

# Bristol Transport Strategy

## Consultation Report

### February 2019

**BRISTOL  
TRANSPORT  
STRATEGY**

CONSULTATION 2018

Tackling congestion and making  
Bristol a better place for all



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## **1. Introduction to the Bristol Transport Strategy**

In 2015 the Strategic City Transport team identified a gap in transport policy between the statutory Joint Local Transport Plan at the sub-regional level and mode specific strategies at local level, such as the Bristol Walking Strategy and the Bristol Cycle Strategy. Having recently worked on a project for the Temple Quarter Enterprise Zone using EU methodology for transport policy creation known as Sustainable Urban Mobility Plans (SUMP), the team embarked on creating a SUMP for the entire city of Bristol in order to fill this policy gap. The document that has been created is the draft Bristol Transport Strategy (BTS).

Following SUMP methodology, stakeholders were identified and engaged with at a very early stage, and an internal project board was set up that crossed disciplines in what was then the 'Place' directorate. The project board met regularly to identify topics and issues that the draft BTS needed to incorporate. Once the broad topics were identified for the BTS, a series of internal workshops were held with many colleagues across a range of disciplines on various topics to help flesh out the draft content of the BTS.

An external stakeholder group was set up in 2016, which included organisations representing various modes and transport issues. Workshops were held with the external stakeholder group to gain valuable input to help shape the content of the draft BTS.

Simultaneously, work was being carried out at the West of England level on the Joint Transport Study (JTS), which provided a technical evidence base and identified measures to mitigate the growth in housing and employment in the sub-region over the next 20 years. The draft BTS needed to reference the strategic measures in the JTS, as they will contribute to meeting the challenges identified in the BTS, but also provide more detail on movement at a local level in the city.

In 2017, the Mayor set up the Congestion Task Group, consisting of external organisations and stakeholders who were brought together as a task and finish group for a year to make recommendations on how best to tackle congestion in Bristol and to input into the draft BTS. Most of the organisations that were part of the external stakeholder group were invited to be on the Congestion Task Group.

We also visited various groups around the city to gather a range of views of transport. We talked to students, parents, job seekers and community groups to get an idea of the type of issues people face when travelling around the city. These issues were then fed into the draft of the BTS, and some made into case studies that feature in the draft.

Following much refining through internal consultation and input from stakeholders, the public and the Congestion Task Group, the draft BTS was completed in 2018, endorsed by the Congestion Task Group and approved through the decision pathway to go out to public consultation in September 2018.

## **2. Consultation**

### 2.1 Consultation methods

Given that this is the first transport policy of its kind (filling the policy gap between sub-regional and mode specific policy), we wanted to ensure that as many people as possible had a chance to respond to the consultation on the document. As such, we were keen to explore new ways of engaging with the public to try to encourage those who do not usually take part in public consultations on transport to do so.

#### Gamification

Following examples used by other European cities, we researched 'gamification' for consultation, which is to apply typical elements of game playing (e.g. point scoring, competition with others) to other areas of activity, in this case to encourage engagement in the consultation. We met with experts from the University of the West of England's Game Technology department to share ideas on how we could do this and the elements of game play that would be most engaging but useful to us to gather consultation responses.

#### Simulator tool

We were aware of a previous consultation carried out in Bristol City Council on the corporate budget that used gamified elements and decided to use a similar model. The budget consultation included a simulator that allowed citizens to 'play' with allocating the budget to various services and learning the consequences of the actions. This was adapted for the BTS consultation to allow citizens to have a 'budget' of 15 points and allocate up to five points to a transport measure featured in the BTS to identify what measures they would like to see prioritised. More points could be 'earned' by selecting any of the proposed funding measures that feature in the BTS, which can then be allocated to more transport measures. Through this gameplay, citizens were given an idea of the challenges of implementing transport improvements in the city, in that we have limited budgets in order to prioritise schemes, but if we want to implement more, we would have to identify new ways to fund them. The simulator was used to gather responses on the types of measures that our citizens want to see prioritised, as well as capturing free text comments on each measure.

#### Questionnaire

Accompanying the simulator, we were interested in capturing views on the proposed objectives and approaches as set out in the draft BTS. As such, a questionnaire was created, asking how strongly citizens agreed with the approaches as set out in the draft BTS and for any comments in a free text section.

#### Video

In order to fully explain what the BTS is and how citizens can get involved in the consultation process, we had a video made. Two version of the video were made- one lasting 2 minutes giving full explanation of the strategy and consultation, and the second was a very short 10 second video encouraging people to get online and involved in the consultation. The short version was designed to embed on social media platforms.

#### Social media toolkit

A series of social media messages were arranged by the PR and comms team, each focussing on a different aspect of the draft BTS and containing the short version of the video. The toolkit of key messages was made available to Members and stakeholders to post through their own social media channels to help spread the word about the consultation.

### Citizens Panel

The Citizens Panel is a questionnaire that periodically goes out to a group of citizens from across the city covering a wide range of demographics in order to be as representative of the city's population as possible. The BTS consultation questionnaire was included as part of the Citizens Panel mail out.

### Materials

Posters, postcards and hard copies of the draft BTS and the questionnaire were sent to all libraries and customer service points around the city. The posters and postcards contained the web address, encouraging people to complete the consultation online. The paper copies of the questionnaire were made available for anyone for whom accessing online information is difficult.

### Easy-Read and audio versions

Throughout the consultation process we engaged very closely with equalities groups (see Equalities below) and we were asked by the Bristol Disability Equalities Forum for the document and questionnaire to be converted into Easy-Read and audio versions. These were made available on our website, with hard copies available on request. A summary version of the draft BTS was also created and made available online and hard copy by request.

### Equalities and community engagement

Through previous work with public health colleagues, we were aware of the Bristol Well Aware website, which lists community groups the meet across the city aimed at various user's needs. We researched groups to go along to, with the aim of covering all parts of the city and all demographics. We wanted to ensure we were engaging with as many of our citizens as possible, and hearing views from people of all protected characteristics and therefore targeted groups where this could be achieved in all parts of the city. We contacted organisers of the groups and visited the following groups across the city:

- Parent and baby groups
- Elderly people lunch clubs
- BME groups
- Sports groups for adults with disabilities

We were able to have informal discussions with members of these groups to give us their thoughts on transport in the city. We also carried out an exercise that replicated the online simulator tool, where we gave members of the groups sticky dots to allocate to the transport measures they would like to see prioritised in the city.

Working closely with our equalities colleagues, we became aware of the Voice and Influence Partnership, which is a new umbrella organisation that ties together various equalities groups across the city. Through the V&I Partnership, we were invited to present the draft BTS and have a discussion at the following events:

- Voice and Influence Partnership Launch
- Bristol Multi Faith Forum
- Bristol Older People Forum

### Focus Group

The V&I partnership helped us to bring together members from each of the organisations they represent to hold a focus group to discuss the approaches in the draft BTS. This took place at City Hall during the consultation period and ran for 2 hours. We discussed issues that people face when travelling around the city and how we can address them in the BTS.

### Other events

To launch the consultation period, we held a consultation launch event in the Conference Hall at City Hall. This was attended by around 80 stakeholders from a range of organisations. The event included the same 'sticky dot' exercise that was carried out at the community engagement groups, as well as workshop sessions where stakeholders could feedback on the sections of the strategy.

We were invited to present at the following groups:

- Sustainable Travel Network meeting
- Business West breakfast event
- Youth Council meeting

Attendees were able to ask questions and make comments on the strategy.

### Emails to Councillors and Stakeholders

Emails were sent out to all Members and stakeholders that we are currently working with to encourage them to share the consultation through their networks.

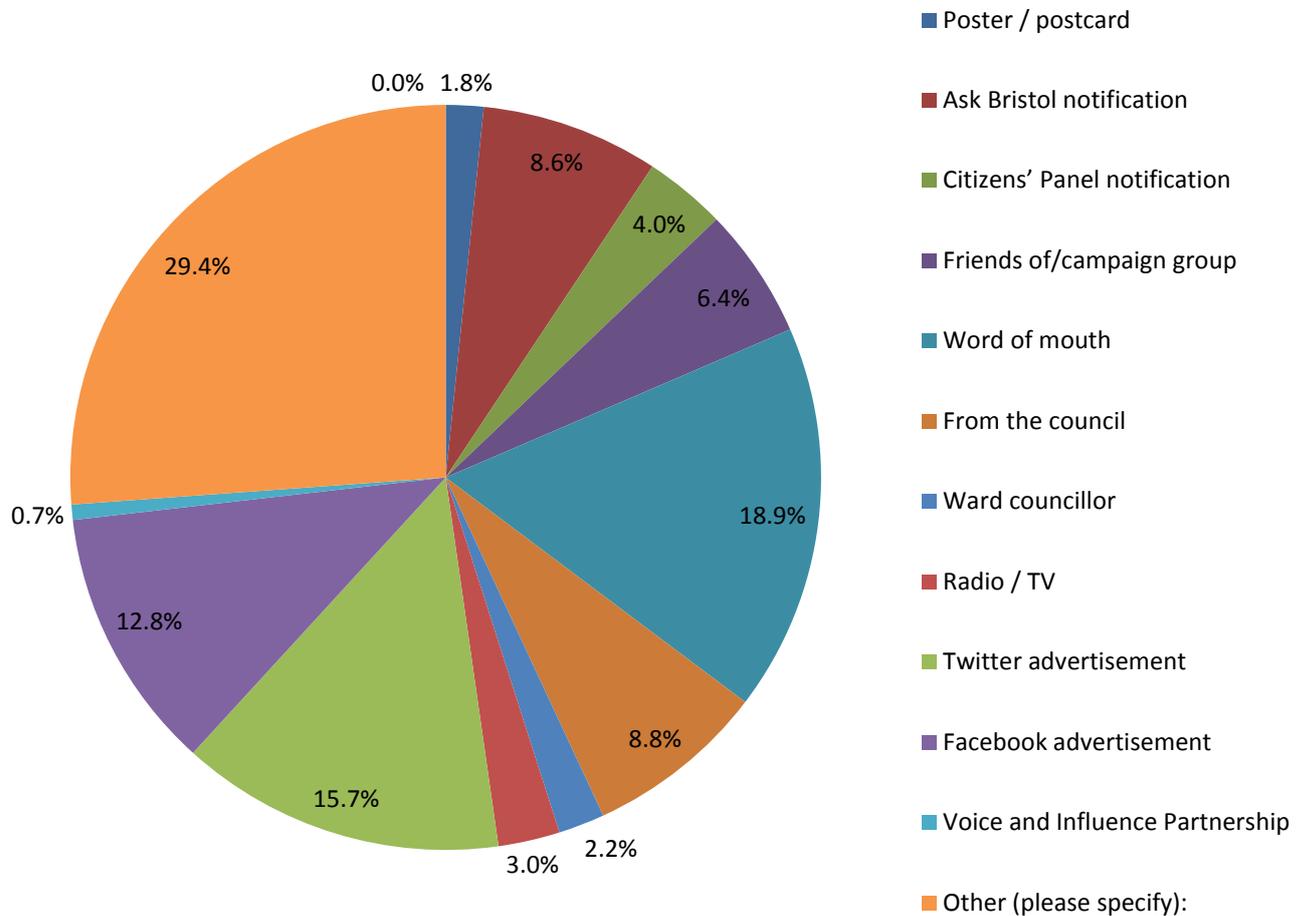
#### *2.2 Feedback on consultation*

Comments received through the public consultation included some feedback on the process. There was support for the simulator, however some stated that the questionnaire was poorly designed. There were comments that it contained too much information to read through and some stated that the scales were not in a consistent order i.e. 'strongly disagree' appeared in the scale before 'disagree' for some questions. This will be fed back to the consultation team.

#### *2.3 How people heard about the consultation*

Given the wide range of approaches we took to engage our citizens in the consultation, we were keen to explore how people heard about the consultation to get involved, so that we can strengthen approaches for future consultations. Figure 2.3 shows how people reported of hearing of the consultation:

Figure 2.3 How did you hear about this consultation?

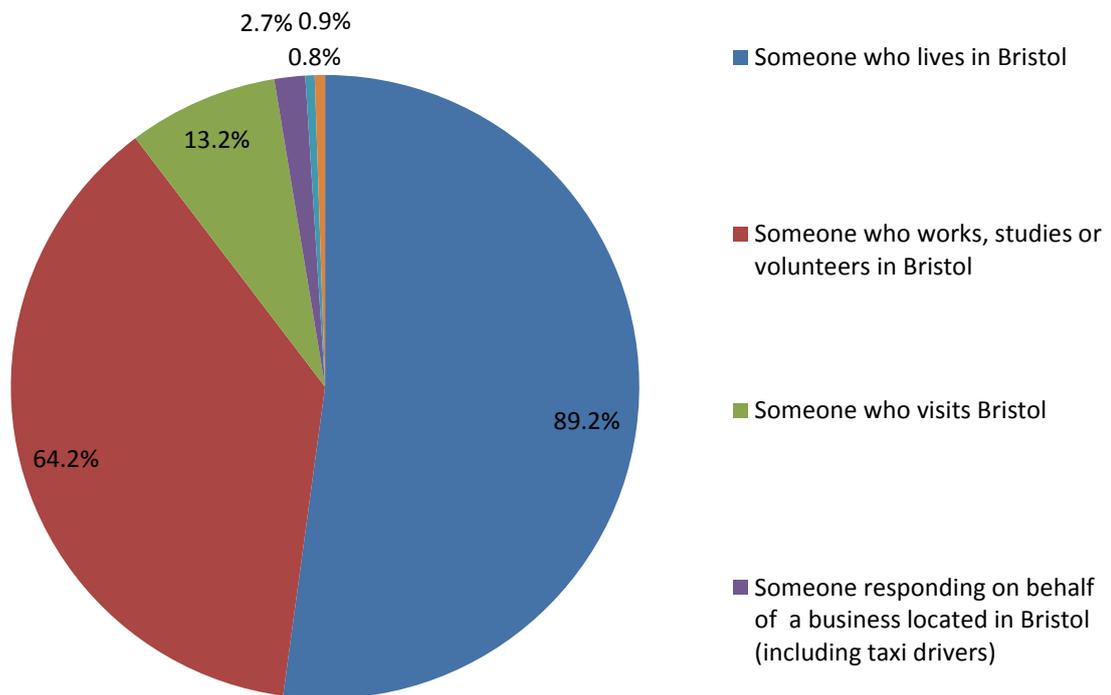


Most people heard about the consultation through 'Other' methods to those stated. When asked to elaborate, most of the people who stated 'Other' noted that they'd heard about it through the local press. The next most common 'Other' method was through social media shares, so added to the percentage of people who heard about the consultation through Facebook (12.8%) and Twitter (15.7%), demonstrates that social media has been a successful platform to engage with people in this consultation.

