

**Moving Traffic Enforcement
Consultation Report
November 2022**



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1. Summary

Bristol City Council propose to adopt moving traffic enforcement powers and between 20 September 2022 and 01 November 2022 undertook a consultation asking for views on plans to apply the new powers at six locations.

How we engaged

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

- The consultation was launched on a well-established platform for called Ask Bristol
- A press release launched the consultation on 21 September 22
- Social media posts went out across Bristol City Council's channels including Twitter, Facebook and LinkedIn. Social media posts were scheduled each week for the remaining time of the consultation.
- All local councillors and MPs were contacted with a link to the survey and asked to promote it to interested parties.
- Citywide stakeholders and equality groups were emailed asking for their views to ensure we engaged with as wide a range as possible of different users.
- Paper copies with a free post envelope were available on request via an email address or phone number and the one online survey was compatible with word reader software

Community survey

A total of 432 completed responses were received from the survey. The headline findings are:

- For all six sites over 70% of respondents definitely agreed and somewhat agreed that camera enforcement should be used on each site.
- The main observations made in the any other comments question include supporting the traffic camera enforcement due to safety reasons and the request for clearer signage at these locations to help people avoid making errors.
- From the last question asking about other sites the main observations were about other one way roads, banned left and right turns, no entry sites and comments about speed enforcement and the use of cameras for School Streets. There were also a few comments about the fact that no enforcement takes place on quite a few of these sites and there is support for camera enforcement.

Stakeholders

Four stakeholders responded to the consultation exercise. These were the Police, Bristol Walking Alliance and two ward members. They were all in support of the adoption of camera enforcement in the six locations.

2. Background

This autumn, Bristol City Council will apply to the Secretary of State for the power to enforce moving traffic offences. Moving traffic offences include:

- Driving through a 'No Entry' sign
- Going the wrong way in a one-way street
- Turning left or right where this is not permitted
- Driving where and when motor vehicles are not allowed

Moving traffic offences create unsafe environments for the public, placing all road users at risk. People with limited mobility and additional access requirements are especially vulnerable to drivers who ignore the rules of the road.

We propose to use these new enforcement powers initially at six problem locations where there are high numbers of traffic offences. The council will be able to increase the amount of enforcement at these sites, to reduce the number offences. In the consultation, we were seeking views on the proposal that the council takes on enforcement of moving traffic offences at the following six sites:

- Hockey's Lane and Fishponds Road junction, Fishponds (signal-controlled junction)
- King Georges Road and Queens Road junction, Withywood (signal-controlled junction)
- Lower Redland Road between Elgin Park and Exeter Buildings, Redland (one way)
- Furber Road between Raeburn Road and St Anne's Road, St George (one-way)
- Bath Bridge Roundabout and Cattle Market Road junction (signal-controlled junction)
- Hareclive Road and Anton Bantock Way junction, Withywood (signal-controlled junction)

2.1 Objectives of consultation and communications

The main aim of the consultation exercise was to:

- seek views from key and local stakeholders on their thoughts of the designs
- seek views from local businesses, local people living and working along and near the sites
- 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 the 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 and MPs

- External citywide stakeholders such as emergency services, transport providers, user groups, Bristol Waste etc
- Equalities, religious, voluntary and disability groups
- Internal stakeholders/project teams
- Local people and businesses who live or work near the sites

3. Consultation Tools

The team produced different products to support the consultation 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, social assets, press release and stakeholder emails. 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/mteSept22 that was promoted and publicised through social media channels and newsletters etc. To ensure those who do not have online access were also included the team produced paper copies of the products.

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 team on email at transport.engagement@bristol.gov.uk, by phone 0117 9036449 or by writing to: MTE Sept22, Transport Engagement, PO BOX 3399, 100 Temple Street, Bristol, BS1 9NE.

3.1 Community Survey

The survey was designed by the team to capture views from residents, businesses and anyone who uses the six locations to help build a picture of the support for the moving traffic enforcement powers. The survey was split into the following sections:

1. Questions about each location
2. About you details

The survey was launched on 20 September 22 until the 02 November 2022 which allowed six weeks for comment. The survey was hosted on the consultation hub on the city council website and had a shortened link of www.bristol.gov.uk/mteSept22.

