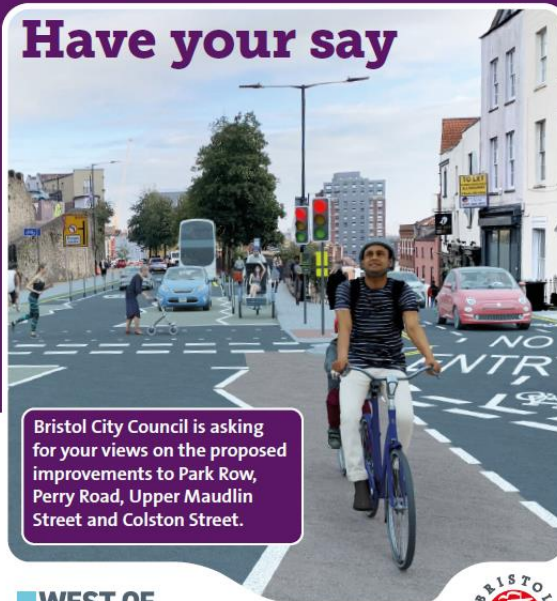


Park Row, Perry Road, Upper Maudlin Street and Colston Street – Permanent Scheme Consultation Report

February 2022

**Consultation on
improvements to Park Row,
Perry Road, Upper Maudlin
Street and Colston Street**

Have your say



Bristol City Council is asking
for your views on the proposed
improvements to Park Row,
Perry Road, Upper Maudlin
Street and Colston Street.



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1. Summary

Public consultation in relation to this proposed permanent scheme was carried out between 29 November 2021 and 16 January 2022.

The proposed permanent scheme aims to:

- Make it easier and safer to walk and cycle in the area by providing more space for pedestrians and cyclists
- Support local businesses to stay and thrive in the area by increasing the number of pedestrians
- Improve the safety of traffic light junctions for all road users
- Manage traffic flow and reduce pollution in the area
- Encourage people to take the bus, walk or cycle to key destinations such as the hospital and university

How we engaged

To ensure that the survey reached as wide an audience as possible, we did the following:

- Paper copies of the survey with a language template covering 12 languages were created along with a free post envelope
- Letters were mailed to 1,974 addresses in the local area to make sure that local residents and businesses were aware of the survey
- The online survey was compatible with word reader software
- Local stakeholders and community groups were asked to help raise awareness of the survey
- The survey was promoted via online social media platforms which appeal to different age ranges
- On-street drop-in sessions took place at a number of key locations
- Conducted two 'town hall' virtual meetings with local businesses, stakeholders, and residents to present the proposed scheme and hear feedback
- Held individual meetings with a range of key stakeholders; and commissioned WECIL (the West of England Centre for Inclusive Living) to carry out a review of the scheme from an accessibility perspective

Town Hall virtual meetings

Two meetings were held (on 14 December and 13 January) targeting local community groups and traders and immediate residents. A presentation was given, followed by an opportunity for those attending to ask questions and put forward comments and suggestions.

Stakeholders

Targeted meetings took place with the following stakeholders during the consultation period:

- Bristol Royal Infirmary
- University of Bristol
- The developer of the old Bristol Royal Infirmary site
- Bristol Business Improvement District
- Bristol Walking Alliance
- Bristol Cycling Campaign
- Disabled People and Older People Advisory Group

WECIL (the West of England Centre for Inclusive Living) was also commissioned to carry out a review of the scheme from an accessibility perspective.

Other key stakeholders were emailed and invited to comment, including:

- Emergency service providers
- Equality groups
- Transport operators
- Transport board members
- Educational institutions
- Refuse firms
- Faith groups
- Voluntary and community sector groups
- Energy, water, and telecommunication providers

Emergency services are keen to be kept involved in discussions once proposals emerge as they require emergency access.

Formal responses were received from the following organisations:

- Christmas Steps Arts Quarter
- Bristol Walking Alliance
- Bristol Cycle Campaign
- Bristol Civic Society

Survey

A total of 565 completed responses to the survey have been captured using the online Smart Survey platform over the consultation period. Headline results are as follows:

- 565 people completed the survey
- 44% of respondents are local residents, 69% live within two miles of the scheme, 33% work in the area and 45% are regular visitors
- 70% of respondents tend to walk through the area, 65% tend to cycle, 45% tend to drive, 78% agree with the proposed changes overall (with a range of 76-80% across the different sections of the scheme; Colston Street being the lowest, at 75.5%)
- 66% approve of bus stop boarders

2. Background

In response to the COVID-19 pandemic, the council accelerated its existing long-term transport ambitions to improve walking and cycling journeys while capacity on public transport was reduced, trialling measures with temporary materials.

Central government's 'roadmap out of lockdown' accelerated projects, as there was a need to enable social distancing whilst supporting businesses throughout re-opening.

The temporary scheme was introduced in September 2020.

An engagement exercise took place between 14 December 2020 and 24 January 2021, which included a resident survey:

- More than 700 letters were distributed, posters were put up, and there were social media posts
- 460 responses were received
- Over 70% of respondents felt that waiting times at pedestrian crossings were too long
- Over 75% thought that not having a cycle lane that continues past the hospital was a problem

A separate business survey was also carried out:

- 83 businesses were visited in person to ask for their opinions
- The business survey showed a lack of loading bays were of particular concern
- Disabled parking provision was also a recurring theme
- 143 stakeholders were contacted at the launch of the survey as well, to ask for their thoughts and comments
- Meetings were held with a range of key stakeholders

Designs for the proposed permanent scheme were then developed using feedback received, in line with government guidance on high quality cycling infrastructure.

The permanent scheme proposes to go far beyond the temporary scheme in terms of improvements to travel and the delivery of benefits for the local and wider community.

2.1 The temporary scheme

The temporary scheme will most likely remain in place until the permanent scheme has been implemented.

2.2 Objectives of engagement and communications

The detailed engagement exercise aimed to:

- Seek views from key stakeholders on the proposals
- Seek views from local businesses and local people living and working along and near the relevant streets

- Continue constructive dialogue and create an environment where people can be involved throughout the process of developing the scheme
- Create a good understanding of the proposals and any benefits for stakeholders, local businesses, local people, and commuters
- Demonstrate that the council is prioritising sustainable transport options to help Bristol become a sustainable city with a low impact on our planet, with clean air, and a healthy environment for all

To achieve these objectives, the team agreed upon key messages such as:

- Bristol City Council is committed to working with local people and partners to improve sustainable transport across the city
- The council has introduced some short-term measures during COVID-19 aimed at making it easier for people to choose to walk and cycle
- The council has been talking to businesses, local people living and working along the street to get early thoughts on what works well, what could change, and how people would like to be able to travel. This feedback has helped to produce the proposals for a permanent scheme

The target audiences for this project include stakeholders such as:

- Bristol City Council ward members, Members of Parliament
- Local businesses and traders
- Local people who live on the street or on side roads
- Local resident associations, faith, and community 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, business cards and posters. All of the information was provided online and was compatible with word reader software.

