

# Cumberland Road Consultation Report July 2022

## Cumberland Road inbound traffic restrictions consultation



**Have  
your say!**

A new bus gate to restrict inbound traffic and only allow access by buses, taxis, bikes and motorbikes is proposed on Cumberland Road to the east of Gas Ferry Road.



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## **1. Summary**

Between 22 June and 29 July 2022 Bristol City Council ran a consultation asking about the proposed bus gate on Cumberland Road to the east of Gas Ferry Road.

### **How we engaged**

To make sure the survey reached as wide an audience as possible:

- 2,988 letters were sent out to residents and local businesses in the area explaining the proposals with a direct link to the survey.
- Paper copies with a free post envelope were available on request via an email address or phone number and posters were displayed in the local area to raise awareness of the survey.
- Online survey was compatible with word reader software.
- All local councillors were contacted with a link to the survey and asked to promote it to interested parties.
- City-wide stakeholders and equality groups were emailed asking for their views.
- Two drop-in sessions were held at Bedminster Library and the Create Centre.

### **Community survey**

A total of 925 completed the survey. The headline findings are:

- 36% of respondents were residents (321 responses) and 32% regularly travel along the route (289 responses).
- Around 73% of those who responded drive and 54% walk along the route and 36% cycle.
- 69% of responses thought the proposal was very poor compared to 11% who thought it was very good.
- Of the responses 55% thought the inbound escapes route was a very poor idea, over 50% liked the outbound traffic remaining unaffected and a similar amount liked the idea of access to the SS Great Britain remaining in both directions.

### **Stakeholders**

Four stakeholders responded to the consultation exercise. These were the Harbour Master Office, BS Planning Group, Aardman Animations and Seetru. They were all concerned with the proposal and felt it would not be beneficial to their businesses or the community in the area.

### **Emails, phone calls and drop in sessions**

- 59 emails were received
- 4 phone calls were made
- 2 drop-in sessions were held, attended by over 100 people

The common themes were:

- Concerns for access for residents and businesses
- Journey length for diversion and creation of pollution and congestion
- Coronation Road pollution levels
- Require data to see evidence that this will help buses
- M2 needs to operate in the evening and on weekends

## 2. Background

Cumberland Road is located within the two wards: Hotwells and Harbourside to the west and Central ward to the east with the boundary close the Gaol Ferry Gate.

The proposed bus gate on the inbound lane on Cumberland Road to the east of Gas Ferry Road would help buses reduce journey length and improve the reliability of bus travel.

The bus gate would restrict private vehicle access and maintain the reduced traffic flow as result of the current highway works and would benefit the Park and Ride M2 Metrobus service by prioritising public transport over private vehicles.

The proposed bus gate would mean that only buses, cycles, taxis, and motorcycles will be able to enter the central areas of the city using Cumberland Road. All vehicles would still be able to leave the city using this route.

Proposals include:

- An inbound general traffic restriction via a bus gate on Cumberland Road to stop general traffic from travelling eastbound/inbound into the central area, but still providing access for buses, taxis, motorcycles, and cycles.
- The bus gate would be to the east of Gas Ferry Road so access would be retained to the SS Great Britain from both directions.
- Westbound/outbound traffic would remain unaffected.
- An alternative route would be provided via Hanover Place, Sydney Row, and Mardyke Ferry Road. The 'escape route' would allow people who drive restricted vehicles inbound by mistake up to the bus gate to loop back out the way they came without being penalised. The parking bay on Sydney Row (close to the junction with Hanover Place) would be removed to make it easier for large vehicles to go around the corner.
- The existing eastbound/inbound bus lane and bus priority traffic signal equipment would be removed and the parking bays just east of Gas Ferry Road would be extended with appropriate parking, waiting, and loading restrictions put in its place.

The proposal is shown in the following plan:



## **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 street.
- Begin a constructive dialogue and create an environment where people can be involved throughout the design and implementation process.
- Create a good understanding of the possible proposals and any benefits among 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 people who live on the street or on side roads
- Local businesses and traders
- Local resident associations and community groups
- Faith, equality and disability groups
- People working on the street
- People who visit the street

## **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, 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/cumberlandroadconsultation](http://www.bristol.gov.uk/cumberlandroadconsultation) that was promoted and publicised through social media channels and newsletters etc.