2.4 Where people responded from

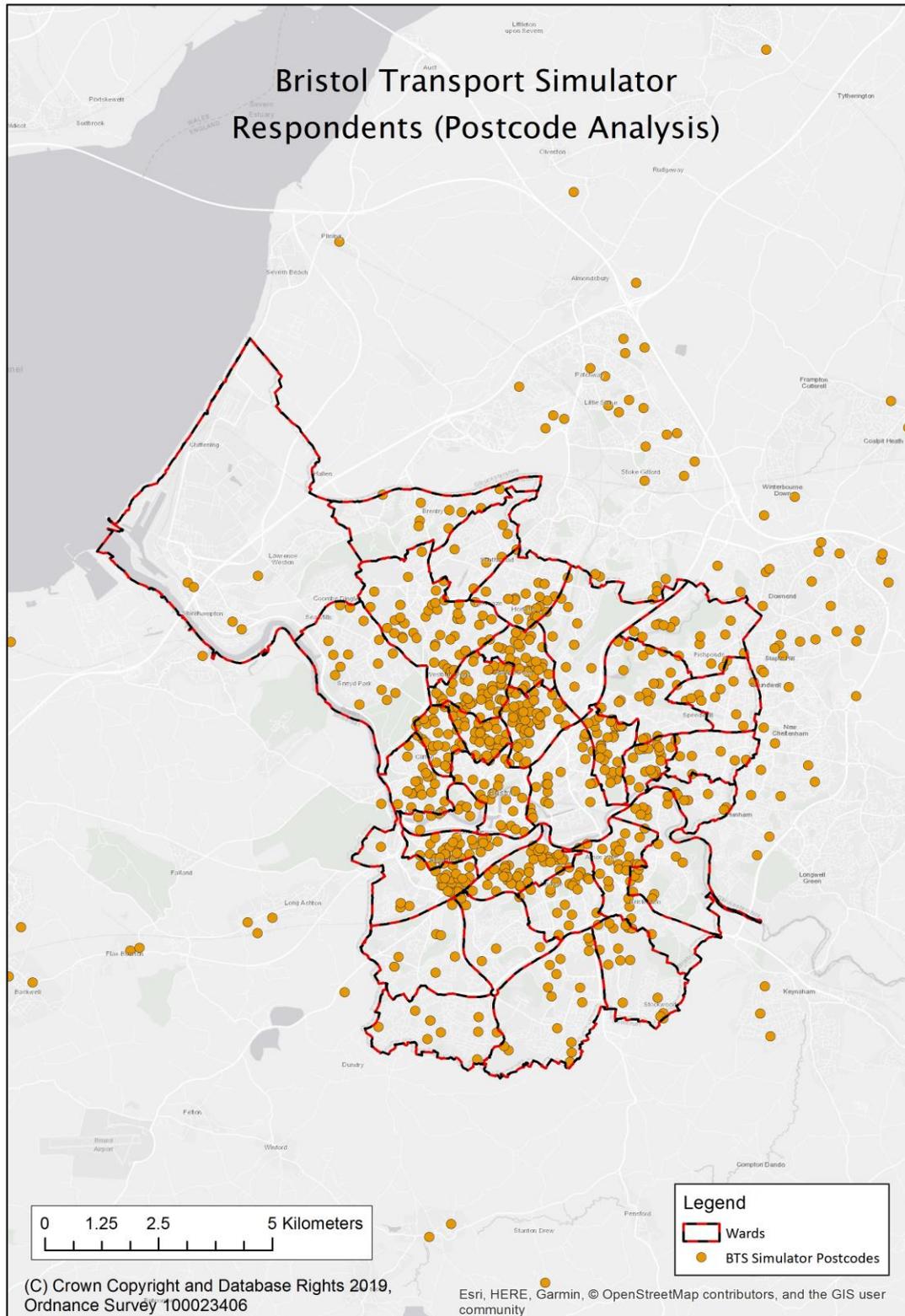
We wanted to understand the capacity in which people were responding, whether they are residents, visitors, or people who work/study in Bristol. Figure 2.4 shows that the majority of respondents who live in Bristol.

Figure 2.4 In what capacity are you responding?



We were keen to explore where respondents of the consultation live in order to get a better understanding of the issues or priorities people face in different parts of the city. Map 2.4 shows the postcodes that respondents recorded in the simulator:

Map 2.4 Postcodes of respondents of simulator



### 3. Consultation response

Respondents were able to complete the questionnaire, the simulator tool, or both. The simulator asked respondents to identify their priorities for specific measures, whereas the questionnaire asked respondents their views on the content of the Bristol Transport Strategy. The questionnaire included sections of the strategy and asked respondents how far they agree with each section. The Citizens Panel survey contained some of the same questions as the questionnaire, asking views on the objectives and approaches of the Bristol Transport Strategy.

Response levels for each platform were as follows:

- Questionnaire: 1,246 responses
- Simulator: 1,234 responses
- Citizens Panel responses: 613 responses
- Comments sent in by email: 93 responses
- Paper copies of the questionnaire: 3 responses

#### 3.1 Quantitative responses- questionnaire

Question 1 of the questionnaire presented the objectives of the Bristol Transport Strategy and asked:

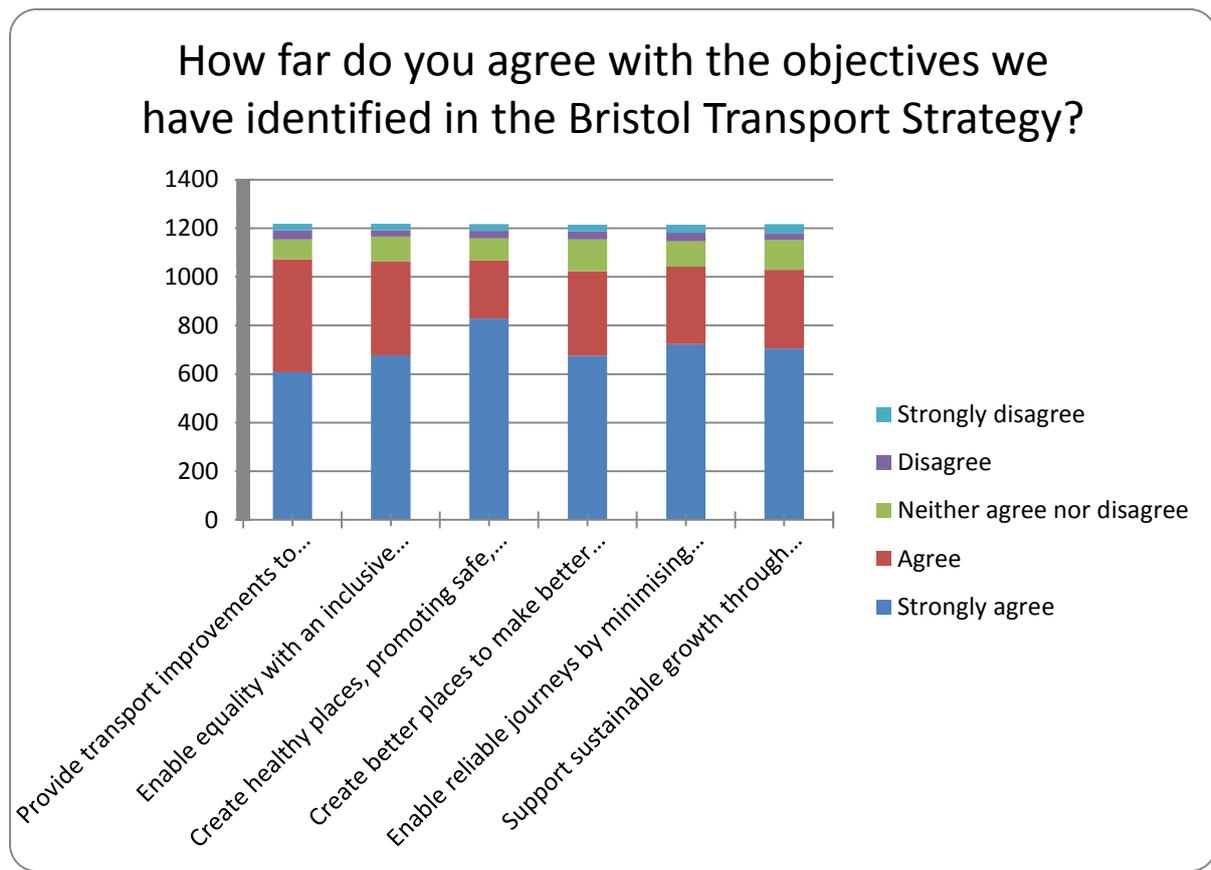
How far do you agree with the objectives we have identified in the Bristol Transport Strategy?

Table 3.1.1 shows the numbers of people who responded to each option and Figure 3.1.1 displays the responses in a chart.

Table 3.1.1 Questionnaire Question 1 responses

	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
Objective 1	607	465	82	37	28
Objective 2	677	386	103	26	27
Objective 3	828	239	91	31	28
Objective 4	676	346	132	33	28
Objective 5	723	319	104	35	34
Objective 6	704	325	122	29	37

Figure 3.1.1 Questionnaire Question 1 responses



Question 2 of the questionnaire presented the approach to improving journeys on a city wide basis in the Bristol Transport Strategy and asked:

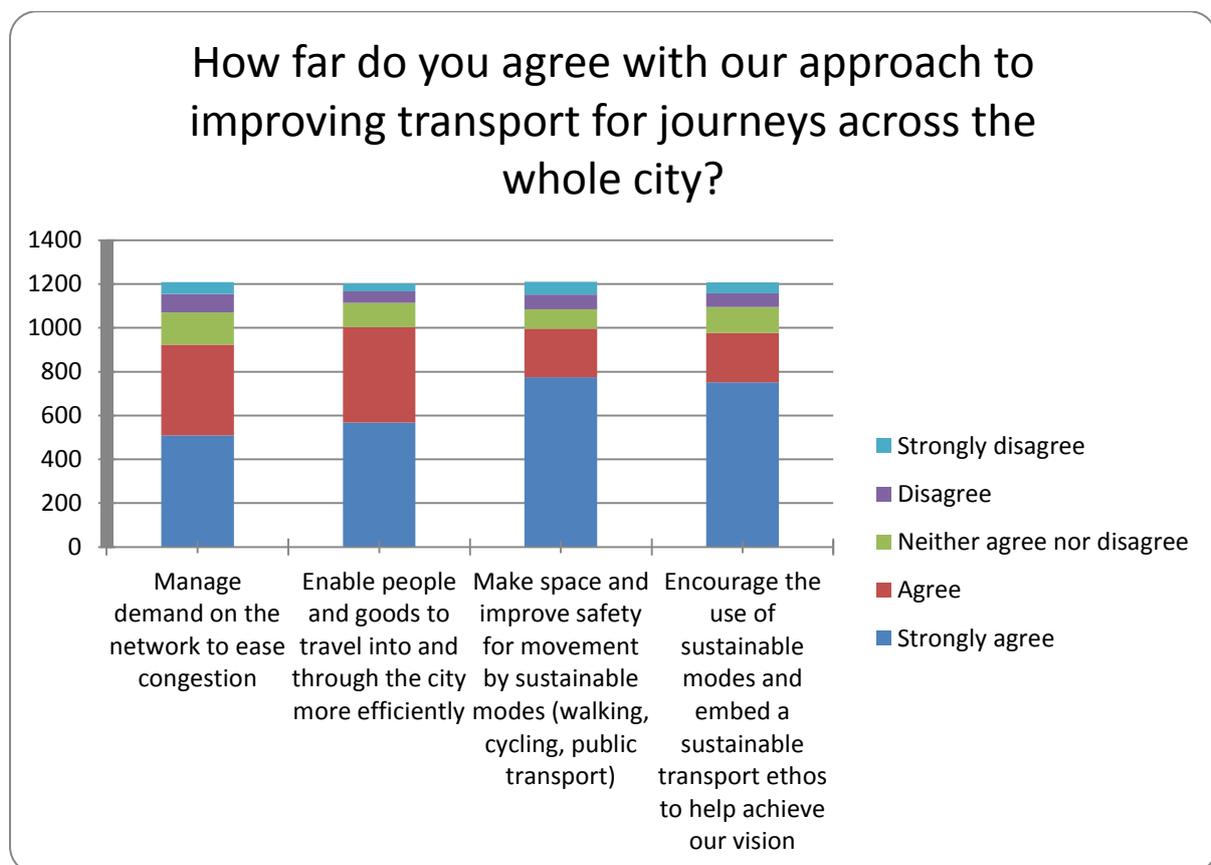
How far do you agree with our approach to improving transport for journeys across the whole city?

Table 3.1.2 shows the numbers of people who responded to each option and Figure 3.1.2 displays the responses in a chart.