The online survey had a shortened link (www.bristol.gov.uk/Parkrow) that was promoted and publicised through social media channels and newsletters. To ensure that those who do not have online access were also included, the team produced paper copies of the products. To bring the design to life a series of visualizations were produced too so that respondents could clearly see the proposed changes (examples of which are included below for reference).

Bristol Royal Infirmary crossing and bus stop boarder



Junction of Lower and Upper Maudlin Street



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

3.1 Community survey

The survey was designed by the team to capture views from residents, businesses and anyone who uses the street, to help build a picture of what people would like to see for the permanent scheme.

The survey was split into the following sections:

1. Details of who is responding, travel habits, usage of the street
2. Proposed permanent scheme separated into seven sections along the route
3. Details about community bike hangar any other comments
4. 'About you' details

The first section asked how the respondent would describe themselves, and for their full postcode, and how far they live from Park Row. It also asked how people travel to the road and how often people visited the street. The second focused on three proposed options and asked people which one they preferred, and, thinking about the option they picked, whether it improve the street. It asked what people liked about their preferred option and what they would change. The third section asked about interest in a community bike hangar and street artwork and for any other comments. The last focused on the 'about you' detail so that the team could monitor who responded to the survey.

The survey was available for six weeks and was hosted on the consultation hub on the council's website and had a shortened link of www.bristol.gov.uk/Parkrow.

See Appendix 6.1 'Park Row, Perry Road, Upper Maudlin, Marlborough and Colston Street Survey' to see the paper version that reflects the online version.

4. Survey launch

A social media plan was created which included images of the consultation and text for use in communications and web friendly copy for the website, Facebook posts, Twitter and copy for newsletters that were used for local organisations. These social media posts were also promoted by Betterbybike and other transport social media accounts. A press release was circulated to local news outlets which announced the proposals under consideration.

4.1 Town hall virtual meetings

Two 'town hall' style virtual meetings were organised. The first on 14 December 2021 at 6pm was for local stakeholders who have been involved in the engagement for Park Row scheme and included traders and local resident groups. The event was promoted on the consultation web page and in online social media supported by the local representative for the Councillor Ani Stafford-Townsend.

The second was held on Thursday 13 January at 6pm, which was requested as a follow up event to the first. The Park Street scheme was highlighted as being an issue so local stakeholders wanted more information and a chance to ask questions about the impact of the scheme.

4.2 Stakeholders

Letters to local households had a link to the webpage and contact details if paper copies were required or if the survey was required in a different format. There was also a phone number and email address if people wanted to make a specific comment or to ask a question.

Emails were sent to local traders in the area who were involved in the consultation in relation to the temporary scheme.

4.3 Seldom heard communities

Traditionally the younger population, those from ethnic minority groups and those living in the most deprived wards, are often seldom heard from. To ensure those groups and those living close to the street environment were aware of the engagement process, the team sent out 1,975 letters to all the properties in the local area. Social media posts also targeted this area and encouraged people to respond. The stakeholders contacted at the beginning and during this engagement also represented many groups within the community and were asked to help encourage and engage members to have a say.

The council is very aware that not everyone has access to online resources which is why the team organised street stalls on local streets to advertise the engagement and provide contact details in different forms. Two of these events had to be cancelled (due to COVID within the team) but one of those were we rescheduled, and a total of four days of events took place along the route at five key locations:

- Top of Christmas Steps and Colston Avenue
- BRI Hospital
- Willow Park
- Park Street Avenue
- Lower and Upper Maudlin Street

On all paper and online copies of the engagement outputs the team provided a language template so that people could get the survey in a different language or in a different format as noted in the engagement tool section. The products also had a phone number which had an answerphone function. People could call and leave a message asking a question or leaving a comment and someone would get back to them. An email address was also provided along with a written address, so people had a choice of how they wished to communicate. We also offered phone appointments and virtual meetings to allow people to speak to the team if they had any questions and queries.

5. Results

The following section will detail the results from the town hall virtual meetings, stakeholders, and the survey.

5.1 Town Hall virtual meetings

Each meeting was chaired by the local ward members and supported by council officers who are working on the project. The meeting format included an introduction followed by a presentation covering the history of the scheme so far and explaining the proposal, breaking it down into seven sections of the permanent scheme. The attendees were allowed time to ask questions and express their opinions on the overall scheme or specific features. Officers took notes and fed back any comments, objections, and suggestions.

14 December 2021 meeting

The first meeting held on 14 December 2021 was an open meeting and was attended by a mixture of local businesses and residents. 19 people registered to attend the meeting and 18 attended.

A summary of the feedback follows:

Park Row

Support for the north bound bus stop moving from Park Row to Perry Road as this will allow better access to the shops and more central to area.

Considerations: There was an enquiry as to if there was space for the second bus stop currently on Park Row (south side) to be to be relocated on or closer to Perry Road.

Due to the reduction of parking in the area is it possible to install designated business parking in Trenchard Street car park.

Perry Road

The provision of disabled parking and loading South/East bound was welcomed by the run of shops on Perry Road.

Considerations: The need for north/west bound provision, as delivery companies will have to go up and around the triangle to access the one parking space currently planned. Due to the frequency of deliveries this might otherwise become a problem.

Would the size of the space for loading bays and disabled parking bays that are planned southbound outside the row of shops on 5 Perry Road be sufficient for loading and parking?

Cycle parking needs reinstating on Perry Road outside Zero Degrees. When the cycle lane was installed, the island was removed that had space for eight bikes. The best option to re-site these will be between trees.

Upper Maudlin Street

Cycle parking needs to be reinstated outside the t-shirt shop.

Lower Church Lane

A meeting with Lower Church Lane residents is being arranged to establish a preferred option for stopping through traffic there (such as 'no through traffic' signs or a bollard stopping through access).

Colston Street/Lower Park Row

Some businesses expressed support for the improvements to the area and removal of rat run traffic from Colston Street which was made worse since the bus gate was installed at the bottom of Colston Street.

Considerations: Not being able to turn right at the top of Lower Park Row could be an issue as currently proposed as part of the scheme, it will mean all traffic coming up Colston Street can only continue up to Clifton Triangle.

There might be issue with the flow of traffic after events at Bristol Beacon. Could the bus gate at bottom of Colston Street be reopened?

Look at Trenchard Street improvement framework, which explored several changes to the area including organise parking on Lower Park Row to horizontal that increased the amount of parking spaces.

13 January 2022

The second meeting held on 13 January 2022 was open to anyone to attend. The issues raised at the second meeting were very similar to the first meeting as a few of the attendees came to both, but there were some additional businesses and residents present. Some additional viewpoints that were made were as follows:

Concern over the loss of resident parking on Colston Street and queries whether any more can be added.

Loading issue for Zero Degrees, who say they require access from Perry Road for pumping so agreed to have a follow up conversation (further information below).