To make sure 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 by emailing [transport.engagement@bristol.gov.uk](mailto:transport.engagement@bristol.gov.uk), by phoning 0117 9036449 or by writing to: Cumberland Road, Transport Engagement, PO BOX 3399, 100 Temple Street, Bristol, BS1 9NE.

See below for an image of the poster.

**Cumberland Road inbound traffic restrictions consultation**

**Have your say!**

A new bus gate to restrict inbound traffic and only allow access by buses, taxis, bikes and motorbikes is proposed on Cumberland Road to the east of Gas Ferry Road.

Alternative route to be signed on eastbound bus gate approach

Double yellow lines

Proposed bus gate location

Outward bound (westbound) traffic

You can see the proposed plans and tell us what you think about them:  
 Online at [www.bristol.gov.uk/CumberlandRoadConsultation](http://www.bristol.gov.uk/CumberlandRoadConsultation)  
 At one of our drop in sessions:  
 Bedminster library 10am to 2pm, Wednesday 29 Jun  
 Create Centre 10am to 2pm, Thursday 7 July

If you have a comment, question or you would like this information in a paper version, another language, Braille, audio tape, large print, easy English, BSL video or CD Rom or plain text please contact us.  
 Email: [transport.engagement@bristol.gov.uk](mailto:transport.engagement@bristol.gov.uk)  
 Phone: 0117 903 6449 and leave a message on the answerphone  
 or write to: Cumberland Road, Transport Engagement Team, PO BOX 3399,  
 100 Temple Street, Bristol, BS1 9NE

The team encouraged everyone to have their say by:

- Putting up posters in the local area so that those using the road regularly could see there was a survey taking place.
- Posting out the survey to over 2,988 local properties to raise awareness of the survey and encourage local people to have their say.
- Contacting local groups and key stakeholders and asking them to help raise awareness of the survey.
- Held two drop-in sessions during the consultation at Bedminster library and the Create Centre

### 3.1 Community Survey

The survey was designed to capture views from residents, businesses and anyone who uses the road. The survey was split into the following sections:

1. Details of who is responding and travel habits
2. Questions about each element, including the introduction of the bus gate, parking arrangements and traffic flows
3. About you details

The survey allowed five weeks for responses. It was hosted on the consultation hub on the city council's website at [www.bristol.gov.uk/cumberlandroadconsultation](http://www.bristol.gov.uk/cumberlandroadconsultation).

## 4. Results

### 4.1 Stakeholder consultation

The team identified key stakeholders who were emailed at the launch of the survey to ask for their thoughts and comments. The key stakeholders list includes:

- five ward members covering Central, Hotwells and Harbourside and Southville wards and the local MP Thangam Debbonaire
- emergency service providers
- equality groups and disability groups
- transport / interest groups, such as Bristol cycling campaign, Bristol Walking Alliance, Bristol Civic Society and First
- local interest groups, such as Harbour Heads, Baltic Wharf residents, Spike Island, SS Great Britain, Aardman Animations, Harbour Master Office and Seetru
- educational institutions including pre-schools, a special school and local primary schools
- refuse firms including Bristol Waste
- medical providers including local GP surgeries
- faith groups and local centres

### **Key stakeholders**

Responses were received from the following stakeholder groups:

#### Harbour Master Office

They felt the road was not busy with traffic before and were concerned that Sydney Row is too narrow as an escape route. They noted that the harbour vehicles would need to be exempt from the bus gate as they carry out statutory and operational duties and respond to emergencies.

#### BS3 Planning Group

They felt this was a 'crude solution to a public transport problem that does not exist' and that 'genuine problems are instead caused in Southville and Bedminster, whether on Coronation Road in the CAZ or outside it in other route choices made in the hope of avoiding congestion'. They did not believe 'the council has the means of monitoring or mitigating these consequences in their district or of predicting how North Bristol people are diverting into BS3 to achieve end destinations such as theatre and central shopping and station'.

They noted poor publicity, incomprehensible benefits, undesirable and unmonitored costs and felt this through route constraint was not an improvement to residents or work and tourism destinations on Spike Island and felt it was prejudicial to thousands of households south of the river and of no use to BS3 residents who receive the diverted traffic.

#### Aardman Animations Ltd

They noted that 'employees, visitors, and suppliers approaching the site from the west are currently severely inconvenienced by having to reroute east bound along the southside of the Cumberland Cut. This has inevitably increased congestion on Coronation Road, and its surrounds, not to mention the increase in pollution emissions due to long queuing at peak times'.