Table 3.1.2 Questionnaire Question 2 responses

	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
Manage demand on the network to ease congestion	509	415	146	85	54
Enable people and goods to travel into and through the city more efficiently	568	436	110	52	37
Make space and improve safety for movement by sustainable modes	775	221	89	67	59
Encourage the use of sustainable modes and embed a sustainable transport ethos	752	225	118	63	50

Figure 3.1.2 Questionnaire Question 2 responses



Questions 3, 4, 5 and 6 of the questionnaire presented the approaches for movement in various parts of the city in the Bristol Transport Strategy and asked:

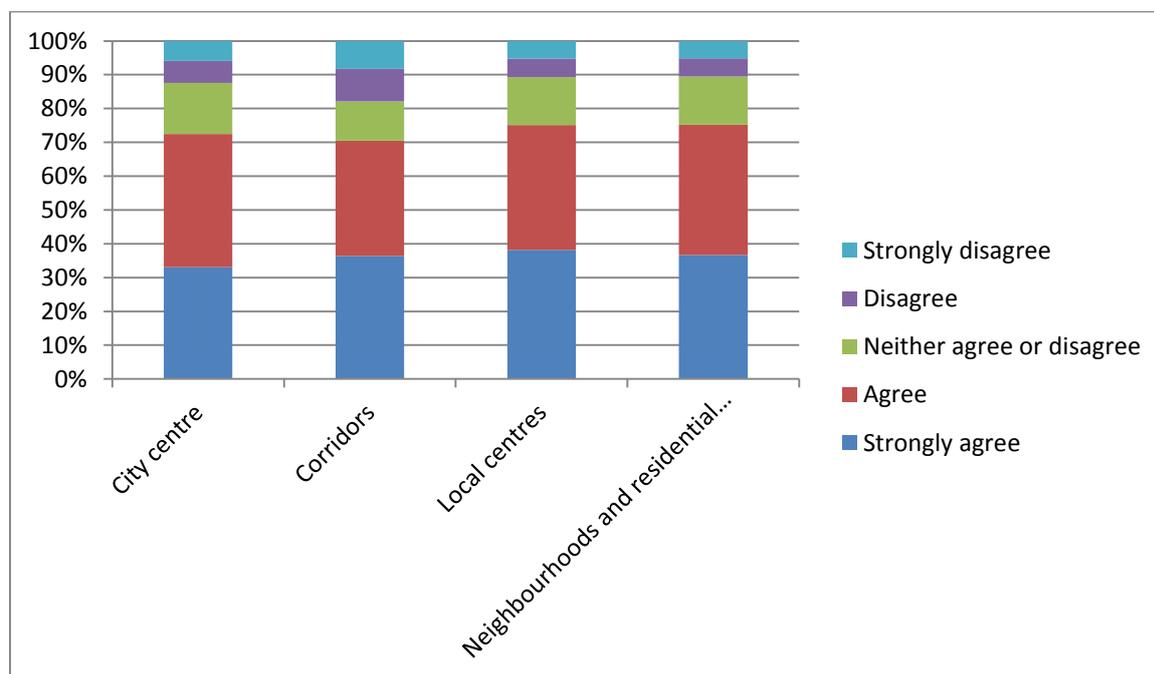
How far do you agree with our approach to improving transport for the city centre, corridors, local centres and neighbourhoods?

Table 3.1.3 shows the numbers of people who responded to each option and Figure 3.1.3 displays the responses in a chart.

Table 3.1.3 Questionnaire Questions 3, 4, 5 and 6 responses

	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
City centre	393	468	179	78	70
Corridors	440	412	141	116	100
Local centres	477	433	166	64	61
Neighbourhoods and residential streets	441	465	171	65	62

Figure 3.1.3 Questionnaire Questions 3, 4, 5 and 6 responses



Question 7 of the questionnaire presented the approaches for funding measures in the Bristol Transport Strategy and asked:

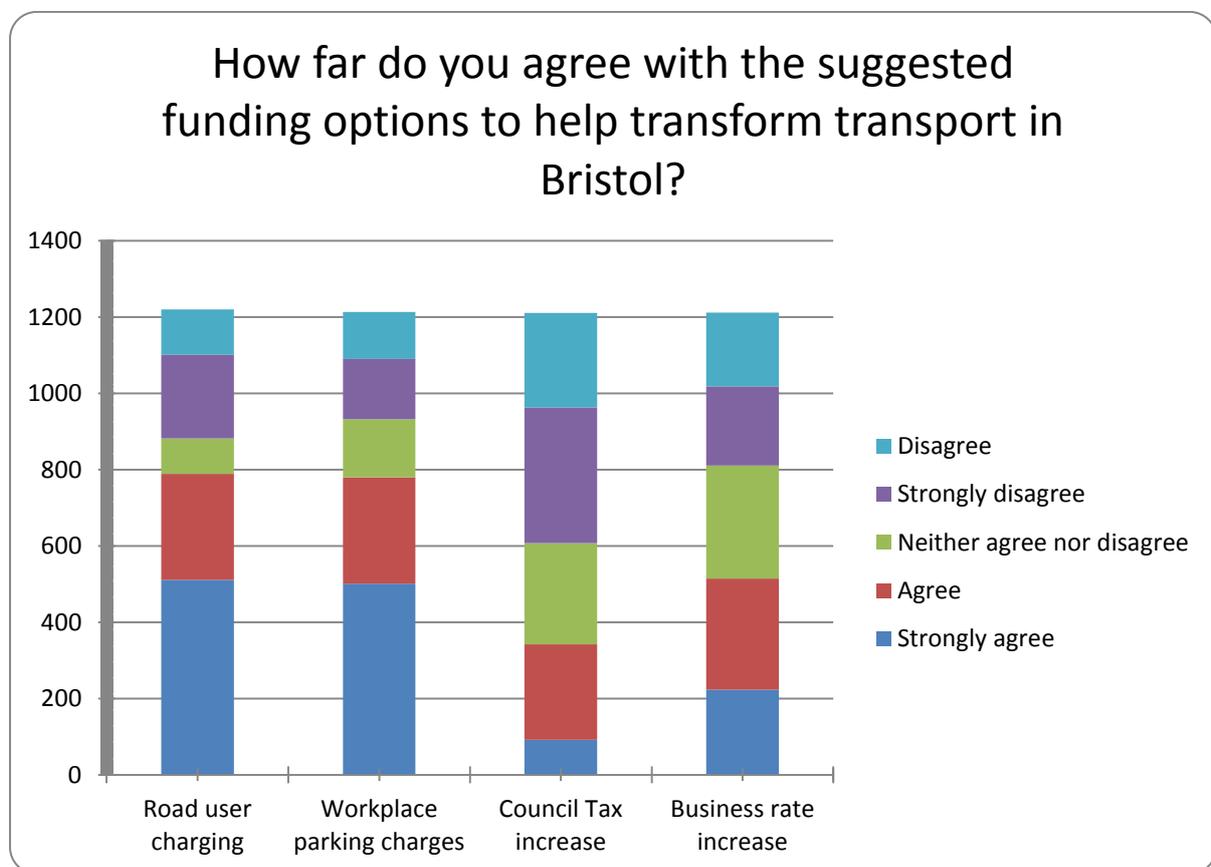
How far do you agree with the suggested funding options to help transform transport in Bristol?

Table 3.1.4 shows the numbers of people who responded to each option and Figure 3.1.4 displays the responses in a chart.

Table 3.1.4 Questionnaire Question 7 responses

	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
Road user charging	511	278	93	119	219
Workplace parking levy	501	279	152	123	158
Council tax increase	92	250	265	248	356
Business rate increase	233	291	297	194	207

Figure 3.1.4 Questionnaire Question 7 responses



### 3.2 Quantitative responses- Citizens Panel

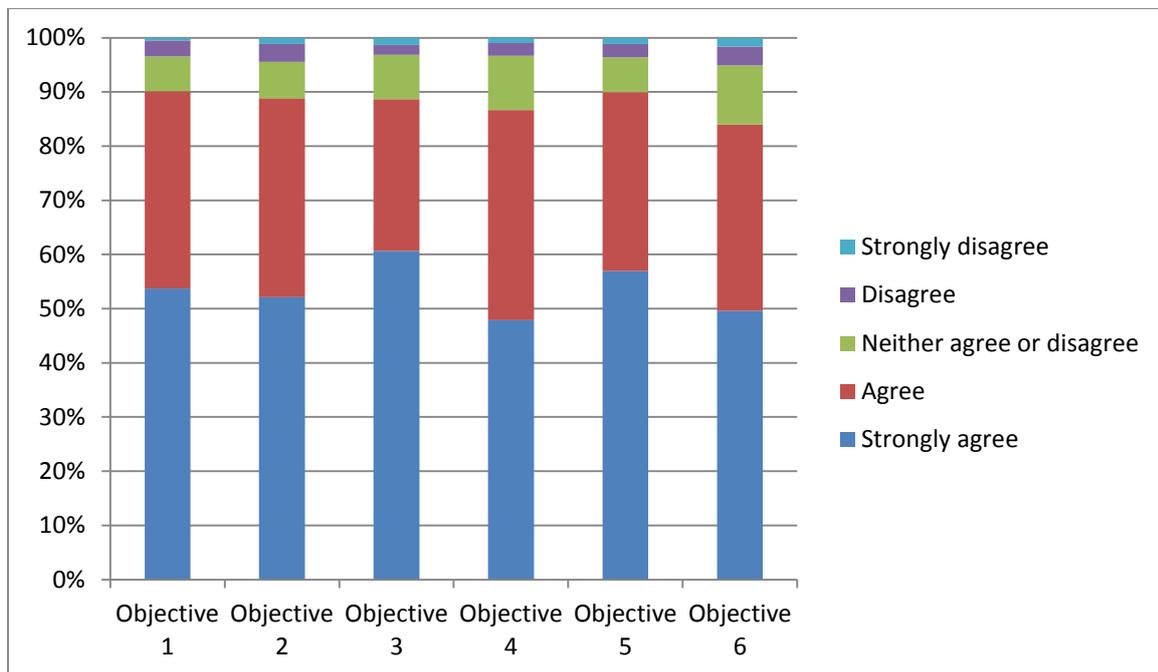
As mentioned above, the same questions were asked in the Citizens Panel as the questionnaire, although not all questions were asked.

The responses to the 'objectives' question in the Citizens Panel are shown in Table 3.2.1 and Figure 3.2.1.

Table 3.2.1 Citizens Panel Objectives question

	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
Objective 1	327	222	39	18	3
Objective 2	317	223	41	20	7
Objective 3	369	170	50	11	8
Objective 4	290	235	61	14	6
Objective 5	345	200	39	15	7
Objective 6	301	209	66	21	10

Figure 3.2.1 Citizens Panel Objectives question

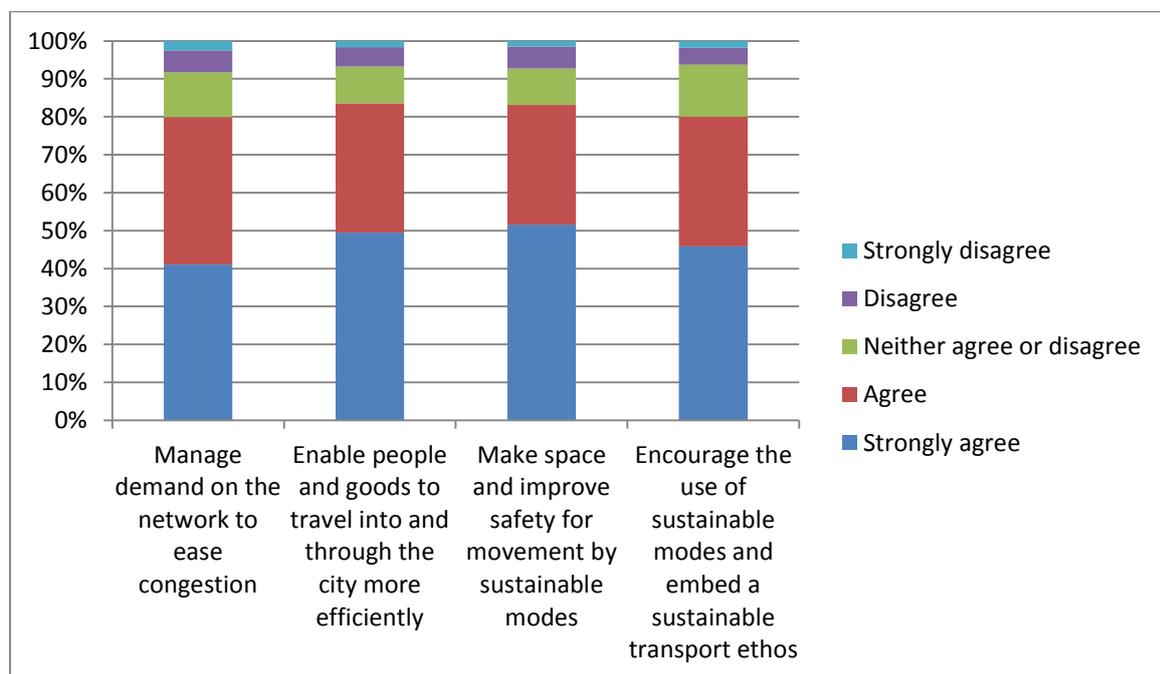


The responses to the 'approach to city wide movement' question in the Citizens Panel are shown in Table 3.2.2 and Figure 3.2.2.