Bristol Beacon said they need access/adequate turning circles for coaches and equipment on concert nights. Agreed to send further information (see summary below).

Following the meeting further correspondence were received from Zero Degrees and Bristol Beacon. Key points outlined below.

Zero Degrees:

State that loading is required on Perry Road and Colston Street.

They have been receiving fewer deliveries due to reduced service; pre covid they 80 deliveries per week during normal trading patterns, made in a variety of vehicles including 3.5T vans, 7.5T trucks, 18T trucks and articulated lorries.

They take delivery of up to four tonnes of malt, which is delivered once or twice a week depending on the production, and could take between 10 and 30 minutes to do. This cannot be done from Colston Street because the malt is stored in the brewery on Perry Road.

Beer must be pumped in or out into waiting vans, trucks or even lorries up on Perry Road, which cannot be done on Colston street, and take up to an hour as well as keg deliveries of up to 30 kegs that need to be loaded or unloaded from vans. This can take about 30 to 60 minutes to do.

Bristol Beacon:

State that provision will need to be made for vehicles turning around before/after events.

Their vehicles vary from a transit van up to 55' trucks and 40' buses (sometimes up to five vehicles). These are usually articulated vehicles or are rigid 'tour buses'. It should be noted that these are classed as coaches, not buses so cannot use the bus gate onto Colston Avenue we are told. These coaches are often double deckers. Current transport plan has the vehicles coming down Colston St from Maudlin St and offloading at the front of Bristol Beacon (where the hoarding is). Loading could be a problem as trucks have to face downhill to avoid the equipment falling out endangering technicians.

Colston Yard:

State that if the proposed change of traffic flow to one way on Colston Street (downwards) is done it will make it near impossible to facilitate turning into the yard with catering vehicles and delivery vehicles.

5.2 Suggestions from stakeholders

Christmas Steps Arts Quarter:

Would like extra loading bays:

- Outside Zero Degrees on Perry Road
- Outside 30 Upper Maudlin Street
- On Christmas Steps, near number 19 Lower Park Row

Further suggestions:

- Realignment of parking on Lower Park Row to compensate for loss of spaces (from Trenchard Street public realm strategy page 33). However, it is worth noting there was email feedback from a business on Lower Park Row that was opposed to this.
- Would like Lower Church Lane turned into a no through road to stop it being used as a rat run.
- Removal of right turn ban on St Michaels Hill as they cannot see the reason for this being done and it increases congestion. Re-open the bus gate at the bottom of Colston Street.

The full response from Christmas Steps Arts Quarter can be viewed at Appendix 6.2.

Bristol Walking Alliance

Support for:

- Light controlled crossing at BRI, Junction of Perry Road and junction of Woodland Road
- Narrowing of junction mouth at bottom of St Michaels hill.

Reservation over some details including:

Removal of the pedestrian island at the bottom of Woodland Road

- Possible conflict at bypasses between pedestrians and cyclists as pedestrians will have to make two movements getting on and off buses plus whether it would be made clear to cyclists that they will need to give way. This might need surface changes.

Time allowed for crossing outside the BRI will need to be considered due to the size of the road. This can be made easier by use of a countdown timer for pedestrians.

Some further suggestions were

- continuous footway at the top of Lodge Street
- **Disabled parking on top or** Lower Maudlin Street moved to somewhere less steep to allow better access for wheelchairs
- Parking moved to opposite Colston Street side, so the pavement feels clearer

The full response from Bristol Walking Alliance can be viewed at Appendix 6.3.

Bristol Cycle Campaign

Strongly support the provision of protected cycle lanes on Park Row area between Clifton and Dighton Street. This corridor connects the city centre and beyond to a number of destinations with extremely high potential for active travel including University and Bristol Royal Infirmary.

Response was broken down into seven sections as outlined in consultation material. There was support for several features including the segregated cycle lane in both directions along the route, bus stop boarder, loading bay bypasses and signalised crossings.

There were a number of suggestions for each section, which can be read in detail in the appendices, but they include:

- Addition of red surfacing at key point along the route such as through junctions at Park Street Avenue, St Michaels Hill and the entrance of the BRI
- Increase cycle lane width at points where it falls below minimum width of LTN 1/20
- Added segregation to sections that are not included, such as westbound Colston Street to St Michaels Hill
- Clearer marking of entry to the bus stop bypasses and to Colston Street scheme
- Addition of continuous cross over at the bottom of Lower Park Row

The full response from Bristol Cycle Campaign can be viewed at Appendix 6.4.

Bristol Civic Society

- Care will be needed in the design of the junction of Upper Maudlin St and Colston St. The removal of traffic signals and the associated advanced stop line for cyclists proceeding up Upper Maudlin St may increase the risk of cyclists being 'left-hooked' here
- Concern that the screw-down bollards intended to demarcate cycle lanes are unlikely to be sufficiently robust. They appear too slender to offer much resistance to a straying lorry, for example. It seems likely that gaps will soon appear which will allow vehicles to park, blocking the cycle lanes. We would prefer to see well designed, properly segregated cycle lanes
- Good design of bus stop **boarders** and loading bay bypasses is required to minimise conflicts between cyclists, pedestrians, bus passengers and delivery personnel. We have seen examples elsewhere of busy bus stops with narrow cycle lanes bypassing them. Cyclists appear to speed up as the cycle lane narrows, increasing the risk of collision. This kind of bad design must be avoided

The full response from Bristol Civic Society can be viewed at Appendix 6.5.

West of England Centre for Inclusive Living (WECIL) report

The audit was conducted to assess how the proposed scheme would meet the accessibility needs according to the Equalities Act of 2010. The report highlighted several positive changes that are welcomed on the route, including the upgrade of the crossing and separation of pedestrian and cyclist movements.

These can be read in full in the report but a summary of the improvements that can be made is listed below:

- Greater contrast of street with new bollards to aide those with visual impairments and drivers.
- A number of questions arising from the new crossing, including Woodland Road, Perry Road and Upper Maudlin Street, arising from the multiple marking and waiting area for cyclist with 2-stage right turn. These areas need to be clearly defined and at BRI there needs to be tactile paving in central refuse area.
- At least three of the parking bays on Woodland Road changed to disabled parking to increase provision in the area.
- Widening footway is welcomed at points on the route including bottom of St Michaels Hill
- Inclusion of tactile paving at Lodge Causeway is needed.
- With Bus stop **boarder** marking to give pedestrians the priority will be needed to avoid conflict **weather** zebra crossing or other markings.
- Where loading bay bypass includes disabled parking, consideration is needed for transfer space for disabled users next to the cycle lane.
- Ensuring enough time and space allocation at single stage crossing will be crucial for accessibility of all users.
- Location of cycle and Voi e-scooter parking away from the pedestrian area is good as it is over by the building and will not obstruct the way for pedestrians.