They followed on to say 'it was rare that Cumberland Road was congested to a point that was restrictive to any form of vehicle, including bus services. This new suggested restriction, which effectively makes permanent the current temporary arrangements, is completely unacceptable to Aardman'. They also noted that they are in the middle of a strategic review of their sites, and this

could have an impact on whether they will have a continued presence in central Bristol. They would prefer two-way traffic along the entire road and free movement in either direction.

#### Seetru

Seetru strongly oppose the proposals on the grounds of safety, cost and inconvenience to their employees, suppliers, customers and the business. They noted that they encourage the use of more sustainable methods of transport to promote a greener Bristol and have introduced a cycle to work scheme. However, many employees live in places that are not conducive to public transport or cycling to work.

They also note that the 'proposed diversion for traffic via Hanover Place, Sydney Row and Mardyke Ferry Road runs parallel to the rear of Seetru. There are two rear fire exits on Sydney Row from the Seetru building which many employees use during the day. The increased traffic along this road caused because of this diversion will be a safety hazard as our employees evacuate the building in the case of an emergency or leave the premises to cross the road to visit local shops or to exercise'.

#### Bristol Civic Society

The BCS has noted that they 'support the policy of prioritising public transport, but in this location, unless evidence of bus delays can be provided, it feels difficult to argue for a bus gate at this time'. They feel the strategic case for restricting private vehicles is not overwhelming and the evidence that air pollution will improve because of the proposed scheme is not clear.

They suggest that 'work may still need to be done but rather than a bus gate in the location proposed, alternatives should be examined. The situation for inbound buses could, for example, be improved by the option of a bus-only left slip from a re-marked/widened Commercial Road on to Redcliffe Hill at the Bedminster Bridge roundabout leading directly into the bus lane/stop. This bus-only slip would join up with the existing stretch of bus lane'.



#### Local stakeholders

The local stakeholders for this proposal included five primary schools, GP surgeries, local shops and businesses. All these local stakeholders received an email or letter detailing the proposal and asking for comment.

#### 4.2 Community survey results

A total of 925 completed responses to the survey have been captured using the online Smart Survey platform over the consultation 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	I am a resident along the route		35.51%	321
2	I am a business owner along the route		2.32%	21

## 1. Which of the following best describes you?

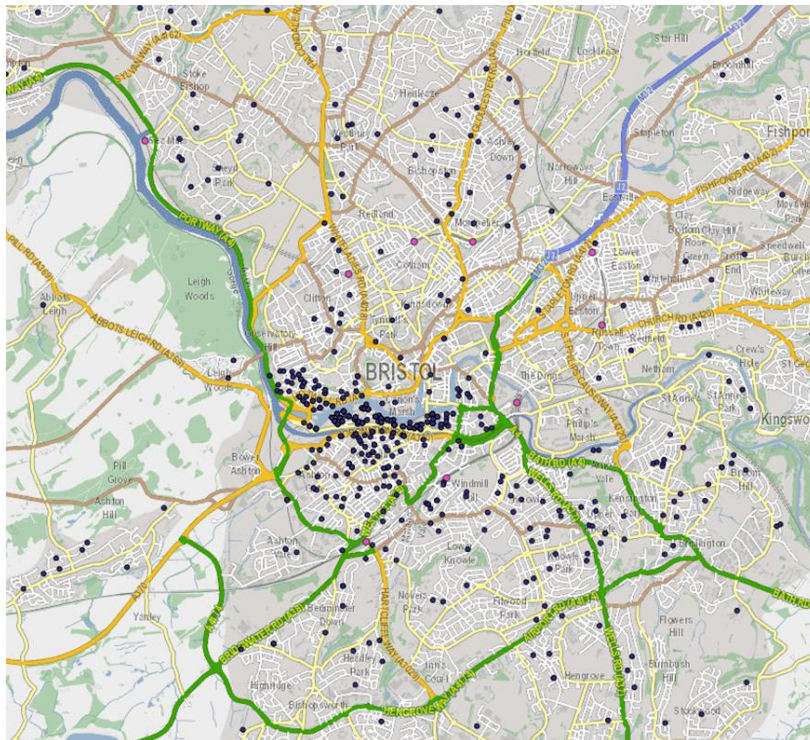
		Response Percent	Response Total
3	I work along the route	5.20%	47
4	I regularly travel along the route	31.97%	289
5	I am a taxi / private hire driver	0.11%	1
6	I am a regular visitor to the area	16.15%	146
7	Other (please specify):	8.74%	79
		answered	904
		skipped	21

36% of respondents said they were a local resident and 32% regularly travel along the route.