Table 3.2.2 Citizens Panel City Wide approach question

	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
Manage demand on the network to ease congestion	248	235	71	35	15
Enable people and goods to travel into and through the city more efficiently	298	208	58	31	10
Make space and improve safety for movement by sustainable modes	312	191	58	35	9
Encourage the use of sustainable modes and embed a sustainable transport ethos	278	207	83	27	11

Figure 3.2.2 Citizens Panel City Wide approach question

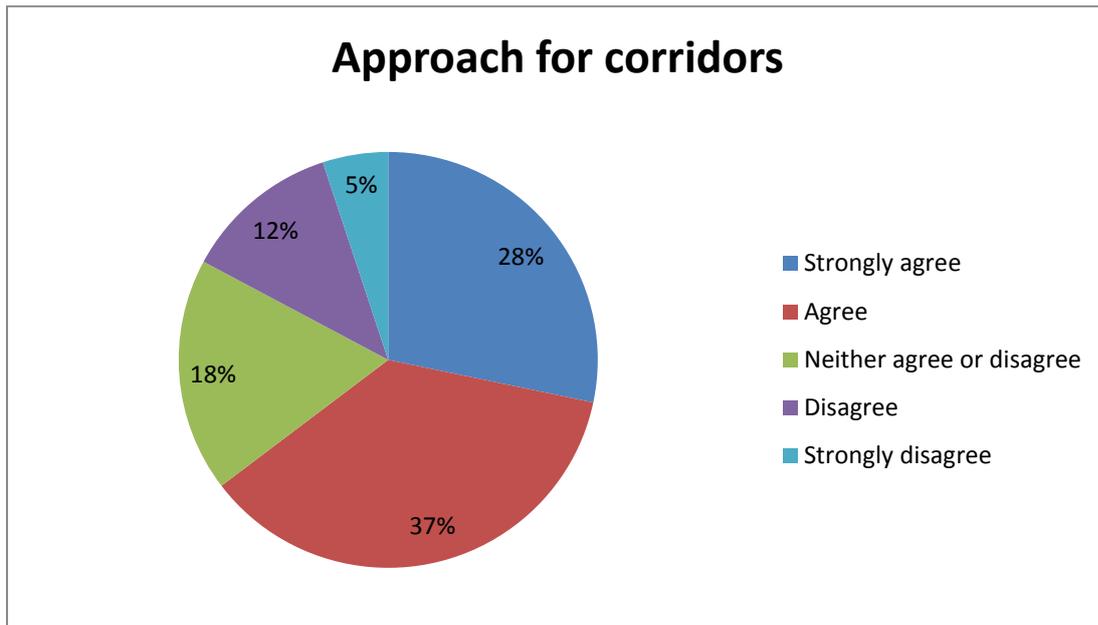


The responses to the 'approach to corridors' question in the Citizens Panel are shown in Table 3.2.3 and Figure 3.2.3.

Table 3.2.3 Citizens Panel corridors approach question

Strongly agree	169
Agree	220
Neither agree or disagree	111
Disagree	71
Strongly disagree	33

Figure 3.2.3 Citizens Panel corridors approach question



### 3.3 Quantitative responses- Simulator

As mentioned above, respondents to the simulator were able to allocate points to the transport measures they would like to prioritise in the city, up to a maximum of 5 points for each measure.

Tables 3.3.1 and 3.3.2 ranks the average points allocated to each measure and each funding measure from most popular to least popular and Figure 3.3.1 displays this in a chart.

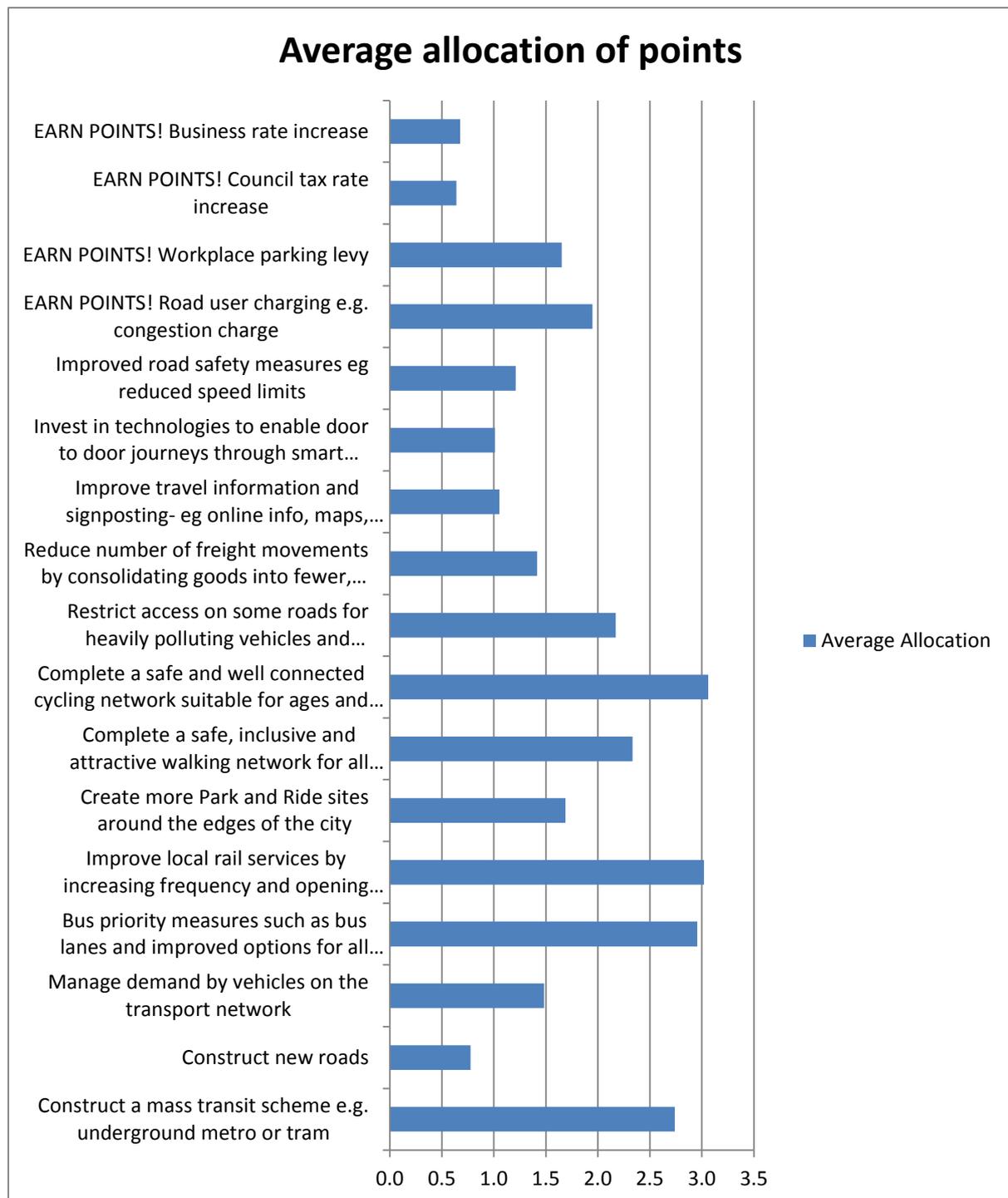
Table 3.3.1 Simulator responses- average point allocation for transport measures

Measure (allocating points)	Average allocation of points (most popular to least popular)
Cycling improvements	3.1
Bus improvements	3.0
Rail improvements	3.0
Mass transit (e.g. underground or tram)	2.7
Walking improvements	2.3
Restrict polluting vehicles	2.2
Create more Park and Ride sites	1.7
Manage demand by vehicles	1.5
Efficient freight movement	1.4
Road safety improvements	1.2
Improve travel information	1.1
Invest in technology	1.0
Construct new roads	0.8

Table 3.3.2 Simulator responses- average point allocation for funding measures

Measure (earning points)	Average allocation of points (most popular to least popular)
Road user charging	1.9
Workplace parking levy	1.7
Business rate increase	0.7
Council tax increase	0.6

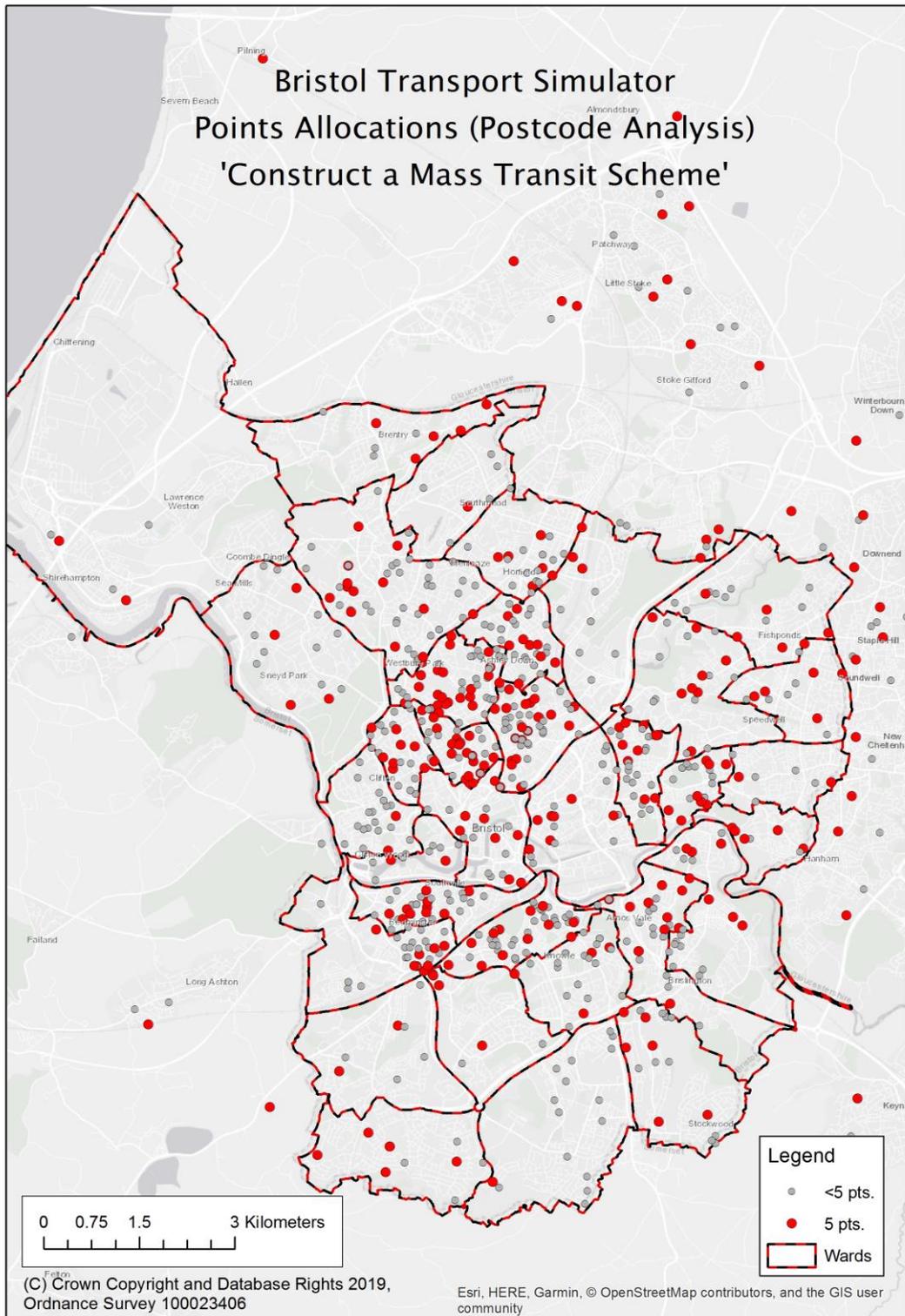
Figure 3.3.1 Simulator responses- average point allocation for transport and funding measures



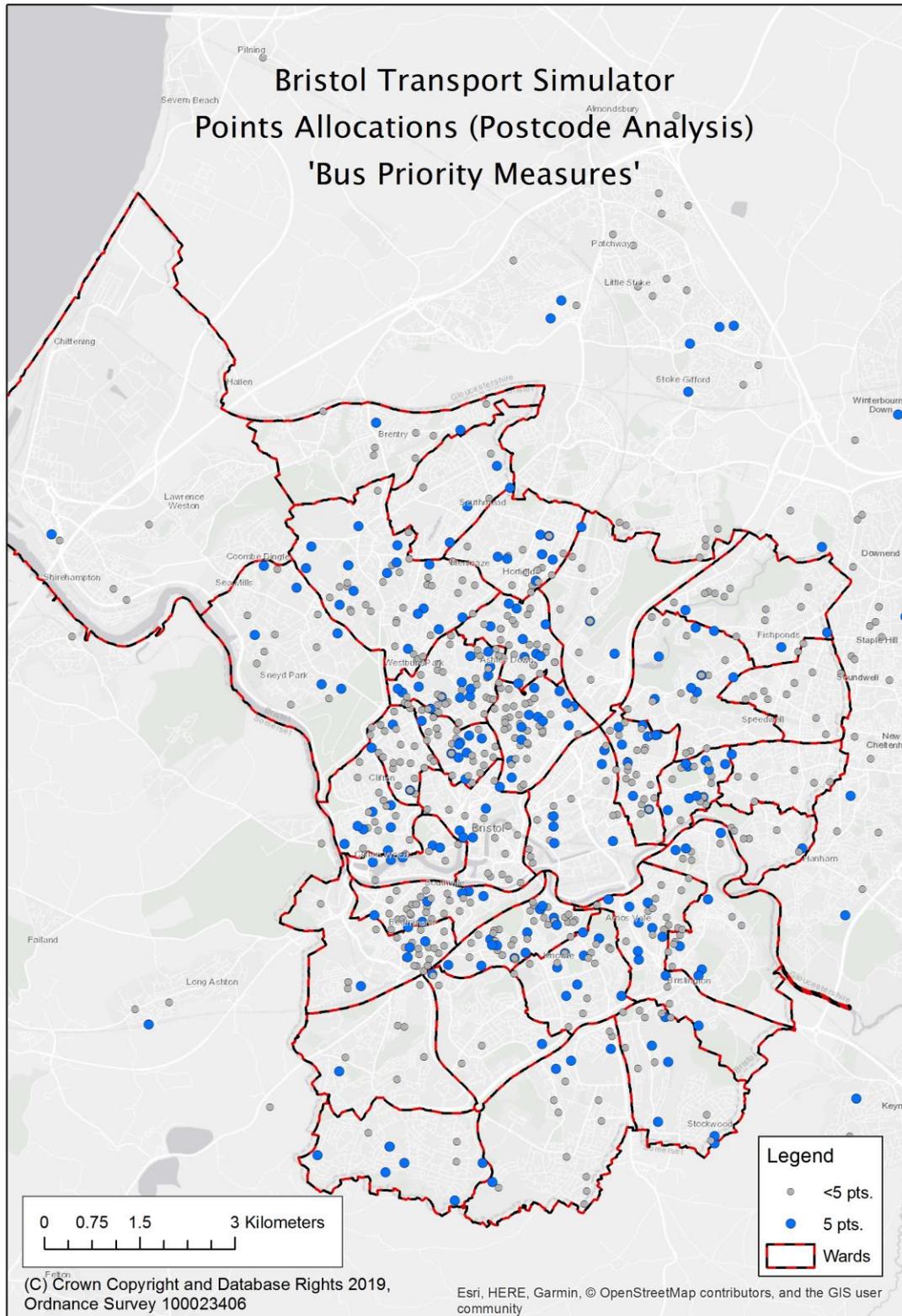
### 3.4 Quantitative responses- Simulator responses maps

In order to give an understanding of the types of measures respondents prioritise across the city, we mapped where people live in relation to the measures prioritised. Maps 3.4.1 to 3.4.7 show each of the modes in the transport measures category of the simulator that received 5 points, and where the respondents live.