4. Results

4.1 Stakeholder consultation

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:

- All ward members covering the whole city and all 4 MPs
- Emergency service providers, Equality, religious, voluntary and disability groups eg BDEF, Older people's forum, Bristol Muslim Cultural Society
- Transport / interest groups such as Bristol Cycling Campaign, Bristol Walking Alliance, Bristol Civic Society

- Business organisations such as the BIDs, Business West
- Refuse firms such as Bristol Waste

Key stakeholders

Four responses were received from the following stakeholders group:

Police

They responded to say they are already working with the council on the matter of moving traffic offences following the enactment of Chapter 6 of the Traffic Management Act 2004 for areas outside London.

The introduction of civil enforcement for some moving traffic offences builds on the already established Civil Parking Enforcement that all Local Authorities within the Avon and Somerset Constabulary area have introduced, establishing Special Parking Areas (SPA's) in their areas for which they have full responsibility for parking enforcement.

Unlike civil parking enforcement, which is how a local authority can approach the Department for Transport for powers to enforce some moving traffic offences, the proposed enforcement is in tandem with police enforcement, not to the exclusion of police enforcement.

Two local councillors

Both were supportive of the powers and suggested an additional site at Filton Road from Toronto Road down to Wessex Avenue and supported the Hockey Lane site.

Bristol Walking Alliance

They fully support the council to adopt the powers and strongly agree with the six locations. They feel it makes sense to introduce video camera enforcement as vehicle drivers should expect to be fined for making illegal movements at any time.

Other suggestions for future sites include:

- East Street, Bedminster – pedestrian zone from 7am to 7pm
- Cambridge Street, Totterdown – no entry towards Wells Road 7am to 10am
- Windmill Hill – no entry from Hereford Street /Whitehouse Lane except for access
- Dean Street, Bedminster – no entry onto East Street
- East Street, Bedminster – no right turn exiting on to Dalby Avenue
- Grove Road, Redland – no entry southward before Elm Lane

4.2 Community Survey results

A total of 432 completed responses to the survey have been captured using the online Ask Bristol survey platform over the consultation period.

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

Site 1 – Hockey’s Lane and Fishponds Road junction, Fishponds (signal-controlled junction)



Credit: Google

Photograph of Site 1 looking west along Fishponds Road towards the junction with Hockey’s Lane (on the left) and Station Avenue South (on the right). The image shows ‘No Left Turn’ and ‘Ahead Only’ signs displayed on the traffic signals.)











Moving traffic restriction at Site 1 – Banned left turn



1. Do you agree or disagree with the proposal to enforce this banned turn at Site 1 with a traffic camera?

			Response Percent	Response Total
1	Definitely agree	<div style="width: 56.23%; height: 10px; background-color: red;"></div>	56.23%	221
2	Somewhat agree	<div style="width: 14.75%; height: 10px; background-color: yellow;"></div>	14.75%	58
3	Neither agree nor disagree	<div style="width: 12.72%; height: 10px; background-color: blue;"></div>	12.72%	50
4	Somewhat disagree	<div style="width: 3.05%; height: 10px; background-color: green;"></div>	3.05%	12
5	Definitely disagree	<div style="width: 13.48%; height: 10px; background-color: orange;"></div>	13.48%	53
			answered	393
			skipped	40

70% of those who responded definitely agree and somewhat agree with the use of a traffic camera at Site 1

2. How do you usually travel through this junction?			Response Percent	Response Total
1	I do not travel through this junction		31.84%	164
2	Walk		13.79%	71
3	Use a bicycle		13.40%	69
4	Use a scooter		0.39%	2
5	By bus		4.66%	24
6	Use a taxi		0.58%	3
7	Use a motorcycle		1.17%	6
8	Drive a car /van		26.99%	139
9	Car passenger		6.8%	35
10	Heavy Goods Vehicle (HGV)		0%	0
11	Other (please specify)		0.39%	2
			answered	515

31% of respondents do not travel through this junction, 27% drive a car or van and around 14% both walk and cycle.