## 2. What is your full postcode?

	Response Percent	Response Total
1 Open-Ended Question	100.00%	889

The 889 postcodes have been plotted on a map below to show where the respondents live. The map shows that most respondents live close to Cumberland Road.








**3. What are the main forms of transport you usually use along this route? (Tick all that apply)**

			Response Percent	Response Total
1	Walk		54.14%	484
2	Bike and/or ebike		36.24%	324
3	Scooter and/or escooter		8.28%	74
4	Bus/Metrobus		14.99%	134
5	Park & Ride		1.57%	14
6	Car /Van driver		73.27%	655
7	Car / Van passenger		22.15%	198
8	Taxi		9.06%	81
9	Motorcycle		1.90%	17
10	Other (please specify):		3.13%	28
			answered	894
			skipped	31

Around 73% travel along this route by car/van and 54% walk while 36% cycle.

**4. Thinking about the bus improvement proposal, how would you rate: The introduction of an eastbound/inbound bus gate which would only allow buses, taxis, motorcyclists and cyclists to the east of Gas Ferry Road?**

			Response Percent	Response Total
1	Very good		11.25%	101
2	Good		4.01%	36
3	Fair		4.23%	38
4	Poor		11.69%	105
5	Very poor		68.82%	618
			answered	898
			skipped	27

69% of responses through the proposal was very poor compared to 11% who through it was very good.

**5. Thinking about the changes to the parking arrangements, how would you rate:**

	Very good	Good	Fair	Poor	Very poor	Response Total
Expansion of parking on Cumberland Road to the east of Gas Ferry Road	7.1% (64)	13.3% (120)	33.6% (302)	14.4% (130)	31.6% (284)	900

### 5. Thinking about the changes to the parking arrangements, how would you rate:

	Very good	Good	Fair	Poor	Very poor	Response Total
Removal of the parking bays on Sydney Row (close to the junction with Hanover Place)	7.6% (67)	6.7% (59)	23.3% (204)	20.0% (175)	42.4% (371)	876
					answered	882
					skipped	43

### 6. Thinking about the changes to the traffic flow, how would you rate:

	Very good	Good	Fair	Poor	Very poor	Response Total
Inbound 'escape' route via Hanover Place, Sydney Row and Mardyke Ferry Road	5.1% (45)	8.2% (73)	14.9% (132)	16.4% (146)	55.4% (492)	888
Outbound traffic remaining unaffected by the proposals	36.7% (324)	20.9% (184)	18.8% (166)	4.8% (42)	18.8% (166)	882
Retain access to the SS Great Britain in both direction for general traffic	37.0% (326)	20.9% (184)	21.7% (191)	5.3% (47)	15.2% (134)	882
					answered	897
					skipped	28

Of the responses 55% thought the inbound escape route was a very poor idea, over 50% liked the outbound traffic remaining unaffected and a similar amount liked the idea of the SS Great Britain access remaining in both directions.

### 7. Do you have any other comments or suggestions?

	Response Percent	Response Total
1 Open-Ended Question	100.00%	740

824 comments were left from the 740 respondents, and these were categorised into the following multiple topics as the comments left often covered more than one:

- Supportive
- Object / leave it two-way
- Bus gate / service
- Access for residents / businesses
- Congestion / slower journey times

- Pollution
- Coronation Road
- Fix Chocolate Path
- Roadworks
- Escape route
- Suggestions
- Other

Topic	Number of responses
Supportive	58 comments
Object / leave it two-way	150 comments
Bus gate/ services	69 comments
Access for residents / businesses	115 comments
Congestion / slower journey times	70 comments
Pollution	42 comments
Coronation Road	140 comments
Fix Chocolate Path	7 comments
Roadworks	25 comments
Escape route	38 comments
Suggestions	67 comments
Other	43 comments

The main observations are the number of comments made about access to the local area for residents. Concerns were raised about the level of congestion on Coronation Road and the extra pollution created from longer journey times.