Further issues:

- Will Park Street affect traffic on Park Row?
- No tactile paving by Trenchard Street car park entrance
- Pedestrian priority on areas of the scheme such as bypasses
- Tactile paving on half way refuse areas for crossings

The full report from **WECIL** can be viewed at Appendix 6.6.

5.3 Survey results

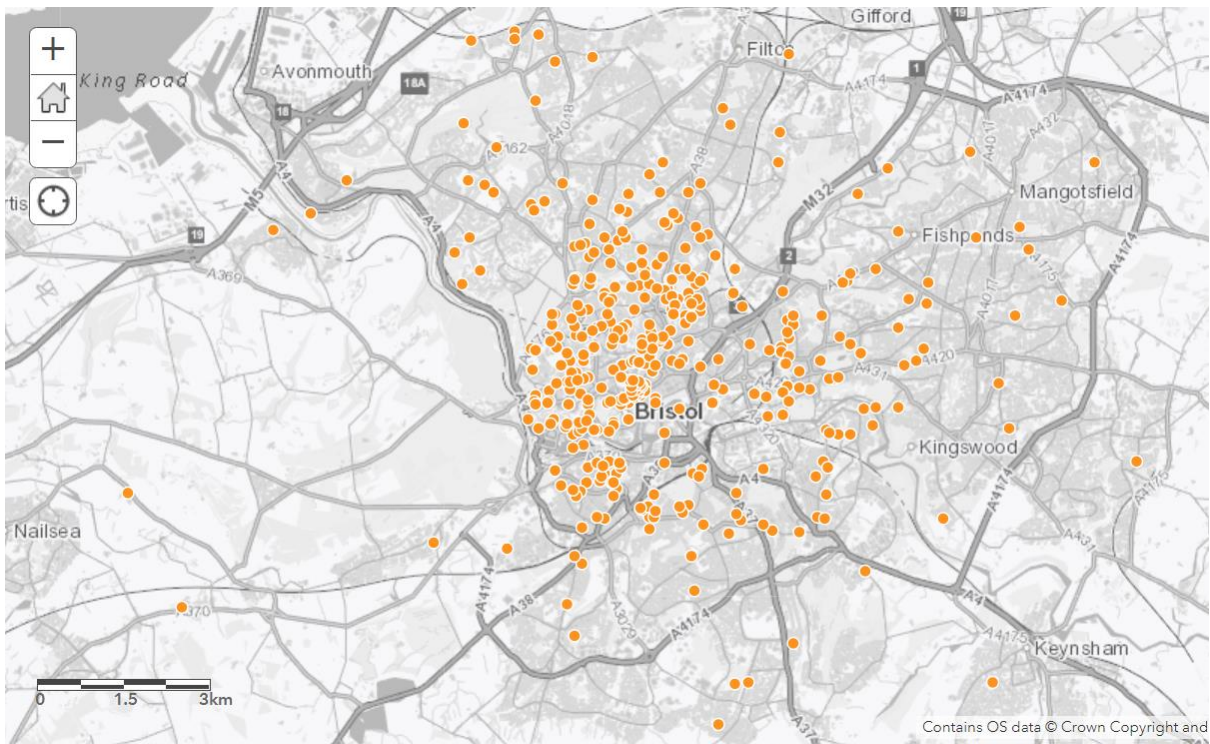
A total of 565 completed responses have been captured using the online Smart Survey platform over the consultation period. Below is a summary for each question with the breakdown of responses:

1. Which of the following best describes you? (tick all that apply)				
Answer Choices			Response Percent	Response Total
1	I am a local resident		44.11%	247
2	I am a local business owner		6.07%	34
3	I work in the local area		32.68%	183
4	I am a regular visitor to the local area		45.36%	254
5	I commute through the area		27.86%	156
6	Other (please specify):		6.43%	36
			answered	560

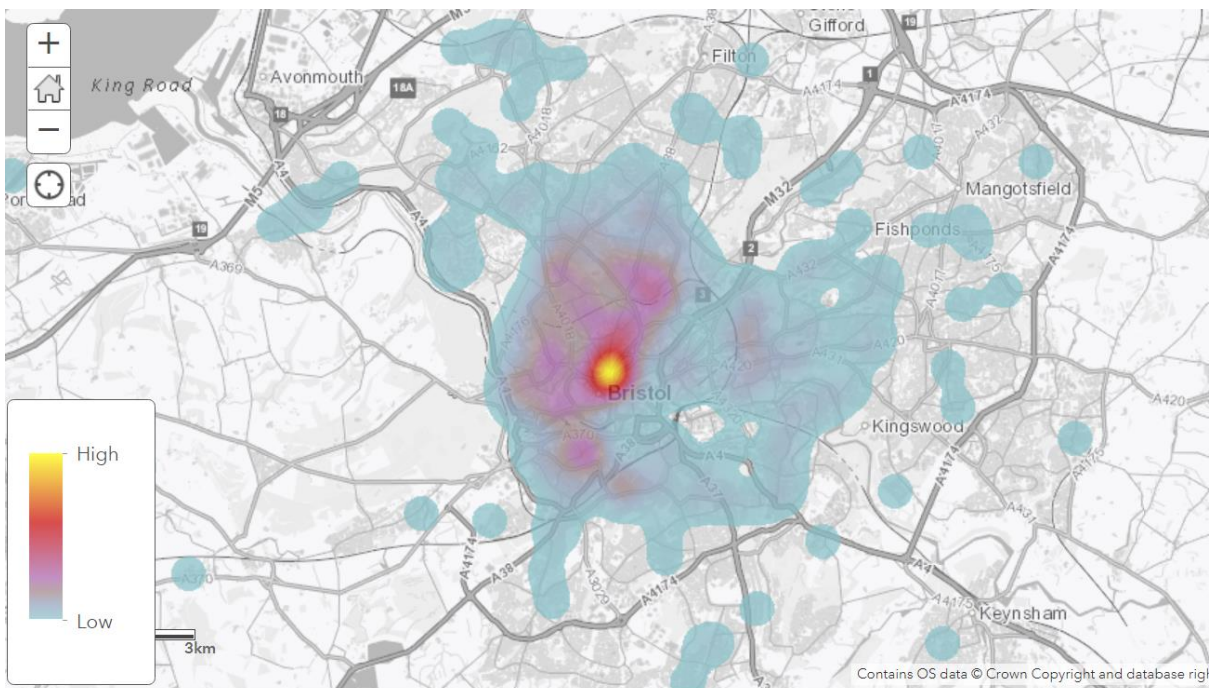
Over 44% were local residents living within two miles of the area and 45% of respondents were a regular visitor to the area.

15. What is your full postcode?				
			Response Percent	Response Total
1	Open-Ended Question		100.00%	488






Of the responses, 488 gave their postcodes. These have been plotted on a map to show where the respondents live.



The second map is a heat map that shows that there is a concentration of high responses surrounding the Park Row to Marlborough Street area.