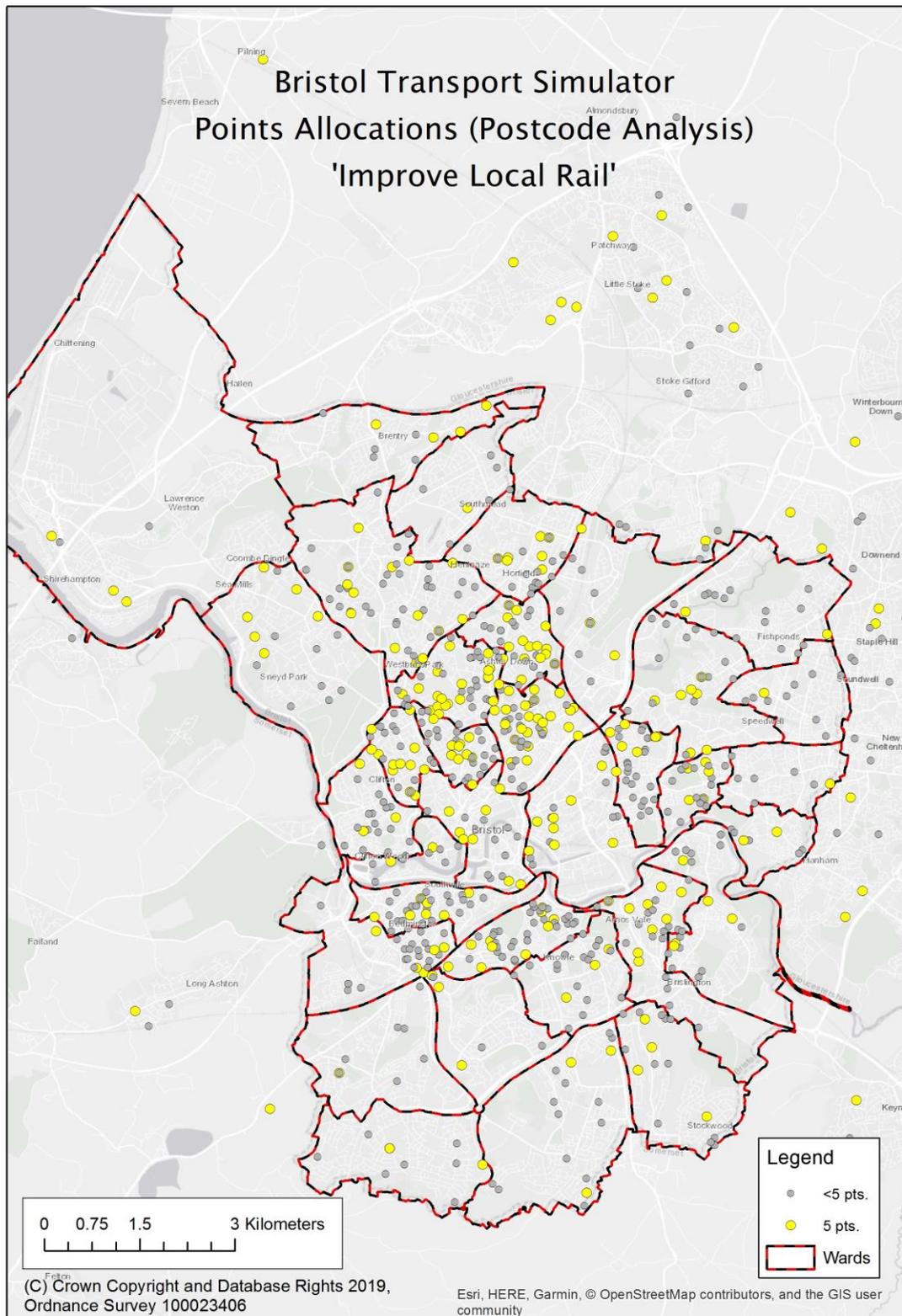
Map 3.4.1 Simulator five point allocations for mass transit



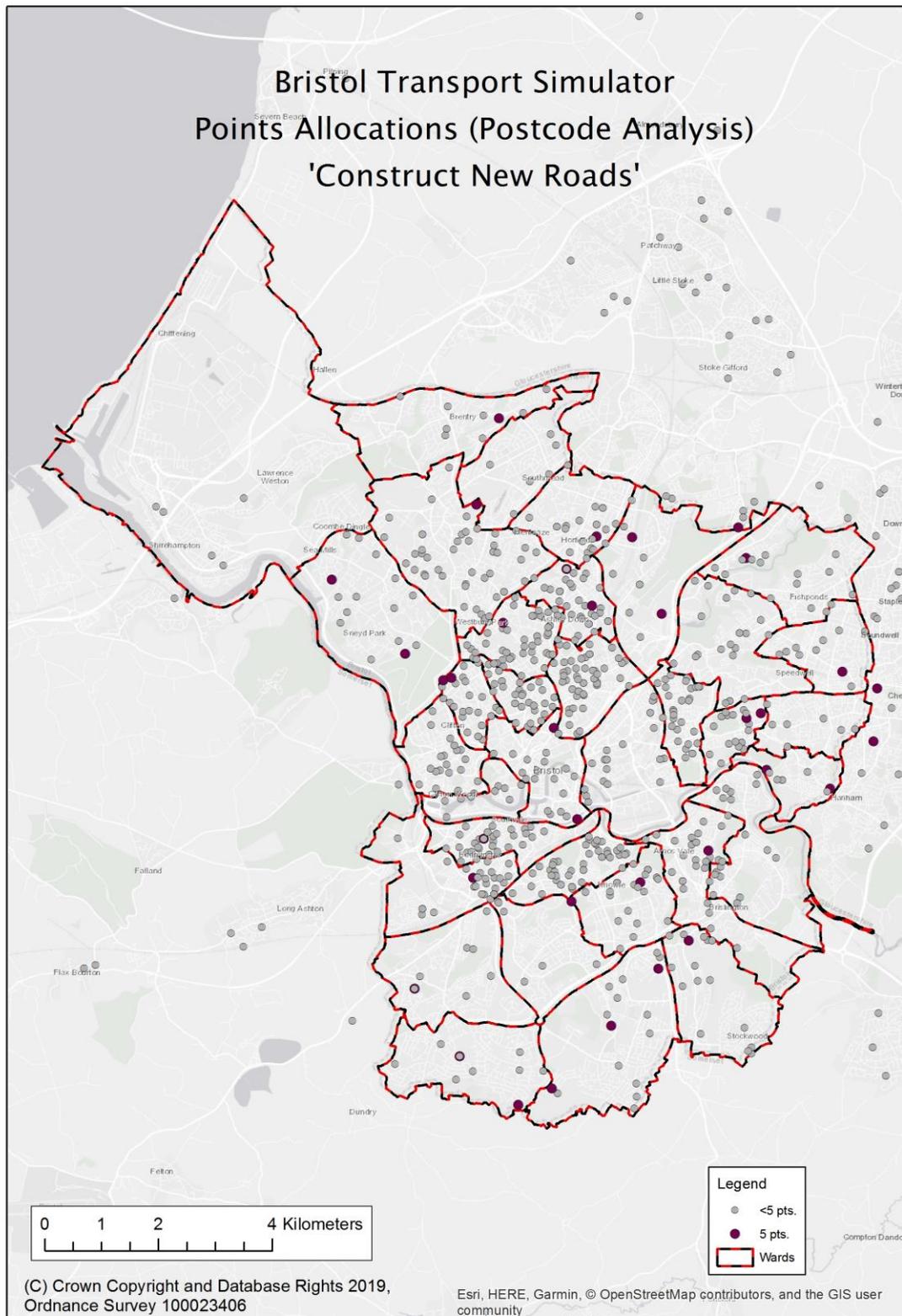
Map 3.4.2 Simulator five point allocations for bus priority



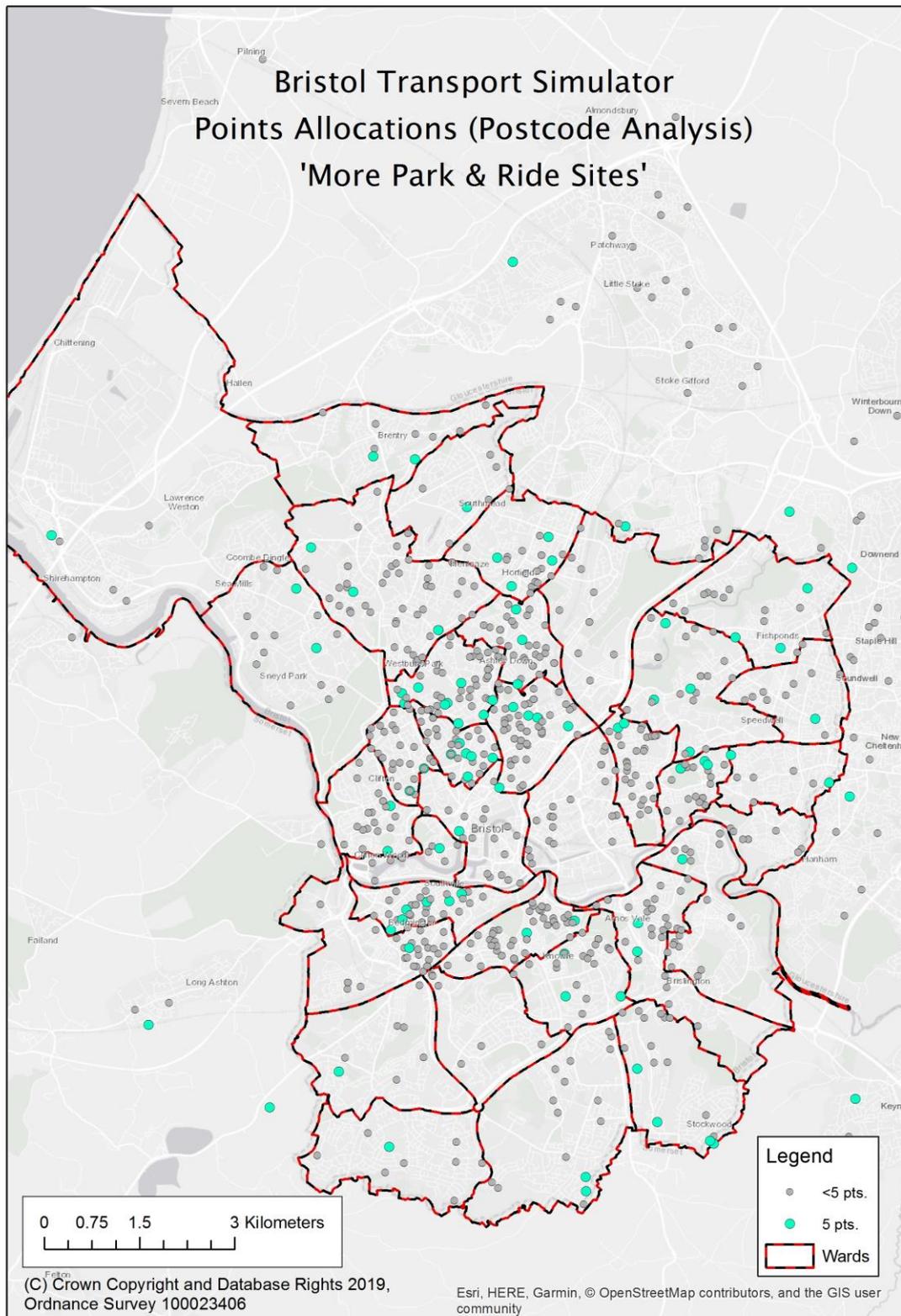
Map 3.4.3 Simulator five point allocations for rail investment