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

Supportive comments	
Summary of comments	Support any measure that restricts road access to improve public transport. Resident for over 20 years and think the proposal is good. As a Cumberland Road resident think this proposal will enhance the safety and health of residents of Cumberland Road, and the amenity of Wapping Wharf. I like this idea a lot, especially if it makes it easier for me and my kids to cycle in the area. Love the fact we will have low level traffic from the west as was worried about the level of traffic once the roads opened back up.

Object / leave it two-way comments	
Summary of comments	I oppose the introduction of the bus gate. Leave it as it is!!!! Keep it as it is, works & if this stupid idea comes it will draw people away from the SS Great Britain, M-shed etc. Another anti car proposal. Just return things to the way they were before the wall collapsed and work was needed. This is a terrible idea. You just need the road open in both directions for all vehicles by finally completing the repairs to the second cut wall.

<b>Bus gate and service</b>	
<b>Summary of comments</b>	Would like to know where the evidence is that buses get delayed down Cumberland Rd? Buses travelling eastbound on Cumberland Rd are invariably not busy, and this seems over the top to make such changes to accommodate buses. The bus only runs three times an hour and not on Sundays so why disrupt all other traffic for it? The proposed bus gate will have a minor benefit for bus flow but a major negative impact on local traffic. Open the road to everyone. Have been a resident here for over ten years, we never had a traffic problem on this route. Don't do this! Put it back to being a 2-way inbound and outbound route. This plan is nothing short of ridiculous.

<b>Access for residents / businesses</b>	
<b>Summary of comments</b>	You have given no thought to the residents of Baltic Wharf and the people who work in the local area. Have had a business here for years but will look to move out of the area if this goes ahead. The impact on the employees with the current roadworks are difficult but these new restrictions will make it impossible to get to work. Commutes have increased by 20mins already! Needs of the residents not being considered. The SS Great Britain is being put above the needs of the residents. This will affect all of the water sports based at the harbour as these rely on volunteers and have many disabled members who need access.

<b>Congestion / Slower journey times</b>	
<b>Summary of comments</b>	Slower journey time in making a diversion, more fuel used more pollution. I am forced to travel much further than I need to therefore use more fuel and polluting the atmosphere more than I need too. The current traffic situation and the proposed one will increase congestion. Pretty much all traffic wanting to get from the west and south of the city either going into or across must now go down coronation road to get to Bedminster roundabout. The proposed alternative car route is longer, therefore could add to air pollution due to congestion. Cutting off south Bristol with all these changes. My journey goes from a 45 minute drive to over an hour.

<b>Pollution</b>	
<b>Summary of comments</b>	These diversions will increase air pollution around other areas particularly on Coronation Road. How does this link with the Clean Air Zone? Residents will be in their vehicles for longer (engines running) and polluting. People like me with respiratory problems don't go into the centre due to polluted areas like this will become. Don't quite get the massive detour. Surely not designed to reduce fossil fuel consumption or air pollution?

<b>Coronation Road</b>	
<b>Summary of comments</b>	Coronation Road is already full to bursting with cars using this inbound route. There is damage being caused to the Embankment and the houses on Coronation Road. This proposal has serious repercussions for residents on Coronation Road. It will cause more traffic for an already over busy road. The pollution is high, and it will get worse. This would force traffic along Coronation Road which is already very busy and has poor air quality.

<b>Fix the Chocolate Path</b>	
<b>Summary of comments</b>	Reinstate the chocolate path or make a new cycle path cyclists deserve a segregated path along this busy route, especially if you want more people to cycle. Don't let the new cut get in that dreadful state again. Reopen the chocolate path for cyclists.

<b>Roadworks</b>	
<b>Summary of comments</b>	Delays from the road works near caravan park which is running many months behind schedule and seems to have very few workmen on site over the past 2 years. There are multi roadworks on going in the area from developers building new flats to bridge closures all resulting in temporary traffic lights and delays to traffic. There are no problems on Cumberland Road, apart from those caused by the roadworks.

<b>Escape route</b>	
<b>Summary of comments</b>	The "escape routes" would mean a substantial increase in vehicles using quiet, narrow residential side roads and would be a safety hazard. Hanover place has an excellent local pub called The Orchard, customers regularly use the street as overflow which works very well due to the low traffic, Introducing this change will massively affect future use of this pub in a negative way. Sending escape traffic from a main road down residential roads is not fair on those who live there. The "escape route" via Hanover place and the diversion back onto Coronation road is one of the most ludicrous suggestions I have ever seen! It has fire exits on it from businesses so is a safety hazard.