Site 2 – King Georges Road and Queen’s Road junction, Withywood (signal-controlled junction)



Credit: Google

Photograph 1 of 3 of Site 2 looking south along Queen's Road towards the junction with King Georges Road. The image shows a 'No Left Turn' sign displayed on the traffic signals.



Credit: Google

Photograph 2 of 3 of Site 2 looking north along Queen's Road towards the junction with King Georges Road. The image shows 'No Right Turn' signs displayed on the traffic signals.



Credit: Google

Photograph 3 of 3 of Site 2 looking west along King Georges Road towards the junction with Queen’s Road. The image shows ‘No Left Turn’ and ‘No Right Turn’ signs displayed on the traffic signals.

Moving traffic restrictions at Site 2 – Banned left and right turns



3. Do you agree or disagree with the proposal to enforce this banned turn at Site 2 with a traffic camera?			Response Percent	Response Total
1	Definitely agree		57.96%	233
2	Somewhat agree		14.68%	59
3	Neither agree nor disagree		10.45%	42
4	Somewhat disagree		4.23%	17
5	Definitely disagree		12.69%	51
			answered	402
			skipped	32

72% of respondents definitely agree and somewhat agree with using a traffic camera on Site 2.

4. How do you usually travel through this junction?			Response Percent	Response Total
1	I do not travel through this junction		33.86%	170
2	Walk		8.76%	44
3	Use a bicycle		8.57%	43
4	Use a scooter		0.20%	1
5	By bus		1.59%	8
6	Use a taxi		1.39%	7
7	Use a motorcycle		1.20%	6
8	Drive a car /van		34.86%	175
9	Car passenger		8.96%	45
10	Heavy Goods Vehicle (HGV)		0.20%	1
11	Other (please specify)		0.40%	2
			answered	502

34% of respondents do not travel through this junction, 35% drive a car or van and around 9% both walk, cycle and are car passengers.

Site 3 – Lower Redland Road between Elgin Park and Exeter Buildings, Redland (one way)



Credit: Google

Photograph 1 of 2 of Site 3 looking northeast along Lower Redland Road from the junction with Exeter Buildings. The image shows the one way sign for motor vehicles (with contraflow cycling permitted).



Credit: Google

Photograph 2 of 2 of Site 3 looking north along Elgin Park to the junction with Lower Redland Road (on the left). The image shows the No Entry (Except Cycles) signs on both sides of Lower Redland Road and the 'NO Entry' on the road surface at the junction.

Moving traffic restrictions at Site 3 – Driving the wrong way down a one way



5. Do you agree or disagree with the proposal to enforce the 'No Entry' at Site 3 with a traffic camera?

			Response Percent	Response Total
1	Definitely agree		59.34%	235
2	Somewhat agree		15.15%	60
3	Neither agree nor disagree		12.12%	48
4	Somewhat disagree		2.52%	10
5	Definitely disagree		10.85%	43
			answered	396
			skipped	36

Of the total of respondents 72% definitely agree and somewhat agree with the use of camera enforcement the no entry at site 3.

6. How do you usually travel through this junction?

			Response Percent	Response Total
1	I do not travel through this junction		32.47%	163
2	Walk		20.71%	104
3	Use a bicycle		18.92%	95
4	Use a scooter		2.19%	11
5	By bus		0.19%	1
6	Use a taxi		0.39%	2
7	Use a motorcycle		0.59%	3
8	Drive a car /van		24.10%	121
9	Car passenger		6.17%	31
10	Heavy Goods Vehicle (HGV)		0%	0
11	Other (please specify)		0.39%	2
			answered	502

30% of respondents do not travel through this junction, 23% drive a car or a van and nearly 20% walk and 18% cycle.

Site 4 – Furber Road between Raeburn Road and St Anne’s Road, St George (one-way)



Credit: Google

Photograph 1 of 2 of Site 4 looking north along Furber Road from the junction with St Anne’s Road. The image shows the One Way signs on both sides of Furber Road.



Credit: Google

Photograph 2 of 2 of Site 4 looking south on Raeburn Road to the 'No Entry' at the junction with Furber Road. Raeburn Road curves round to the right. The image shows the No Entry signs on both sides of Furber Road, the 'No Entry' on the road surface at the junction and the build out with a tree.