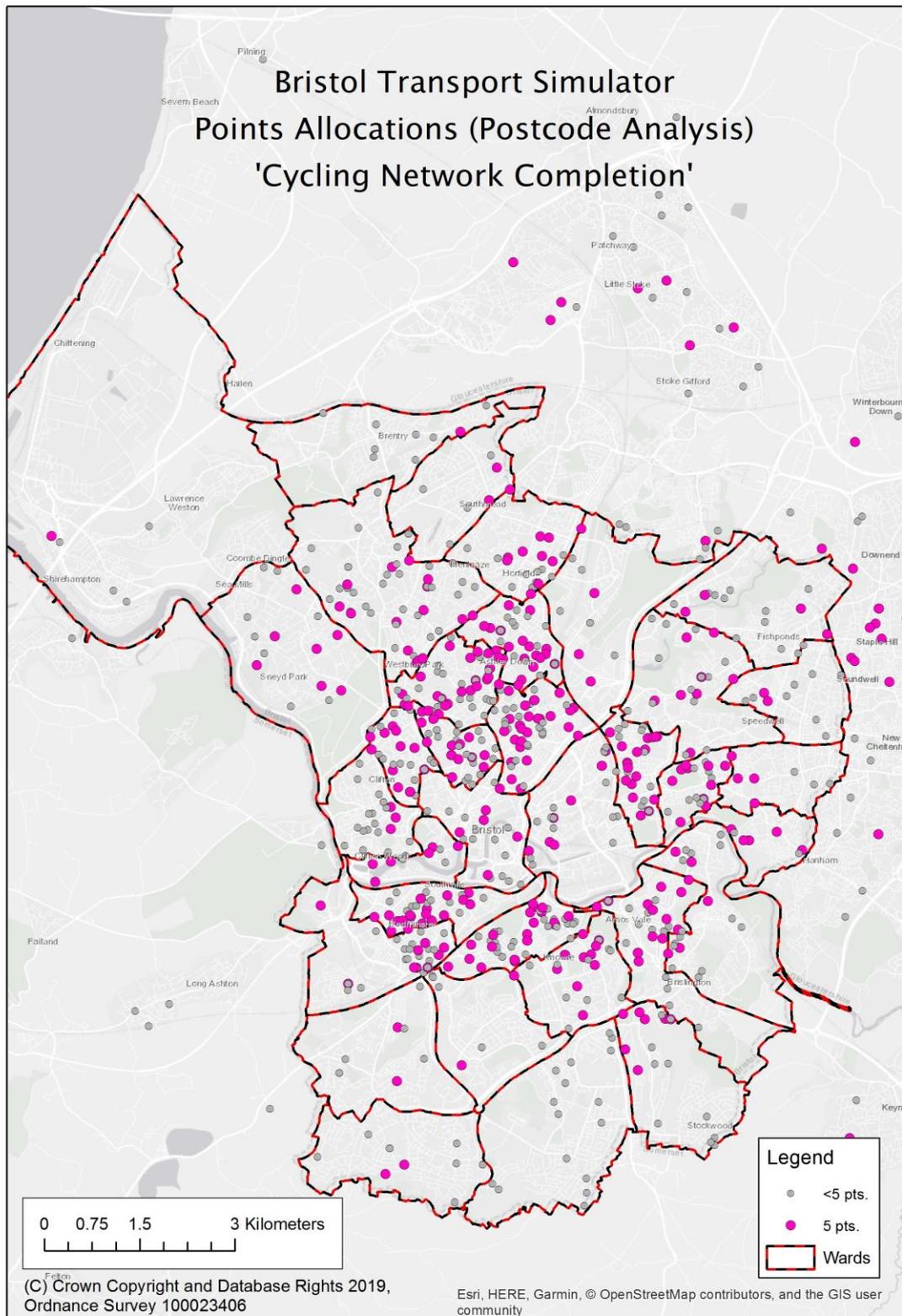
Map 3.4.4 Simulator five point allocations for new roads



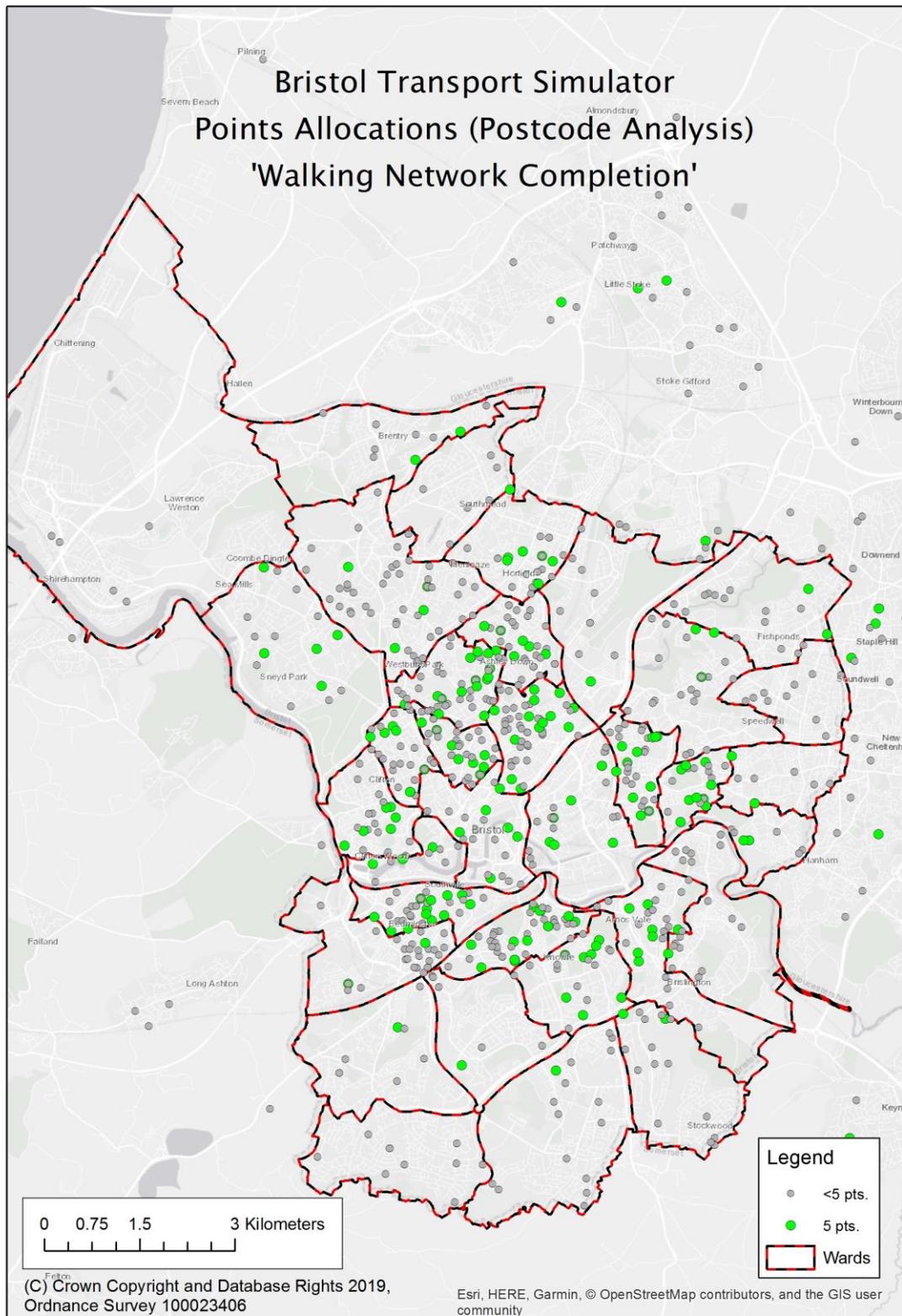
Map 3.4.5 Simulator five point allocations for Park and Ride investment



Map 3.4.6 Simulator five point allocations for cycling investment



Map 3.4.7 Simulator five point allocations for walking investment



### 3.5 Quantitative responses- Community and stakeholder engagement sticky dots exercise

As mentioned, we attended a number of community groups and stakeholder events where we carried out an exercise where people could allocated sticky dots to their priorities, similar to the online simulator tool. Table 3.5.1 shows the events at which this exercise was carried out and Table 3.5.2 shows the combined number of dots collected from the events against the transport measures prioritised.

Table 3.5.1 Events for sticky dot exercise

GROUP, DATE and APPROX No OF PEOPLE
Redcatch Art Club, Knowle 24/09/18 20 people
Launch Event, City Hall 26/09/18 65 people
Skittles, Staple Hill (adults with learning difficulties) 27/09/18 30 people
Baby Bounce, Redland (parents with babies) 02/10/18 8 people
Evergreen Club, Easton (over 50s BME group) 03/10/19 20 people
Snooker for adults with learning difficulties, Colston St 05/10/18 20 people
Happy days memory café (adults with dementia), Westbury on Trym 05/10/18 20 people
FME Support group, Lawrence Weston, 10/10/18

Table 3.5.2 Allocations of sticky dots from combined events

Measure (from simulator)	Sticky dots allocation (most popular to least popular)
Bus improvements	155
Cycling improvements	63
Rail improvements	47
Walking improvements	37
Mass transit (e.g. underground or tram)	35
Restrict polluting vehicles	27
Create more Park and Ride sites	25
Efficient freight movement	22
Manage demand by vehicles	19
Road safety improvements	14
Invest in technology	6
Improve travel information	4
Construct new roads	4

### 3.6 Qualitative responses- all platforms

Respondents were able to record qualitative comments in a number of ways:

- A free text question as part of the questionnaire

- A 'final comments' box at the end of the simulator
- Free text comment boxes for each measure on the simulator
- Sending in responses by email
- Engaging with officers at community and stakeholder events

This generated the following number of qualitative comments:

- Questionnaire: 831 comments
- Simulator final comments: 190 comments
- Simulator individual measure comments 3,938 comments
- Email responses: 93 submissions, each with a number of comments
- Community and stakeholder events: numerous comments

Therefore a combined total of around 5,100 comments were recorded, analysed and coded into themes.

This exercise began starting with the individual measure comments of the simulator. We created separate category sections for each measure and then sub-categorised each measure based on the content of each comment. Many of the same themes appeared and therefore categorised together but when a new topic was mentioned, a new sub-category was created, to ensure we captured every comment. For instance, we created a category for mass transit and then sub-categorised mass transit into sub-categories such as 'support mass transit', 'mass transit is too expensive', 'underground would not be possible due to geology' etc.

Table 3.6.1 shows the number of comments received for each transport measure in the simulator.

Table 3.6.1 Number of comments in simulator

<b>Measure</b>	<b>Number of free text comments</b>
Mass transit	417
New roads	273
Manage demand	194
Bus improvements	340
Rail improvements	295
Create park and ride sites	231
Walking improvements	243
Cycling improvements	314
Restrict polluting vehicles	240
Efficient freight movement	181
Travel information improvements	164
Invest in technology	138
Road safety improvements	178
Road user charging	214
Workplace parking levy	189
Council tax increase	172
Business rate increase	155

Comments from the final comments section of the simulator were recorded into these categories and sub-categories where appropriate, or new categories were set up for any new themes that were appearing.

Comments from the questionnaire were based more on the content of the actual strategy, therefore new categories were set up for each of the sections of the strategy, including recommendations for changes to the text. Any comments relating to specific transport measures were recorded in the corresponding measures from the simulator analysis.

Comments from emails were recorded on the same spreadsheet with the same categories and sub-categories as appropriate and new categories set up for any new themes.

Table 3.6.2 shows the overall themes and the number of combined comments from all platforms.

Table 3.6.2 Qualitative themes and number of comments

<b>Comment themes</b>	<b>No. of comments</b>
Dissatisfaction with buses	454
Need more commitment/priority for cycling	411
Suggestions for new rail stations/improved rail services	401
Need segregation for people who cycle	320
Not supportive of underground plans	316
Not supportive of new roads to be built	293
Support congestion charge	277
Supportive of demand management for vehicles	273
Transport modes need to be better integrated	215
Need stronger commitment for safer crossings and safer pedestrian environment	210
Support reducing access for polluting vehicles	205
Need reduced/subsidised bus fares	191
Support investment in buses	190
Current safety issues for cycling	180
Trams would be preferred to underground	171
Support investment in walking	167
Support workplace parking levy	160
Need more bus lanes	133
Mass transit in general is a good idea	128
Need alternatives in place before a congestion charge will work	128
Need more orbital bus routes	127
Supportive of park and ride investment	125
Support freight consolidation	125
Need to focus on reducing speed	124
Better management of parking required	108
Supportive of underground	105
Need more usable mobile real time information/ better real time information for buses	105
Support investment in rail	102
Need cleaner buses	100
Supportive of new roads to increase resilience	98
Not supportive of demand management for vehicles	98
Pedestrianise more streets/more priority for pedestrians	89

Not supportive of council tax increase	86
Suggestions for new park and ride sites	85
Increasing business rates to fund transport measures should depend on the size of the business	84
Need to reduce street clutter/obstructions	76
Dissatisfaction with rail services	74
Support council tax increase to fund measures	74
Need more promotion of cycling and partnership working for cycling	72
Need to charge the vehicles that pollute the most	70
Instead of mass transit, need to focus on delivering less high cost measures/scepticism for delivery of mass transit	69
Not supportive of congestion charge	62
Not supportive of business rate increase to fund transport measures	62
Need alternatives in place for workplace parking levy to work	60
Need to expand EV charging network	55
Need higher frequencies and more reliable services on P&R	52
Freight consolidation needs sign up by retailers/operators	51
Need to improve bus stop infrastructure/waiting areas	50
In favour of having a transport strategy for Bristol	49
Cycling infrastructure required to link schools to homes	49
Wording should be strengthened around road reallocation to sustainable modes	48
Need to schedule freight movement better	43
Rail fares should be more affordable	42
Support the need for an integrated transport authority across the West of England	42
Need better commitment to cycle parking	41
Need to move more freight by rail	39
Need to improve existing roads before building new ones	38
Need to build ring roads	38
Not supportive of workplace parking levy	37
Support the technology measures in the strategy	36
Need a plan to deliver transport improvements in the city, not just a strategy	36
Suggestion of cable cars or monorail for mass transit	35
In favour of residents parking schemes	34
Replace city centre car parks with multi-modal hubs/reallocate space to sustainable modes	33
Ban polluting vehicles in peak hours	32
Should leave advances in technology in transport to the private sector	32
Not supportive of cycling investment	29
Need to improve alternatives before demand management measures introduced	28
Investment in cycling only benefits minority	28
Suggested cycling infrastructure locations	26
Better cycling legibility required	25
Not supportive of investment in technology	25
Target HGVs to reduce pollution	24
Not sure what demand management means	24
Not supportive of investment in buses	24
P&R still encourages car use	24
Public transport services / infrastructure needs to improve before information	24
Support business rate increase to fund transport measures	24
Support use of e-bikes, particularly for last mile freight	23

Not supportive of P&R investment	22
Need to reduce fares for P&R	22
Council tax increase to pay for new transport measures is unfair to those who currently travel by sustainable modes	21
Need strong political will to take forward ambitions	21
Less traffic calming required and higher speed limits on roads	21
Bus lanes take space away for general traffic	20
Support for improving travel information approach in strategy	20
Need training so all road users can experience other road users' needs	20
Need to consider impact of demand management on all road users	17
Need better accessibility for disabled pedestrians	17
The role of motorcycles in achieving the objectives needs to be referenced more	17
Support the need to register and insure cyclists	16
Not supportive of investment in rail	16
Need better lighting/security for pedestrians	15
Promote car sharing	14
More road safety education required for children	14
Need more commitment to cycle training	14
Need for open data / allow commercial provision for travel information	14
Road works need to be more efficient	13
Need to improve traffic signals	13
Ferries / water transport should be referenced more	13
Walking should be included in the corridors section of the strategy	12
Need employers to promote flexible working to help employees avoid peak times/work from home	12
Need showers/facilities at workplaces to encourage cycling	12
Make parking cheaper	12
Increase cost of city centre parking	11
Not everyone has access to smart phone therefore investing in technology is not worthwhile	11
Against electric vehicle growth as it contributes to congestion	11
Accessibility at rail stations needs to improve	11
Support for connected and autonomous vehicles	11
Not supportive of investment in walking	11
Not in favour of restricting polluting vehicles	10
Document lacks ambition	10

There were a number of other comments that received fewer than 10 comments. All of these were read, analysed and incorporated in to the edited strategy where appropriate, although given the scale of comments received, responses to the comments were only provided to themes that received 10 or more similar comments.