<b>Suggestions</b>	
<b>Summary of comments</b>	Could the bus gate be peak periods only and not include a weekend? Give residents and local businesses a permit to get through the bus gate. This way you are stopping through traffic but allowing local access. Many people would support the bus gate if this was the case! Allow electric vehicles to be permitted through the bus gate. Stop taxis as these are

	polluting. There needs to be an exemption for those who live on Cumberland Road.
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Other	
<b>Summary of comments</b>	Not genuine consultation. Surely BCC should wait and see how the new zone affects pollution and driving habits before causing more chaos. Council's obsession with buses is misplaced. It's time to look for a new form of transport. Provision of parking for residents and businesses important. We need quality public transport. Has this been considered alongside all of the planning applications that the council has granted?

### Active Travel Support

As part of the survey any respondents were given the opportunity to indicate if they would be interested in any of the free active travel support offers that are available from the council. The table below shows the level of interest in the offers and each person who left their contact details will be followed up to see if they are still interested in the free offer to help people travel more sustainably for some of their trips.

8. Please indicate which of the following free active travel offers you would like to receive information about (tick all that apply):				
			Response Percent	Response Total
1	Personal Travel Planning - to help you explore all your options your regular journeys with our free 1:1 service (currently offered over the phone or video meeting).		3.96%	25
2	Borrow a bicycle for free - try cycling before you buy. We can loan you a hybrid (city) or folding bicycle for up to 1 month, or an electric bike for up to 2 weeks.		9.83%	62
3	Free cycle training - to improve your skills and ability to cycle confidently whatever your ability, sessions can be tailored for complete beginners, intermediate or advanced levels.		6.81%	43
4	Free basic bicycle maintenance courses – a bike mechanic will help you with basic skills.		11.41%	72
5	Accompanied cycle ride - to find your best route and build your confidence.		2.38%	15
6	Free bus taster tickets – try the bus for free and find a new way of travelling without the car.		12.36%	78

**8. Please indicate which of the following free active travel offers you would like to receive information about (tick all that apply):**

			Response Percent	Response Total
7	Information about Car clubs – a perfect solution for short trips. Simply pay by the hour with no extra costs for insurance, fuel and maintenance costs. Find your nearest car club.		6.18%	39
8	Information about Car sharing – You don't even need to own a car, just search for drivers going the same way.		4.75%	30
9	Information about electric charging points – helpful for those looking at electric vehicles		12.36%	78
10	None of the above		65.93%	416
			answered	631
			skipped	294







**9. You can sign up to receive information about our free active travel offers by providing your email address below.**




			Response Percent	Response Total
1	Open-Ended Question		100.00%	154
			answered	154

**Demographic data**

The table below shows there is a good split of ages who have responded to this survey from 25 up to 74 years of age with the largest group between 25 and 35 years old.





**10. 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		3.64%	32
5	25-34		19.89%	175
6	35-44		16.25%	143
7	45-54		16.70%	147
8	55-64		15.11%	133
9	65-74		16.02%	141

10. What is your age?				
			Response Percent	Response Total
10	75-84		3.86%	34
11	85 +		0.34%	3
12	Prefer not to say		8.18%	72
			answered	880
			skipped	45

11. Do you consider yourself to be a disabled person?				
			Response Percent	Response Total
1	Yes		8.11%	71
2	No		78.63%	688
3	Prefer not to say		13.26%	116
			answered	875
			skipped	50

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









12. What is your sex?				
			Response Percent	Response Total
1	Female		33.49%	293
2	Male		50.29%	440
3	Prefer not to say		14.74%	129
4	Other (please describe):		1.49%	13
			answered	875
			skipped	50

13. Have you gone through any part of a gender reassignment process or do you intend to?				
			Response Percent	Response Total
1	Yes		0.59%	5
2	No		80.42%	686
3	Prefer not to say		18.99%	162











**13. Have you gone through any part of a gender reassignment process or do you intend to?**

	Response Percent	Response Total
answered		853
skipped		72







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

		Response Percent	Response Total
1	White British		72.13% 621
2	White Irish		1.39% 12
3	White Other		3.37% 29
4	Black /African / Caribbean / Black British		1.28% 11
5	Asian / Asian British		1.51% 13
6	Mixed / Multi ethnic group		1.51% 13
7	Gypsy / Roma / Irish Traveller		0.00% 0
8	Prefer not to say		17.31% 149
9	Any other ethnic background (please describe):		1.51% 13
		answered	861
		skipped	64