Moving traffic restriction at Site 4 – Driving the wrong way down a one way



7. Do you agree or disagree with the proposal to enforce the 'No Entry' at Site 4 with a traffic camera?			Response Percent	Response Total
1	Definitely agree		51.55%	199
2	Somewhat agree		19.43%	75
3	Neither agree nor disagree		15.28%	59
4	Somewhat disagree		3.11%	12
5	Definitely disagree		10.62%	41
			answered	386
			skipped	46

Of the 386 respondents to this question 70% definitely agreed and somewhat agreed with the use of a traffic camera to enforce the no entry.

8. How do you usually travel through this junction?			Response Percent	Response Total
1	I do not travel through this junction		52.22%	235
2	Walk		8.22%	37
3	Use a bicycle		10.44%	47
4	Use a scooter		0.89%	4
5	By bus		0%	0
6	Use a taxi		0.67%	3
7	Use a motorcycle		0.89%	4
8	Drive a car /van		20.89%	94
9	Car passenger		5.56%	25
10	Heavy Goods Vehicle (HGV)		0%	0
11	Other (please specify)		0.22%	1
			answered	450

Over 50% of respondents do not travel through this junction. 21% drive a car or a van and 10% use a bicycle.

Site 5 – Bath Bridge Roundabout and Cattle Market Road junction (signalled controlled junction)



Credit: Google











Photograph of Site 5 looking east from the Bath Bridge Roundabout towards Cattle Market Road. The image shows 'One Way Right' signs displayed on the traffic signals, which indicate that drivers cannot turn into Cattle Market Road from the roundabout.

Moving traffic restriction at Site 5: Right turn movements only



9. Do you agree or disagree with the proposal to enforce the 'One Way Right' at Site 5 with a traffic camera?				
			Response Percent	Response Total
1	Definitely agree	<div style="width: 59.85%; height: 15px; background-color: red;"></div>	59.85%	234
2	Somewhat agree	<div style="width: 14.58%; height: 15px; background-color: yellow;"></div>	14.58%	57
3	Neither agree nor disagree	<div style="width: 8.95%; height: 15px; background-color: blue;"></div>	8.95%	35
4	Somewhat disagree	<div style="width: 3.32%; height: 15px; background-color: green;"></div>	3.32%	13
5	Definitely disagree	<div style="width: 13.30%; height: 15px; background-color: orange;"></div>	13.30%	52
			answered	391
			skipped	41

75% of respondents definitely agree and somewhat agree that a traffic camera should be used to enforce the one way right only movement.

10. How do you usually travel through this junction?			
1	I do not travel through this junction		11.37% 72
2	Walk		17.06% 108
3	Use a bicycle		17.06% 108
4	Use a scooter		3.00% 19
5	By bus		3.95% 25
6	Use a taxi		2.21% 14
7	Use a motorcycle		1.42% 9
8	Drive a car /van		35.23% 223
9	Car passenger		8.21% 52
10	Heavy Goods Vehicle (HGV)		0% 0
11	Other (please specify)		0.47% 3
			answered 633

Over 35% of the respondents drive a car or a van through this junction, 17% both walk and cycle and 11% do not travel along this route.

Site 6 – Hareclive Road and Anton Bantock Way junction (signal controlled junction)



Credit: Google

Photograph of Site 6 looking northwest along Hareclive Road towards the junction with Anton Bantock Way. The image shows the 'Ahead Only' sign displayed on the traffic signals, which indicate that drivers cannot turn right into Anton Bantock Way



Credit: Google

Photograph of Site 6 looking northeast along Anton Bantock Way towards the junction with Hareclive Road. The image shows the 'Ahead Only' sign displayed on the traffic signals, which indicate that drivers cannot turn left or right into Hareclive Road



Credit: Google

Photograph of Site 6 looking southeast along Hareclive Road towards the junction with Anton Bantock Way. The image shows the 'Ahead Only' sign displayed on the traffic signals, which indicate that drivers cannot turn left or right into Anton Bantock Way



Credit: Google

Photograph of Site 6 looking southwest along Anton Bantock Way towards the junction with Hareclive Road. The image shows the 'Ahead Only' sign displayed on the traffic signals, which indicate that drivers cannot turn left or right into Hareclive Road