Responses to the themes that gained fewer than 10 comments can be provided on request. The next sections set out how we will use these responses to shape the final draft of the Bristol Transport Strategy.

#### **4. Reflection on consultation responses**

Taking the quantitative and qualitative responses into account, there is strong support for the measures contained in the draft Bristol Transport Strategy.

The vast majority of respondents strongly agreed or agreed with the objectives and the approaches of the draft strategy, therefore these will stay in the final draft.

The draft Bristol Transport Strategy sets out approaches that seek to invest in sustainable transport modes and includes transformative measures such as mass transit and the consultation has shown that this approach is widely supported by the public.

The support for each measure varies depending on where respondents live in the city, with more support for walking and cycling in the more central neighbourhoods and support for park and ride measures more prevalent on the outer neighbourhoods. There appears to be general support for all type of public transport, including bus, rail and mass transit, across the city. The draft Bristol Transport Strategy does not seek to construct new roads to increase capacity for general traffic, as this leads to increasing congestion in the city and it is encouraging to see that constructing new roads is least popular as a measure amongst the public.

Where approaches are strongly supported by the public, the draft Bristol Transport Strategy will be edited to include the results of the consultation to acknowledge the level of public support. There are many comments that require some approaches to be strengthened or clarified and these will be taken on board in the edits.

We wanted to explore the public's view on how we seek to fund the measures set out in the draft Bristol Transport Strategy and there appears to be support for road user charging and workplace parking levy, subject to the details of such schemes, which would need to be identified in future studies. Increasing council tax or business rates to fund transport schemes are not well supported and we will reflect this in the final edit.

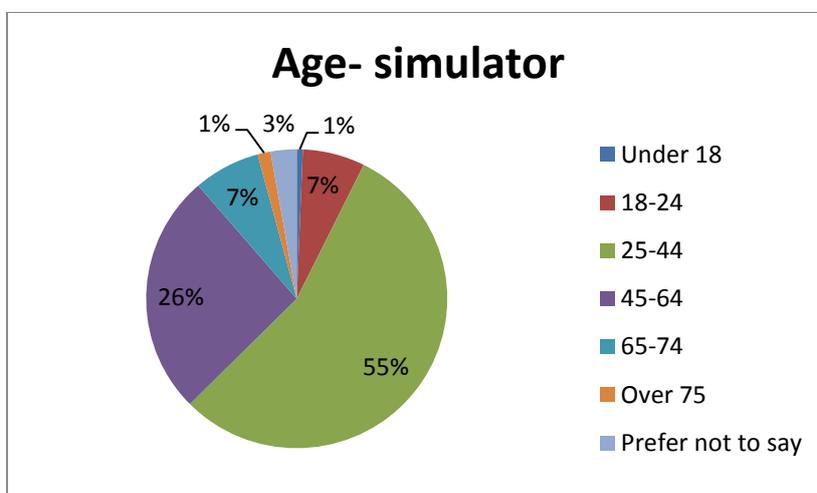
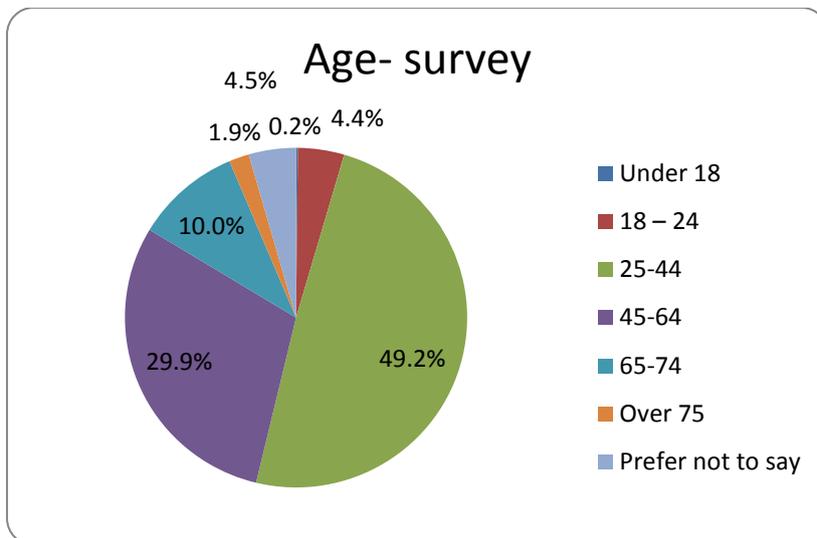
We are now preparing to take this report, along with the suggested edits to the draft Bristol Transport Strategy as a result of the comments received, up the decision pathway to Cabinet in July 2019 with a view to publish the final Bristol Transport Strategy in the summer.

### Appendix 1: Demographics (both simulator and questionnaire)

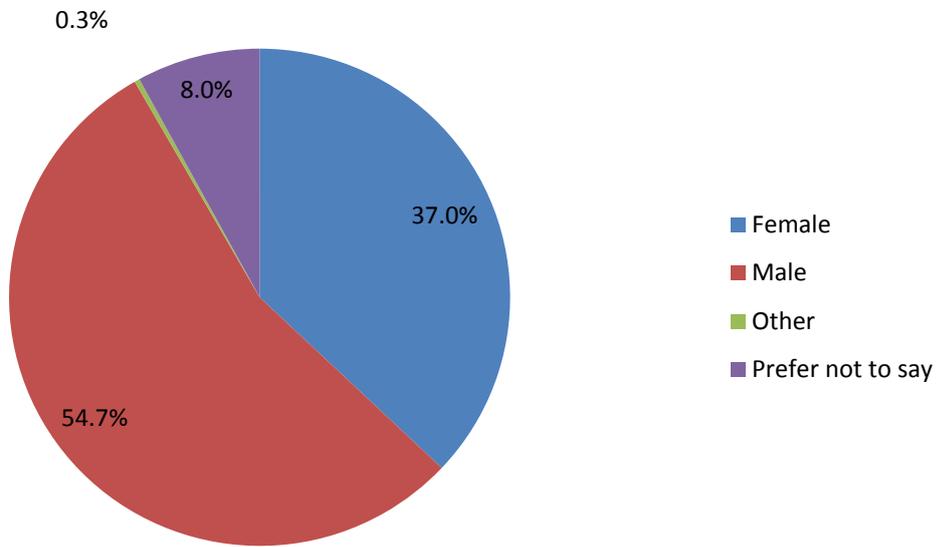
This final section shows the demographics of the respondents of both the questionnaire and simulator. Having assessed this data against data for the city as a whole, it would appear those that responded are a representative sample from the population of the city.

For both the questionnaire and survey, the majority of respondents were:

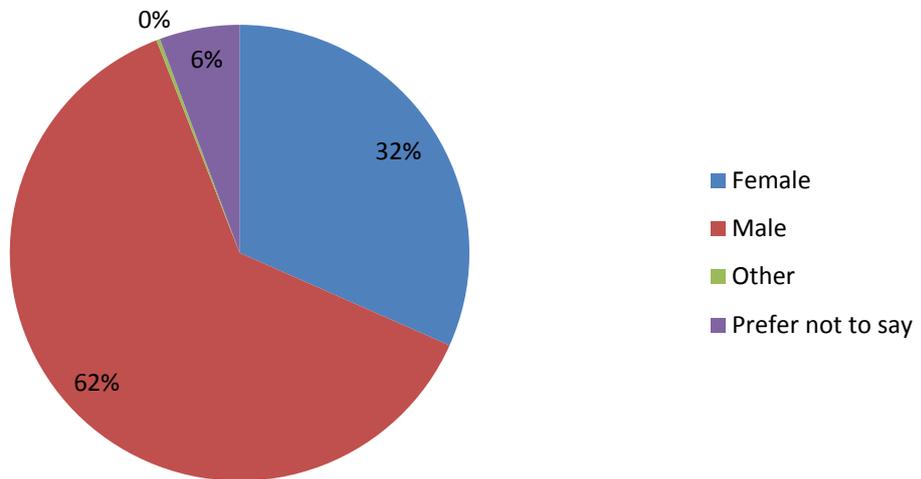
- Age 25-44
- Male
- Not transgender
- White British
- Not disabled
- Have no religion
- Heterosexual