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

		Response Percent	Response Total
1	No Religion		54.31% 466
2	Buddhist		0.93% 8
3	Christian		21.45% 184
4	Hindu		0.35% 3
5	Jewish		0.12% 1
6	Muslim		0.58% 5
7	Pagan		0.35% 3
8	Sikh		0.35% 3
9	Prefer not to say		19.23% 165
10	Other (please describe):		2.33% 20
		answered	858
		skipped	67




### 16. What is your sexual orientation?

			Response Percent	Response Total
1	Bisexual		2.86%	24
2	Gay Man		3.33%	28
3	Gay Woman / Lesbian		0.36%	3
4	Heterosexual / Straight		64.76%	544
5	Prefer not to say		26.43%	222
6	Other (please describe):		2.26%	19
			answered	840
			skipped	85

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

			Response Percent	Response Total
1	Yes		1.43%	12
2	No		80.41%	673
3	Prefer not to say		18.16%	152
			answered	837
			skipped	88

### 18. Are you a refugee or asylum seeker?

			Response Percent	Response Total
1	Yes		0.47%	4
2	No		83.08%	702
3	Prefer not to say		16.45%	139
			answered	845
			skipped	80

### 19. 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	11.4% (98)	44.6% (382)	23.1% (198)	12.3% (105)	8.5% (73)	856
The questions make it easy for me to give my views	8.8% (75)	38.7% (332)	27.5% (236)	14.5% (124)	10.5% (90)	857

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

	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Strongly disagree</b>	<b>Response Total</b>
The survey meets my accessibility needs	18.1% (153)	44.6% (377)	28.1% (238)	3.3% (28)	5.9% (50)	846
					answered	859
					skipped	66

### 5.2.3 Emails, phone calls and face to face

During the consultation process the team offered three ways for people to contact the council outside of the survey. This was via email, phone calls or face to face.

#### Emails

59 emails were received. A few people wanted paper copies of the survey, and some wanted clarity about the timing of the bus gate proposal. Some people were worried they were being restricted in both directions, but they were reassured that the restrictions in place for the Chocolate Path restoration would be removed and Avon Crescent would open again. One of the main concerns was the effect on Coronation Road as this is already congested at peak times and they felt the pollution will get worse for people on that side of the river.

Most of the comments were questions about access and possible restrictions and the delay in journey times due to the diversions. Some felt south Bristol was being cut off by these changes and felt the Clean Air Zone would make things worse. Others did not think there was any evidence of buses being caught in traffic on Cumberland Road and thought the bus gate was not required.

Others supported the idea but some of those wanted the bus gate moved closer to Bedminster Bridge as this is where they felt the problem was for buses getting caught in traffic. Others could see the positives of the bus gate as that would keep the level of traffic on Cumberland Road low and it would not return to the 'race track' it once was.

#### Phone calls

4 phone calls were made to Baltic Wharf residents who were worried about access to their homes and wanted to understand the escape route idea further. Others helped spread the word of the face to face drop in sessions to other residents.

#### Drop in sessions

The team held two drop-in sessions located at either ends of the route and either side of the river and over the lunchtime period to give people a chance to come along and have their say and ask questions. The sessions were organised as detailed below:

- Bedminster Library – 29 June 10am to 2pm
- Create centre – 7 July 10am to 2pm

During the two events the team spoke to over 100 people. Below is a summary of the concerns received:

#### Concerns and comments

- Journey times lengthened due to diversion
- Waste of time
- Concerns about congestion on Coronation Road
- Would like to see the data that shows the buses were getting stuck in congestion before covid and the chocolate path works
- Concerns about the new planning applications for further housing and the effect on traffic and parking
- Escape road is dangerous and is too narrow to support an increase in traffic
- Concern over how long it takes Avon Crescent flood defence work to complete, in case there is issue again on the Cumberland Road and even outbound lane need to be closed, Spike Island residents will be locked down
- Worried about impact on local businesses

#### Suggestions

- Adjust timings of lights at eastern end to reduce traffic queuing
- Expand the M2 timetable to evenings and Sundays
- Implement a part time bus gate at peak times only
- Remove the chocolate path works and then leave it open
- Give residents exemptions to use bus gate as then the road will only be used by local traffic and would mitigate commuters and through traffic