Moving traffic restriction at site 6 – Straight ahead movements only



11. Do you agree or disagree with the proposal to enforce the 'Ahead Only' at Site 6 with a traffic camera?				
			Response Percent	Response Total
1	Definitely agree	<div style="width: 60.04%; height: 15px; background-color: red;"></div>	60.04%	242
2	Somewhat agree	<div style="width: 19.10%; height: 15px; background-color: yellow;"></div>	19.10%	77
3	Neither agree nor disagree	<div style="width: 13.39%; height: 15px; background-color: blue;"></div>	13.39%	54
4	Somewhat disagree	<div style="width: 2.97%; height: 15px; background-color: green;"></div>	2.97%	12
5	Definitely disagree	<div style="width: 14.14%; height: 15px; background-color: orange;"></div>	14.14%	57
			answered	403
			skipped	31

75% of respondents definitely agree and somewhat agree that a traffic camera should be used to enforce the ahead only movement.

12. How do you usually travel through this junction?				
			Response Percent	Response Total
1	I do not travel through this junction		33.02%	177
2	Walk		9.51%	51
3	Use a bicycle		7.84%	42
4	Use a scooter		0.75%	4
5	By bus		2.80%	15
6	Use a taxi		2.05%	11
7	Use a motorcycle		1.49%	8
8	Drive a car /van		32.28%	173
9	Car passenger		9.51%	51
10	Heavy Goods Vehicle (HGV)		0.19%	1
11	Other (please specify)		0.56%	3
			answered	536

Over 30% of the respondents drive a car or a van through this junction, 33% do not travel through this junction and 9% walk and 7% cycle.

13. If you have any other comments or suggestion about the proposal for the council to enforce moving traffic offences at these six sites, please tell us here?				
			Response Percent	Response Total
1	Open-Ended Question		100.00%	178

192 comments were left from the 432 respondents, and these were categorised into the following multiple topics as the comments left often covered more than one:

- Supportive
- Objections
- Fines / Enforcement
- Safety concerns
- Signage and physical infrastructure
- More sites
- Other

Topic	Number of responses
Supportive	64 comments

Objection	13 comments
Fines / Enforcement	23 comments
Safety concerns	22 comments
Signage and physical infrastructure	40 comments
More Site	11 comments
Other	19 comments

The main observations are the number of comments supporting the traffic camera enforcement due to safety reasons and the request for clearer signage at these locations to help people avoid making errors.

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

Supportive comments	
Summary of comments	Should be rolled out citywide as soon as possible. Great idea absolutely in favour of it. Strongly support these measures, vulnerable road users like children and disabled people should feel confident when crossing roads. I agree with these proposals based on the road layout at each of the sites. Great progress. Traffic rules are being ignored due to the incredibly small chance of enforcement. Cameras will be a great deterrent. Traffic enforcement is important because poor behaviour poses risk to life. Proposals sound very sensible. If you break the rules, you get fined – very simple. Great idea and long overdue!

Objection comments	
Summary of comments	I am opposed to it as I can see it being used for yellow boxes as a cash cow. The council should sort out the public transport before making it more challenging to drive. I am opposed to the use of automated means of enforcement at these junctions. Should be left to the police. This all seems very draconian.

Fines / enforcement	
Summary of comments	These junctions in are working class areas, so concern about an attack on the poorest in society. Enforcement must also apply to all road users including cyclists and scooters. This is just a money making scheme, you are not the police. If the aim is to raise awareness, suggest for 1st offence that a warning is issued, or a very low fine say £20. Introduce passive control measures by design and environmental adaption rather than surveillance.

Safety Concerns	
Summary of comments	I wish you would do more to make our roads safer for all. It's only a matter of time before someone is hurt crossing the Hockey's Lane junction. There is not a single day where I walk

	across Cattle Market Road and nearly get hit by cars ignoring the signs.
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Signage and physical infrastructure	
Summary of comments	The fact that so many people are disregarding the signage the council have added, so many that you are considering contacting the government on the matter, perhaps indicates the wrong measures have been put in place. Better signage is needed. Some of the turnings aren't clear when you can or can't access the roads. Road signage is poorly displayed and confusing. Many road markings are worn & indistinct, and some signs on traffic lights & No Entry signs may be small or out of the line of sight of drivers; this should be corrected before enforcement action is taken.