2. How far do you live from Park Row, Perry Road, Upper Maudlin and Colston Street area?

Answer Choices			Response Percent	Response Total
1	Up to one mile		28.42%	158
2	1 to 2 miles		41.01%	228
3	3 to 5 miles		20.14%	112
4	5+ miles		3.06%	17
5	I live outside of Bristol		7.37%	41
			answered	556
			skipped	9

Over 69% of respondents live within two miles of Park Row.








3. How do you travel to or through Park Row, Perry Road, Upper Maudlin and Colston Street? (tick all that apply)

Answer Choices			Response Percent	Response Total
1	I walk		70.25%	392
2	I use a bicycle		64.87%	362
3	I use a scooter		10.57%	59
4	I catch the bus		18.10%	101
5	I catch the train		1.25%	7
6	I use a taxi		8.42%	47
7	I use a motorcycle		1.79%	10
8	I drive a car/van		44.80%	250
9	I am a car passenger		12.72%	71
10	Other (please specify):		2.15%	12
			answered	558
			skipped	7

Over 70% walk to travel to or through Park Row, Perry Road, Upper Maudlin and Colston Street, 65% cycle, and 45% travel by car/van as a driver. In the 'Other' response 14 comments were received and were broken down into 5 topics. They are noted in the following table:

Wheelchair	1
Run	3
Kick scooter (non-electric)	1
Electric car	1
Taxi driver	1
LGV	1





4. How often do you visit/use Park Row, Perry Road, Upper Maudlin and Colston Street area?

			Response Percent	Response Total
1	Daily		23.16%	129
2	3 to 4 times a week		19.75%	110
3	1 to 2 times a week		28.55%	159
4	Fortnightly		12.57%	70
5	Monthly		8.80%	49
6	A few times a year		6.28%	35
7	Rarely		0.90%	5
Statistics			answered	557


The survey was split into seven sections with respondents given the option to give feedback on each section. A single individual could be represented in multiple theme areas as comments were broken down and divided into themes. Similarly, some respondents only made a general comment or commented on one area. Most of the comments were general to an element of the scheme (such as cycle protection or congestion) and are summarised into themes on page 25. Where there were specific comments about features on each section, they have been summarised after the section questions below.

Park Row to Woodland Road

5. To what extent do you agree or disagree with the package of measures proposed for Park Row to Woodland Road?

Answer Choices			Response Percent	Response Total
1	Strongly agree		50.00%	277
2	Agree		28.16%	156
3	Neither agree nor disagree		6.50%	36
4	Disagree		4.51%	25

5. To what extent do you agree or disagree with the package of measures proposed for Park Row to Woodland Road?

5	Strongly disagree		10.83%	60
			answered	554






78% of respondents agree or strongly agree with the proposed changes.

For this section, 12 comments were left and are summarised below:



Category	Number	Summary of comments
Protection	5	Would prefer curb protection at the junction with Woodland Road for cycling.
	3	Some respondents wanted the island to remain due to the size of the road.
Congestion	2	Signalised crossing here will increase congestion.
Access	2	Questions if access to the garage will be affected by the changes.

Woodland Road Junction to Perry Road

6. To what extent do you agree or disagree with the package of measures proposed for Woodland Road to Perry Road?






Answer Choices			Response Percent	Response Total
1	Strongly agree		48.10%	266
2	Agree		28.21%	156
3	Neither agree nor disagree		7.96%	44
4	Disagree		6.15%	34
5	Strongly disagree		9.58%	53
			answered	553

76% of respondents agree or strongly agree with the proposed changes between Woodland Road and Perry Road.



7. Which of the following bus stop layouts would you prefer?				
Answer Choices			Response Percent	Response Total
1	a) Bus stop boarder		65.97%	314
2	b) Bus stop with raised kerb (protected cycle lane stops on approach to bus stop)		34.03%	162
			answered	476

All responses in this section were included in other areas of the report as they were primarily to do with design features on the route that appeared in multiple sections and comments repeated so have been counted together. These mainly referred to the bus stop boarders continuous cycle lane and possible conflict between users that were not specific to this section.

Perry Road to St Michaels Hill Junction including Lower Church Lane

8. To what extent do you agree or disagree with the package of measures proposed for Perry Road to St Michael's Hill?				
Answer Choices			Response Percent	Response Total
1	Strongly agree		48.64%	268
2	Agree		26.86%	148
3	Neither agree nor disagree		7.80%	43
4	Disagree		5.63%	31
5	Strongly disagree		11.07%	61
			answered	551

75% of respondents agree or strongly agree with the proposed changes between Perry Road and St Michaels Hill.

9. Which of the following bus stop layouts would you prefer?				
Answer Choices			Response Percent	Response Total
1	a) Bus stop boarder		67.38%	316
2	b) Bus stop with raised kerb (protected cycle lane		32.62%	153

9. Which of the following bus stop layouts would you prefer?






stops on approach to bus stop)			
		answered	469

Below are the comments received in the text box for this section of the route:

Category	Number	Summary of comments
Congestion	5	Banning of the right turn at St Michaels Hill has increased congestion.
	1	Signalised crossing at start of Perry Road will increase congestion.
Crossing	4	Crossing location was welcomed due to desire line to access other area to and from university and town.
Parking	1	Additional parking is needed to access shops.
Cycle lane	2	Make Lower Church Lane a cycle route.
Signage	1	Improved signage is needed at the junction.

Upper Maudlin Street to Bristol Royal Infirmary

10. To what extent do you agree or disagree with the package of measures proposed for Upper Maudlin Street to BRI Hospital?

Answer Choices			Response Percent	Response Total
1	Strongly agree		52.63%	290
2	Agree		25.23%	139
3	Neither agree nor disagree		5.63%	31
4	Disagree		5.81%	32
5	Strongly disagree		10.71%	59
			answered	551






78% of respondents agree or strongly agree with the proposed changes between Upper Maudlin Street to Bristol Royal Infirmary.

Below are the responses in the textbox for this section:

Category	Number	Summary of comments
Design an improvement	6	Overall the design was seen as an improvement to what was in place before.
Complicated	1	One respondent thought the scheme was too complicated.
Hospital drop offs	3	Adding a drop off area was recommended.

Bristol Royal Infirmary to Lower Maudlin Street Junction

11. To what extent do you agree or disagree with the package of measures proposed for BRI entrance to Lower Maudlin Street?






Answer Choices		Response Percent	Response Total
1	Strongly agree		53.89% 291
2	Agree		25.74% 139
3	Neither agree nor disagree		6.30% 34
4	Disagree		4.26% 23
5	Strongly disagree		9.81% 53
		answered	540
		skipped	25

78% of respondents agree or strongly agree with the proposed changes from Bristol Royal Infirmary and onto Lower Maudlin Street.

There were no comments left in the textbox for this section.