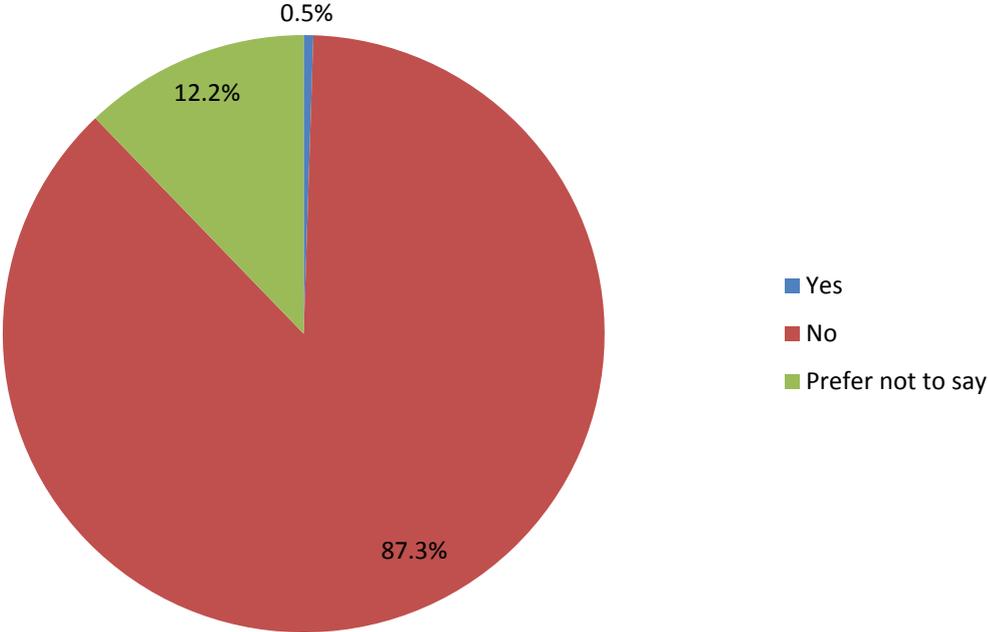
### Gender- survey



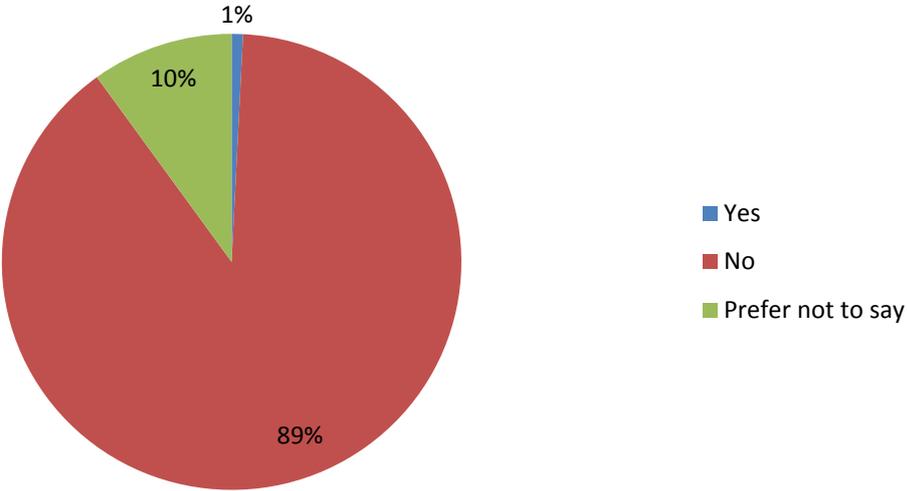
### Gender- simulator



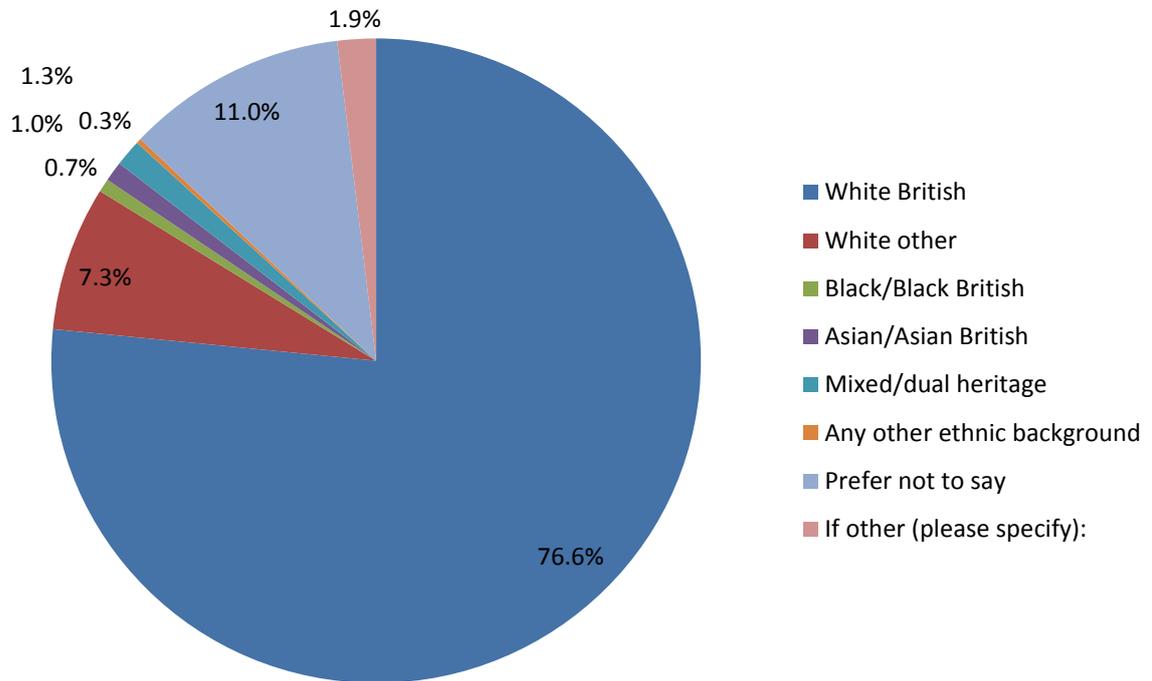
### Transgender- survey



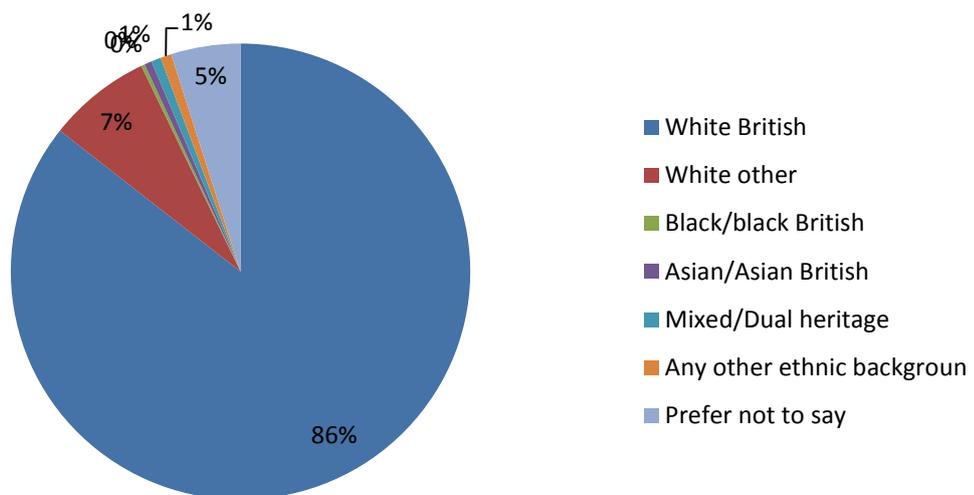
### Transgender- simulator



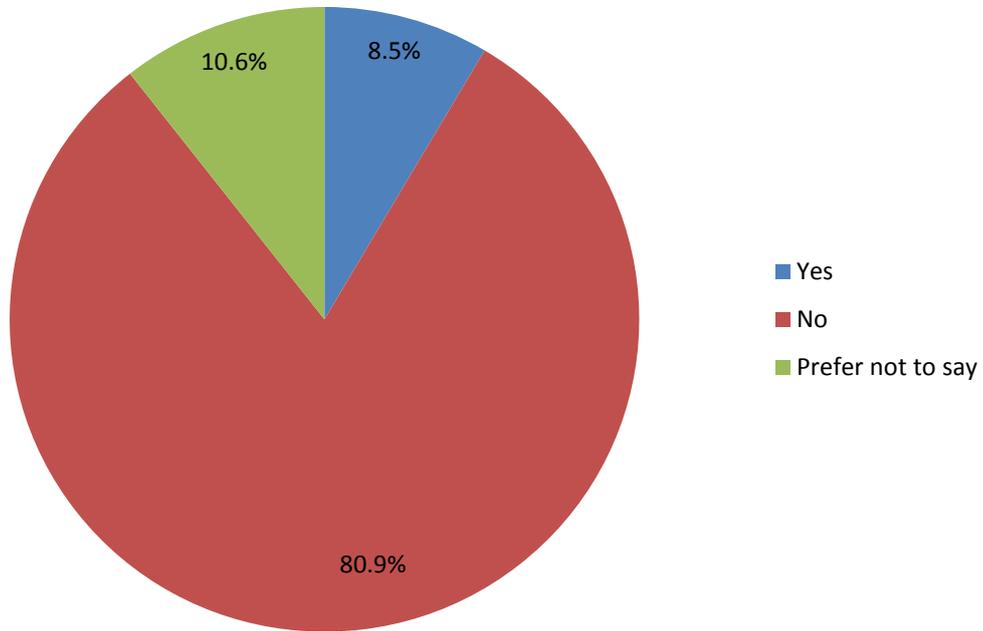
### Ethnicity- survey



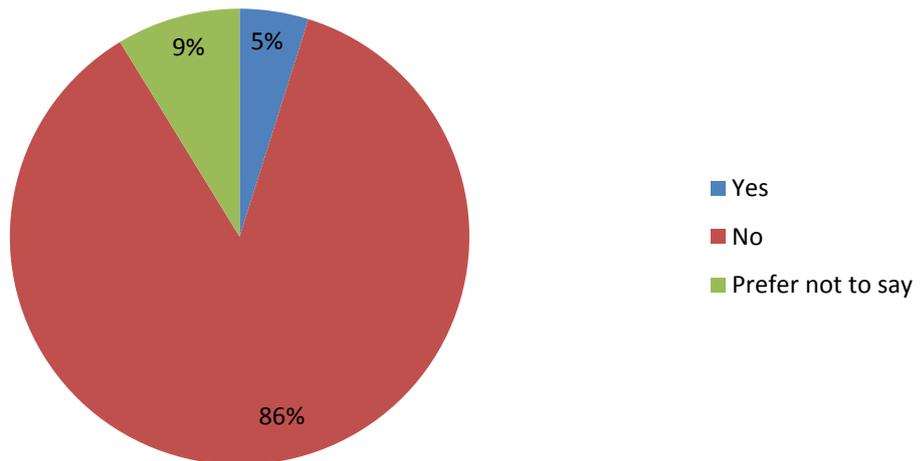
### Ethnicity- simulator



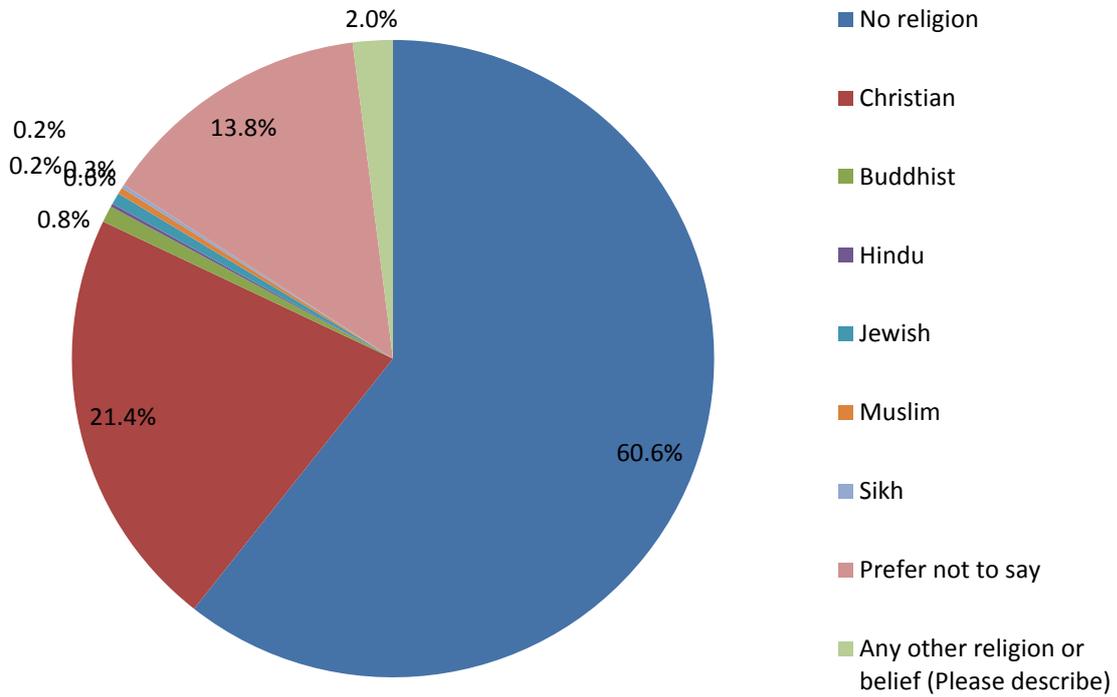
### Disabled- survey



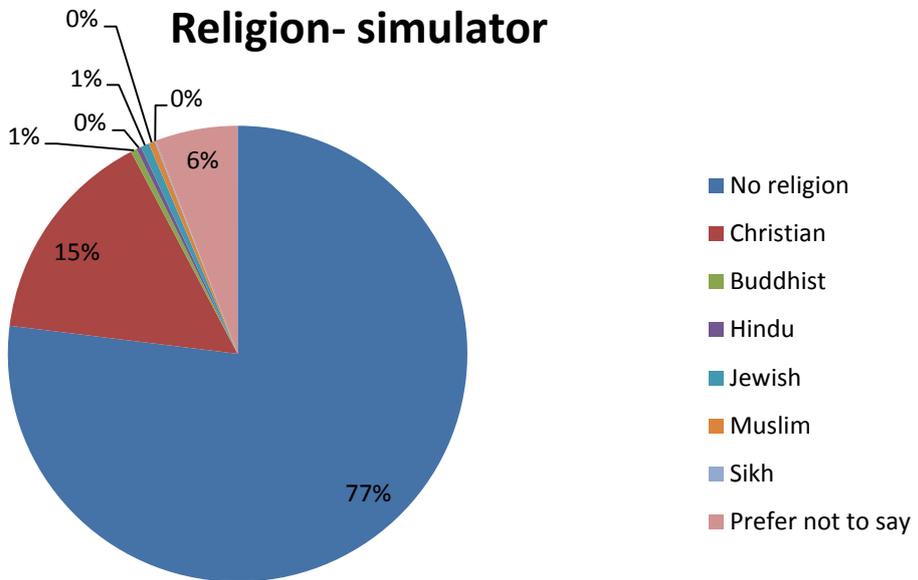
### Disabled- simulator



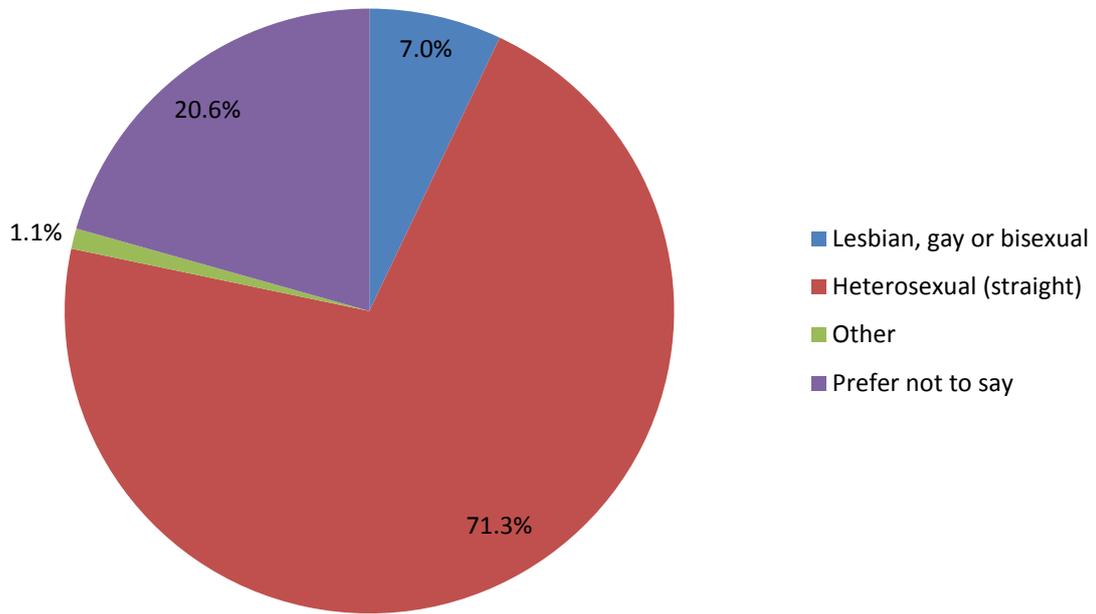
### Religion- survey



### Religion- simulator



### Sexual orientation- survey



### Sexual orientation