More sites	
Summary of comments	Many other locations should be included. I think there should be more ambition at the Lower Redland Road site. Another issue is speeding on stretch of road between this junction and entrance to Morrisons (near the 'fish' sculpture). The junction of Elgin Park with Lower Redland Road is particularly sensitive because of the location of the St Johns School annexe and the volume of children and families travelling to and from school. Hareclive Rd, Anton Bantock Way are also very dangerous. Please prioritise Fishponds before there is a serious collision between car and pedestrian.

Other	
Summary of comments	Astonished that these proposals need consultation. Deal with aggressive speeding rather than banned turns. Make the offences time specific. Open roads and allow drivers to drive where they want to go. Use real traffic officers rather than cameras. Not a function of a local authority should stay with the police.

14. Are there any other locations we should consider for enforcement with traffic cameras in the future? Please also tell us how vehicles are breaking traffic rules at any sites you mention and what problems this causes.

		Response Percent	Response Total
1	Open-Ended Question	100.00%	84
		answered	84

84 comments were left from the 432 respondents, and these were categorised into the following types of traffic movements. People will often leave more than one comments so there are more comments in the categories than 84 as these have been split out as follows:

- One way
- Traffic signals
- Banned turns
- No entry
- Yellow junction box
- Pedestrianisation
- Speed
- Other

Topic	Number of responses
One way	12 comments
Traffic signals	15 comments
Banned turns	12 comments
No entry	9 comments
Yellow junction box	3 comments
Pedestrianisation	5 comments
Speed	12 comments
Other	22 comments

The main observations are the number of sites that have been suggested for the above categories and the comments about speed enforcement and the use of cameras for School Streets. There were also a few comments about the fact that no enforcement takes place on quite a few of these sites and there is support for camera enforcement.

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

One Ways	
Summary of comments	Calcott Road, Brynland Avenue, Speedwell Road and Brook Road, Villiers Road, Bridge Road, Rossiters lane, Cloud Hill Avenue, East Stree, Martock Road, British Road and Lower Clifton Hill – all sites with reported one way infringements.

Traffic Signals	
Summary of comments	Red light jumping at Averay Road, Bell Hill and Glenfrome Road. Top of King George's Road by Coxes Garage. Cyclists jumping lights at top of Stoke Hill. York Road off Bath Bridges. Chalk Road, BS5. Jacobs Wells Road and all of Clifton. Junction of Royate Hill and Fishponds Road.

Banned turns	
Summary of comments	East Street, Bath Road on Three Lamps Junction, Gloucester Road near Stokes Croft no left turn, Church Road / Blackswarth Road junction heading north. No left turn from Gloucester Road onto Filton Avenue. The junction of Whiteladies Road and St Paul's Road/Tyndall's Park Road.

	Baldwin Street junction with Marsh Street - banned right turn across cycle lane that taxi drivers like to ignore.
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No entry	
Summary of comments	Princes Street Bridge - ignoring 'no entry' sign when approaching from the south. Vehicles drive up Angers Road and through the no entry sign onto Wells Road. Grove rd from Redland road towards Whiteladies road. Beaufort Road no entry onto Gloucester Road. Roman Road on The Downs is "No Entry" 7-10 Monday to Friday but this is constantly disregarded by many.






Yellow junction box	
Summary of comments	Marlborough Street, where queuing traffic sits on yellow box junctions. The junction of West Street and Parson Street is blocked every day, it requires a camera here. Three Lamps Yellow Box - Vehicles travelling down (north) the Bath Road from both the Wells Road and the Bath Road (towards the Bath Bridge Roundabout) will sit in the yellow box causing traffic issues.

Pedestrianisation	
Summary of comments	Cotham Hill, Many takeaway drivers on mopeds drive though the pedestrian zone/road closure which is going to cause a serious accident. Old City restrictions regularly flouted, primarily by moped drivers who ignore "Road Closed" and "No Motor Vehicle" signs and drive round bollards. Bedminster - east street.