Marlborough Street (BRI entrance to Lower Maudlin Street)

12. To what extent do you agree or disagree with the proposals for Marlborough Street?

Answer Choices		Response Percent	Response Total
1	Strongly agree		54.07% 292
2	Agree		23.15% 125
3	Neither agree nor disagree		8.89% 48
4	Disagree		4.26% 23
5	Strongly disagree		9.63% 52
		answered	540

77% of respondents agree or strongly agree with the proposed changes.

Below are the comments that were left in the textbox for this section:






Category	Number	Summary of comments
Design an improvement	6	Overall the design was seen as an improvement to what was in place before.
Narrowing of Pavement	14	There was some reservation about narrowing the pavement to accommodate the cycle lane, and queries as to whether

		the widths here will still be ok for footfall and individuals with wheelchairs given the proximity to the BRI.
Whitson Street turning	5	Stop cars turning into Whitson Street.

Respondents were asked if they would like cycle hangers on three residential streets - responses are below.

13. Would you like to have a cycle hanger installed on the following streets:			
Answer Choices	Yes	No	Response Total
Colston Street	76.96% 147	23.03% 44	191
Woodland Road	78.60% 147	21.39% 40	187
Lower Park Row	75.93% 142	24.06% 45	187
		answered	247

Colston Street and Lower Park Row

14. To what extent do you agree or disagree with the package of measures proposed for Colston Street and Lower Park Row?				
Answer Choices			Response Percent	Response Total
1	Strongly agree		49.64%	272
2	Agree		26.09%	143
3	Neither agree nor disagree		7.85%	43
4	Disagree		5.84%	32
5	Strongly disagree		10.58%	58
			answered	548
			skipped	17

78% of respondents agree or strongly agree with the proposed changes between Upper Maudlin Street to Bristol Royal Infirmary. Overall, the comments were supportive of the change to make the street one way. There were a range of considerations and comments on aspects of the scheme.

Below are the comments that were left in the textbox for this section:

Colston Street

Category	Number	Summary of comments
Line marking and right of way	18	From the visualisations the line and priority was unclear making it appear confusing. Some respondents thought this could cause accidents.
Traffic Increase	10	Fear that not having a through route up Colston Street will increase congestion.
Close street	4	Some respondents wanted Colston Street closed entirely.
Do not change	3	Others did not want it changed.
Business Access	1	Access is needed to Colston Yard and drop off at Zero Degrees.
Recommendations	3 2 2 1 1 1	More parking is needed for residents. Remove parking from the street. Reopen Bus gate. Don't remove zebra crossing. Traffic calming will be needed to reduce speed on one way. Change street name.

Lower Park Row

Category	Number	Summary of comments
Protection	12	Respondents thought more protection was needed as Lower Park Row only had advisory cycle lanes.
Turning Top of Lower Park Row	7	Not being able to turn right onto Lower Park Row and from Lower Church Lane onto Perry Road would be an issue.
Do not make one way	1	Do not make it one way.

There were 340 responses received that related to the general proposal rather than specific section outlines. These have been broken down into the following categories. These focused on aspects that can be improved or changed, with seven respondents saying they did not want the scheme implemented:

- Cycling related
- Walking related
- Protection
- Congestion/Loss of lane
- Other

Category	Number	Summary of comments
Cycling Improvement	146	There was overall positive feedback for the improvement to cycling along the route there were some issues/questions raised.
	29	Need for more continuous cycle lane.
	7	Confusion over two stage right turn.
	4	More cycle parking needed along route.
	1	If cargo bike will be able to use lanes.
	1	Road not wide enough for cycling.
	1	Not everyone can cycle.
Walking improvement including pavements	82	General support for improvements for pedestrians along the route, included upgrading of the crossings particularly outside the hospital and inclusion of more single stage crossing on the corridor. A couple questions were raised a few times about whether pedestrians will be given priority or longer time to cross particularly outside the BRI where the road is wider and at Woodland Road junction.
	4	There were a few comments about pavements needing to be wider and the need for repairs to sections along the corridor.
Bollards	49	The screw down bollards were noted as an issue both in terms of the look of them but in particular that they offer too little protection and can be too easily removed. Please note, however, that most if not all of these comments related to the orange screw down bollards and not the black ones that were installed in December 2021 which are more robust and harder to tamper with.
	40	A number of comments called for non bollard segregation for cyclist as this was not seen to be sufficient and particular reference was made to the type of separation present on Baldwin Street.
Loss of lane of traffic	37	There is a feeling that that the loss of lane of traffic has reduced capacity on the road and increased congestion.
	14	The scheme has caused a delay for emergency vehicles accessing the area.
	6	The new scheme will stop access from other parts of the city.
Bus bypass and interpeak loading bays	37	There were some concerns about both the bus stop boarder and interpeak loading bays. While it was acknowledged that it would be safer for cyclists (*12) not to pull into oncoming traffic, most comments stated the need for pedestrians trying to get onto the bus to have priority and questions around how this will be managed.
	12*	
	10	The route could do with addition of more interpeak loading bays.
	2	At the hospital there was a concern raised about space allocated for door opening where there is parking.
	3	There was some confusion about how these would work.
Parking	15	Main issue raised is that vehicles park in the cycle lane and due to the lack of enforcement it creates a continued issue. Other issues include:
	6	Need for more disabled parking.

	6 3 2 1	Local businesses need more parking. More parking needed by the hospital. More resident parking needed. Space for taxi to pull in.
General comments:	19 9 5	Clear marking and/or colours needed to properly separate areas for pedestrians, cyclists and road users. This was particularly important by bus stop boarders and interpeak loading bays. Need for more landscaping/greenery along the route. Some thought the whole scheme was a bit confusing / overengineered / a waste of money.
Other	9 4 2 2 1 1 1 1	Roads need resurfacing/potholes filled. Need for more bus services to the area. Scooters are becoming an issue. Don't close Park Street. South Bristol being cut off. Reopening of Lodge Street after Bristol Beacon works. Bollards should be closer together. Space for motorbike filtering is not being considered.

Separately respondents were asked for their thoughts on bus stop **boarders**. They were asked which option they preferred at both relevant locations. Please note, these were in reference to the flag and pole stops on Park Row, one of which will be moved to Perry Road. There were varying comments. Several comments highlighting the need for clear marking and/or colours to properly separate areas for pedestrians, cyclists and road users.

5.2.1 Survey demographics and equalities analysis

The questions below were asked to help us make sure the survey has been responded to by a representative sample of the local ward population:

- What is your age?
- Do you consider yourself to be a disabled person?
- What is your sex?
- Have you gone through any part of a gender reassignment process or do you intend to?
- What is your ethnic group?
- What is your religion/faith?
- What is your sexual orientation?
- Are you pregnant or have you given birth in the last 26 weeks?
- Are you a refugee or asylum seeker?



