44)	31.3% (81)	12.0% (31)	24.3% (63)	7.3% (19)	259
Tactile paving	5.9% (15)	12.2% (31)	36.1% (92)	13.7% (35)	24.3% (62)	7.8% (20)	255
Signalised roundabout (provide time for people to cross the road)	22.7% (60)	23.5% (62)	20.1% (53)	10.6% (28)	20.8% (55)	2.3% (6)	264
						answered	269

Of the improvements suggested to improve walking journeys a signalised roundabout was the most popular with 46% saying this was likely and very likely. The next most popular suggestion was crossing points like zebra crossings where again 46% said likely and very likely.

13. How likely is it that the following improvements to the roundabout would encourage you to cycle more in the local area:

	Very likely	Likely	Neither likely nor unlikely	Unlikely	Very unlikely	Don't know	Response Total
Segregated cycle lanes	20.8% (55)	19.7% (52)	14.4% (38)	3.8% (10)	33.7% (89)	7.6% (20)	264
Better cycle signage	13.5% (35)	17.7% (46)	21.2% (55)	5.8% (15)	34.2% (89)	7.7% (20)	260
Cycling priority at the roundabout	19.2% (50)	13.8% (36)	17.6% (46)	6.1% (16)	34.9% (91)	8.4% (22)	261
Signalised roundabout (provide advanced stop lines)	16.2% (42)	17.0% (44)	17.8% (46)	8.5% (22)	33.6% (87)	6.9% (18)	259
						answered	264

40% of responses said it was likely and very likely that segregated cycle lanes would encourage them to the cycle in the local area although 37% said this was unlikely and very likely.

14. How likely is it that the following improvements to the roundabout would encourage you to catch the bus more often in the local area:

	Very likely	Likely	Neither likely nor unlikely	Unlikely	Very unlikely	Don't know	Response Total
Bus gate at the roundabout (to restrict motorised vehicle access on one junction and reduce congestion)	10.6% (28)	5.3% (14)	20.0% (53)	11.7% (31)	41.1% (109)	11.3% (30)	265
Upgrade local bus stops	10.4% (27)	13.8% (36)	23.8% (62)	11.5% (30)	33.8% (88)	6.5% (17)	260
						answered	268

Most responses (over 50%) thought it was unlikely and very unlikely that a bus gate at the roundabout would encourage them to catch the bus.

15. Do you have any other comments or suggestions?

	Response Percent	Response Total
1 Open-Ended Question	100.00%	130

Of the comments left these included suggestions of zebra crossings, signalisation, upgraded bus stops, improved traffic islands and some people thinking the school traffic is the issue and wanting those encouraged to walk, cycle, and use the bus.

There were also some who wanted the roundabout to be left alone and felt the recent changes with bike lanes and zebra crossings had detrimentally affected the flow of traffic in the area. Quite a few comments talked about speeding traffic and wanted traffic calming on the approaches and a raised roundabout was suggested. Others could not see what other improvements could be made due to restricted space.

Demographic data

The table shows that most respondents were aged 35 to 44 years old and 45 to 54 years old.

16. What is your age?				
			Response Percent	Response Total
1	0-10		0.00%	0
2	11-15		0.00%	0
3	16-17		0.00%	0
4	18-24		4.06%	11
5	25-34		15.13%	41
6	35-44		19.19%	52
7	45-54		22.14%	60
8	55-64		15.13%	41
9	65-74		15.13%	41
10	75-84		7.01%	19
11	85 +		0.00%	0
12	Prefer not to say		2.21%	6
			answered	271

17. Do you consider yourself to be a disabled person?				
			Response Percent	Response Total
1	Yes		6.67%	18
2	No		89.63%	242
3	Prefer not to say		3.70%	10
			answered	270

18. What is your sex?

			Response Percent	Response Total
1	Female		48.15%	130
2	Male		47.78%	129
3	Prefer not to say		3.70%	10
4	Other (please describe):		0.37%	1
			answered	270

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

			Response Percent	Response Total
1	White British		82.29%	223
2	White Irish		1.48%	4
3	White Other		4.43%	12
4	Black /African / Caribbean / Black British		0.37%	1
5	Asian / Asian British		2.58%	7
6	Mixed / Multi ethnic group		1.11%	3
7	Gypsy / Roma / Irish Traveller		0.00%	0
8	Prefer not to say		7.38%	20
9	Any other ethnic background (please describe):		0.37%	1
			answered	271

20. If you would like to receive updates and more information about this project, please give your email or postal address below:

			Response Percent	Response Total
1	I would like to receive updates and more information about this project, and I consent to my contact details being used for this purpose as defined in Bristol City Council's privacy policy		100.00%	165
			answered	165

5.2.3 Emails, phone calls and virtual chats

During the engagement process the team offered three ways for people to contact the council outside of the survey and this was via email, phone calls or virtual chats.

12 emails were received which talked about too many houses have been allowed, irresponsible parking, school traffic was an issue and pavements need to be kept clear. 5 letters were also received which were from residents some of which wanted Manor Road widened and demolish the Old Tavern pub which is a bottleneck. Some were concerned about the volume of traffic and some suggested traffic lights. 4 phone calls were made where residents talked about parking on pavements, speeds of traffic and the pavement needing improvements.