Speed	
Summary of comments	Could you consider more speed enforcement on Gloucester Road, Ashley Down Road and Muller Road? Speeding and illegal parking on Lodge Causeway. 20 is plenty throughout the city. Speeding in narrow roads (e.g. York Rd, BS6 and many others) makes for danger for all other road users.

Other	
Summary of comments	Cambridge Street Totterdown - No cars towards Bellevue Road between 7am - 10am is ignored. Just make better road planning decisions. If the decisions you make benefit ALL road users, rather than disproportionately hindering the majority, you'll find compliance will follow naturally, and therefore enforcement is not required. No. It's difficult enough to make essential journeys in Bristol as it is without even more restrictions being imposed. School Streets should be enforced with a combination of removable bollards and camera enforcement.

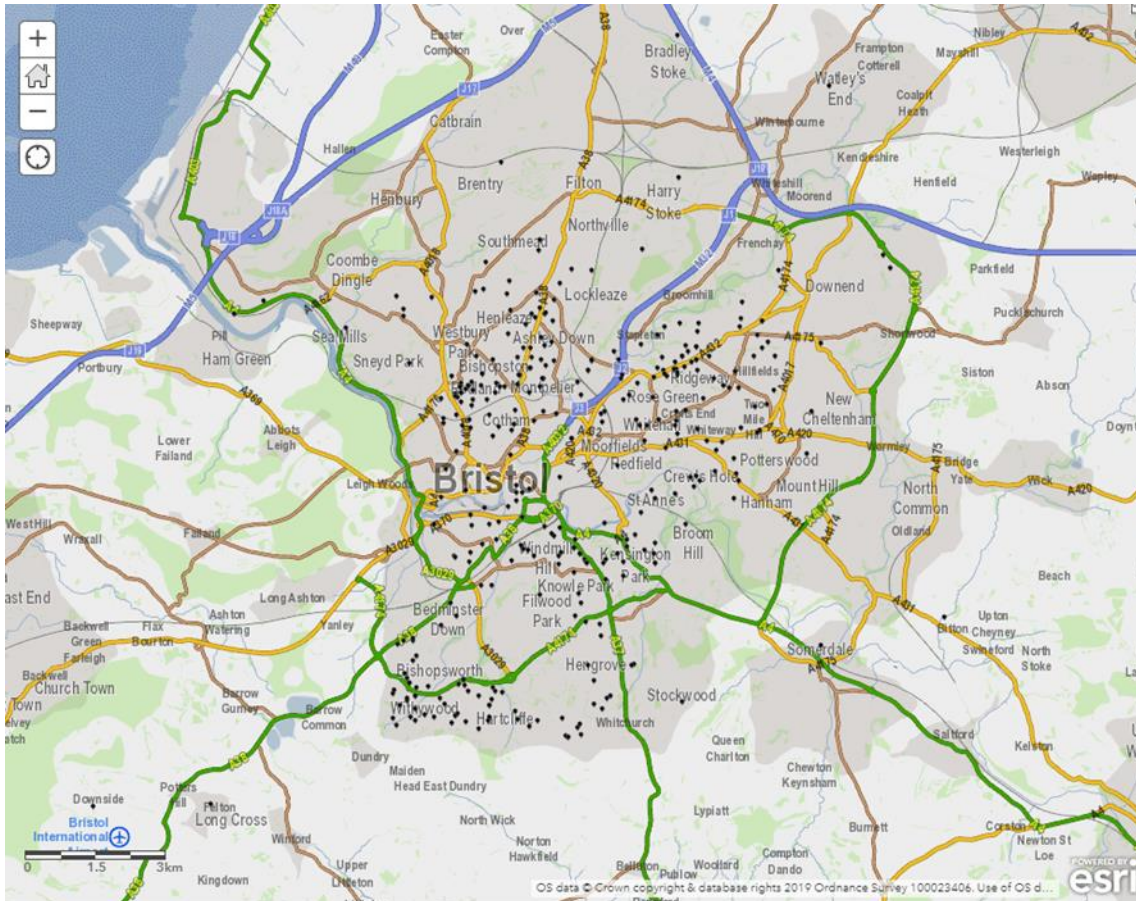
Demographic data

15. Which of the following best describes you?				
			Response Percent	Response Total
1	Local resident		65.05%	363
2	Local business owner		3.04%	17
3	I work in the local area		16.12%	90
4	Regular visitor to the area		13.08%	73
5	Other (please specify):		2.68%	15
			answered	558

65% of respondents said they were a local resident.