Below are the results for each question:

16. What is your age?			
Answer Choices		Response Percent	Response Total
1	0-10	0.00%	0
2	11-15	0.18%	1
3	16-17	0.18%	1
4	18-24	6.43%	35
5	25-34	19.49%	106
6	35-44	22.98%	125
7	45-54	16.54%	90
8	55-64	17.65%	96
9	65-74	11.40%	62
10	75-84	2.39%	13
11	85 +	0.00%	0
12	Prefer not to say	2.76%	15
		answered	544





The largest response is from those aged 35 to 44 years old with just under 23% of the comments.

17. Do you consider yourself to be a disabled person?			
Answer Choices		Response Percent	Response Total
1	Yes	8.46%	46

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




2	No		85.85%	467
3	Prefer not to say		5.70%	31
			answered	544
			skipped	21

18. What is your sex?




Answer Choices		Response Percent	Response Total	
1	Female		32.97%	
2	Male		58.38%	
3	Prefer not say		7.73%	
4	Other (please describe):		0.92%	
			answered	543

Just over 58% of respondents were male and nearly 33% were female. Five people ticked the 'other' category of which two were non-binary, a couple empty and one with a comment.

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

Answer Choices		Response Percent	Response Total	
1	Yes		0.19%	
2	No		89.72%	
3	Prefer not to say		10.09%	
			answered	535

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

Answer Choices		Response Percent	Response Total
1	White British		72.27%
2	White Irish		0.92%
3	White Other		9.98%

20. What is your ethnic group? (please tick one box only)				
4	Black /African / Caribbean / Black British		0.92%	5
5	Asian / Asian British		2.40%	13
6	Mixed / Multi ethnic group		2.22%	12
7	Gypsy / Roma / Irish Traveller		0.00%	0
8	Prefer not to say		10.35%	56
9	Any other ethnic background (please describe):		0.92%	5
			answered	541
			skipped	24









Of the respondents 72% were White British and nearly 10% were White other. Five people ticked the different ethnic background box, these included Cornish, Chinese, a UK resident and a White European.

21. What is your sexual orientation?				
Answer Choices			Response Percent	Response Total
1	Bisexual		5.33%	28
2	Gay Man		5.33%	28
3	Gay Woman / Lesbian		0.76%	4
4	Heterosexual / Straight		68.95%	362
5	Prefer not to say		18.29%	96
6	Other (please describe):		1.33%	7
			answered	525
			skipped	40

Most respondents were heterosexual/straight but of the other comments most questioned 'why this matters' and one or two submitted asexual and bicurious.




22. What is your religion/faith?				
Answer Choices			Response Percent	Response Total
1	No Religion		65.03%	344

22. What is your religion/faith?



2	Buddhist		1.13%	6
3	Christian		15.50%	82
4	Hindu		0.19%	1
5	Jewish		1.13%	6
6	Muslim		0.95%	5
7	Pagan		0.19%	1
8	Sikh		0.00%	0
9	Prefer not to say		13.23%	70
10	Other (please describe):		2.65%	14
			answered	529
			skipped	36

65% of respondents selected no religion and of the 14 other there was a range from Quaker, Taoist, Consciousness, neopagan, spiritual and no response.

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

Answer Choices		Response Percent	Response Total
1	Yes		0.57% 3
2	No		90.11% 474
3	Prefer not to say		9.32% 49
		answered	526
		skipped	39

24. Are you a refugee or asylum seeker?

Answer Choices		Response Percent	Response Total
1	Yes		0.00% 0
2	No		90.53% 478
3	Prefer not to say		9.47% 50
		answered	528

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

Answer Choices	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Response Total
There is enough information for me to answer the questions	30.86% 162	52.00% 273	9.90% 52	4.57% 24	2.67% 14	525
The questions make it easy for me to give my views	33.59% 176	46.56% 244	10.50% 55	6.68% 35	2.67% 14	524
The survey meets my accessibility needs	37.09% 191	42.52% 219	16.70% 86	1.17% 6	2.52% 13	515
					answered	525

5.2.3 Emails, phone calls and virtual chats

During the consultation process the team offered three ways for people to contact the council outside of the survey: via email, phone calls or virtual chats. No phone calls were received but 17 emails were received, and a few virtual chats were carried out.

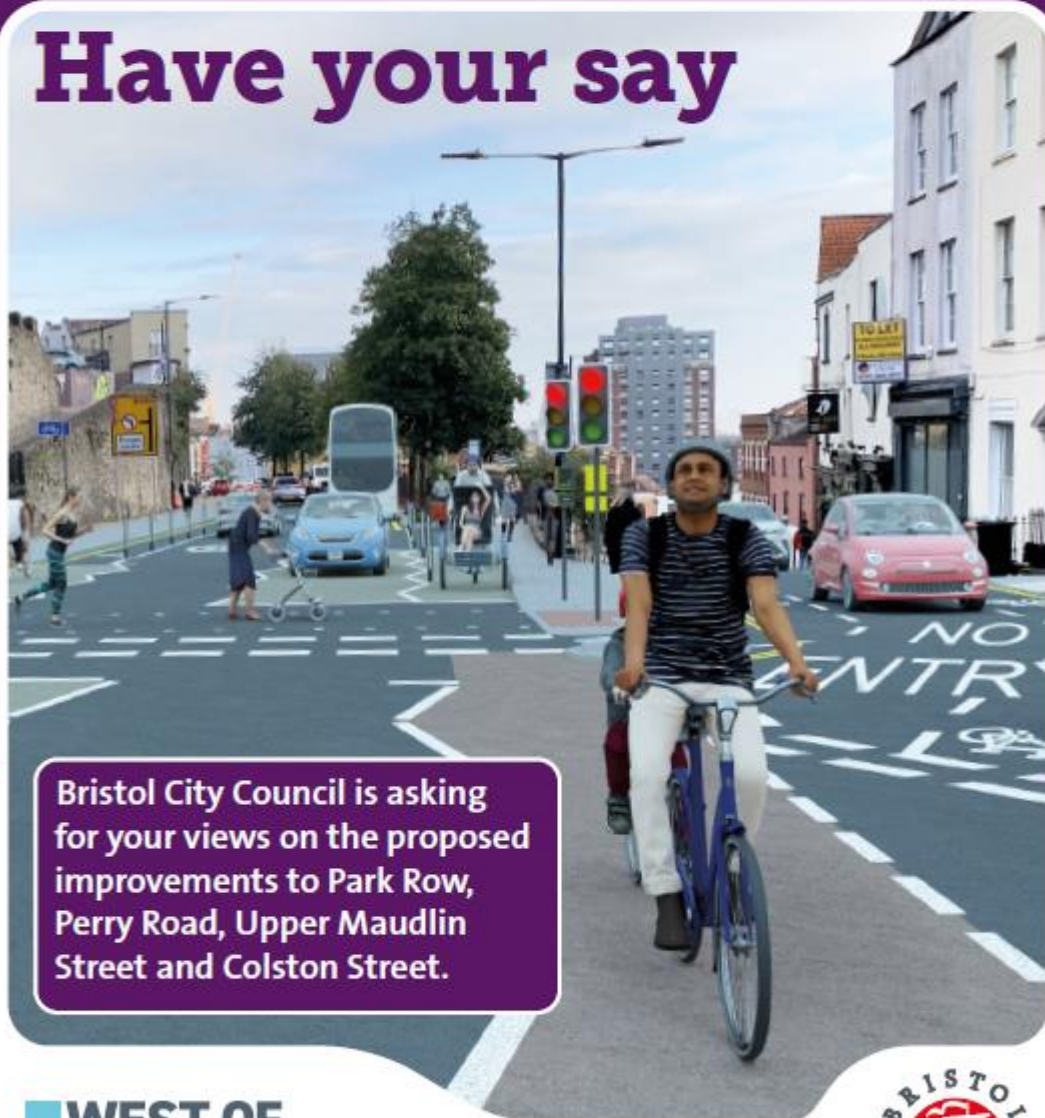
From the emails the main comments were requests for paper copies, clarity about Options A and B, support for the pedestrianisation, and concern about Hampton Lane one way proposal and worries about access to certain properties.