16. What is your full postcode?				
			Response Percent	Response Total
1	Open-Ended Question		100.00%	376

The 376 postcodes have been plotted on a map below to show where the respondents live.

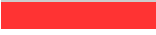








The table below shows that there is a good split of ages who have responded to this survey from 25 up to 84 years old with the largest group between 35 to 44 and 55 to 64 years old.




17. 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	1.00%	4
5	25-34	13.5%	54
6	35-44	24.5%	98
7	45-54	16.75%	67
8	55-64	22.25%	89
9	65-74	13.75%	55
10	75-84	3.25%	13
11	85 +	0.0%	0
12	Prefer not to say	5.0%	20
		answered	400
		skipped	33

18. Do you consider yourself to be a disabled person?				
			Response Percent	Response Total
1	Yes		7.53%	30
2	No		82.66%	329
3	Prefer not to say		9.79%	39
			answered	398
			skipped	34

Around 8% of the respondents considered themselves disabled which is very representative of the Bristol population.

19. What is your sex?				
			Response Percent	Response Total
1	Female		32.56%	128
2	Male		51.14%	201
3	Prefer not to say		15.52%	61
4	Other (please describe):		0.76%	3
			answered	393
			skipped	39

20. Have you gone through any part of a gender reassignment process or do you intend to?				
			Response Percent	Response Total
1	Yes		0.51%	2
2	No		81.74%	318
3	Prefer not to say		17.48%	68
			answered	389
			skipped	44

21. What is your ethnic group? (please tick one box only)				
			Response Percent	Response Total
1	White British		73.72%	289
2	White Irish		0.76%	3
3	White Other		5.10%	20

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

			Response Percent	Response Total
4	Black /African / Caribbean / Black British		1.38%	5
5	Asian / Asian British		1.27%	4
6	Mixed / Multi ethnic group		1.38%	5
7	Gypsy / Roma / Irish Traveller		0.00%	0
8	Prefer not to say		15.26%	60
9	Any other ethnic background (please describe):		1.53%	6
			answered	392
			skipped	40

22. What is your religion/faith?

			Response Percent	Response Total
1	No Religion		55.63%	222
2	Buddhist		0.75%	3
3	Christian		21.05%	84
4	Hindu		0.25%	1
5	Jewish		0.00%	0
6	Muslim		0.75%	3
7	Pagan		0.25%	2
8	Sikh		0.25%	1
9	Prefer not to say		19.29%	77
10	Other (please describe):		1.50%	6
			answered	399
			skipped	35

23. What is your sexual orientation?

			Response Percent	Response Total
1	Bisexual		3.60%	14
2	Gay Man		2.83%	11
3	Gay Woman / Lesbian		1.03%	4
4	Heterosexual / Straight		66.49%	258
5	Prefer not to say		24.74%	96

23. What is your sexual orientation?

			Response Percent	Response Total
6	Other (please describe):		1.28%	5
			answered	388
			skipped	44

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

			Response Percent	Response Total
1	Yes		1.55%	6
2	No		81.86%	316
3	Prefer not to say		16.58%	64
			answered	386
			skipped	46

25. Are you a refugee or asylum seeker?

			Response Percent	Response Total
1	Yes		0.52%	2
2	No		83.20%	317
3	Prefer not to say		16.27%	62
			answered	381
			skipped	51

26. We want to make sure our surveys are as good as possible. Please tell us if you agree or disagree with the following statements:

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Response Total
There is enough information for me to answer the questions	39.13% (153)	48.84% (191)	7.16% (28)	3.06% (12)	1.79% (7)	391
The questions make it easy for me to give my views	37.66% (145)	45.19% (174)	10.38% (40)	3.86% (15)	2.85% (11)	385
The survey meets my accessibility needs	40.73% (156)	38.64% (148)	17.49% (67)	1.30% (5)	1.82% (7)	383