6. Appendices

6.1 Permanent scheme consultation survey (paper version)

Consultation on improvements to Park Row, Perry Road, Upper Maudlin Street and Colston Street

Have your say



Bristol City Council is asking for your views on the proposed improvements to Park Row, Perry Road, Upper Maudlin Street and Colston Street.



Why we are making changes

Bristol City Council is asking for your views on the proposed improvements to Park Row, Perry Road, Upper Maudlin Street and Colston Street. At the end of 2020 (14 December 2020 to 24 January 2021) we asked people for their views on suggested improvements to these roads. We have considered the feedback from this initial engagement and now want your feedback on our proposed designs.

The proposed improvements to Park Row, Perry Road, Upper Maudlin Street and Colston Street would bring benefits to businesses and community in this area.

The proposals aim to:

- Make it easier and safer to walk and cycle in this area by providing more space for pedestrians and cyclists.
- Support local businesses to stay and thrive in the area by increasing the number of pedestrians.
- Improve safety of traffic light junctions for all road users.

- Manage traffic flow and reduce pollution in the area.
- Encourage people to take the bus, walk or cycle to key destinations such as the hospital and university.

Have your say

This survey will look at each of the different roads where we are proposing improvements and ask for any feedback you have on the designs. The responses from this consultation and technical work will be considered before a permanent scheme for Park Row, Perry Road, Upper Maudlin Street and Colston Street is potentially implemented.

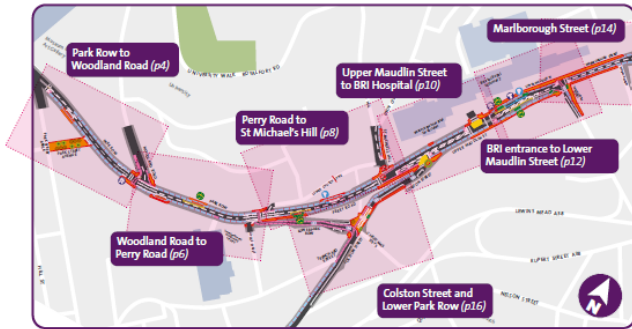
If you have a comment, question or you would like this information in an alternative format please contact us by:

Email: transport.engagement@bristol.gov.uk

Phone: **0117 903 6449** and leave a message on the answerphone.

Write to: **Park Row, Transport Engagement Team, PO BOX 3399, 100 Temple Street, Bristol, BS1 9NE**

This booklet includes detailed plans divided into the areas highlighted below.



2

Survey Questions

1. Which of the following best describes you? (tick all that apply)

- I am a local resident
- I am a local business owner
- I work in the local area
- I am a regular visitor to the local area
- I commute through the area
- Other

Please specify:

2. How far do you live from Park Row, Perry Road, Upper Maudlin and Colston Street area?

- Up to one mile
- 1 to 2 miles
- 3 to 5 miles
- 5+ miles
- I live outside of Bristol

3. How do you travel to or through Park Row, Perry Road, Upper Maudlin and Colston Street? (tick all that apply)

- I walk
- I use a bicycle
- I use a scooter
- I catch the bus
- I catch the train
- I use a taxi
- I use a motorcycle
- I drive a car/van
- I am a car passenger
- Other

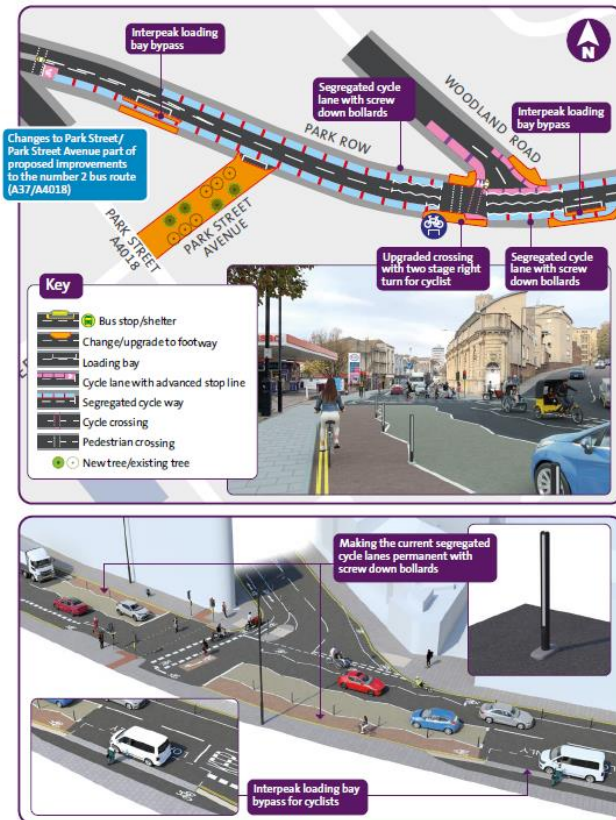
Please specify:

4. How often do you visit/use Park Row, Perry Road, Upper Maudlin and Colston Street area?

- Daily
- 3 to 4 times a week
- 1 to 2 times a week
- Fortnightly
- Monthly
- A few times a year
- Rarely

3

Park Row to Woodland Road – proposed changes



4

Park Row to Woodland Road – proposed main changes*

*Please refer to map to see all the proposed changes for this area

- Create an interpeak loading bay bypass outside 68 to 70 Park Row. An interpeak loading bay is a raised kerb cycle track that runs between the pavement and loading area. This would improve safety for cyclists by separating them from motorised traffic, whilst providing a safe space for delivery vehicles to unload outside of peak hours. Dedicated footway space remains for people walking. Outside of loading times, cyclists can continue to use the cycle lane.
- Make the current segregated cycle lane permanent with high quality screw down bollards. These would help indicate where the cycle lane is to other users.
- Replace the informal crossing points at Woodland Road with a signalised crossing that separates pedestrians and cyclists. Additional cycling parking would be installed as well as a two stage right turn facility for people exiting Woodland Road.

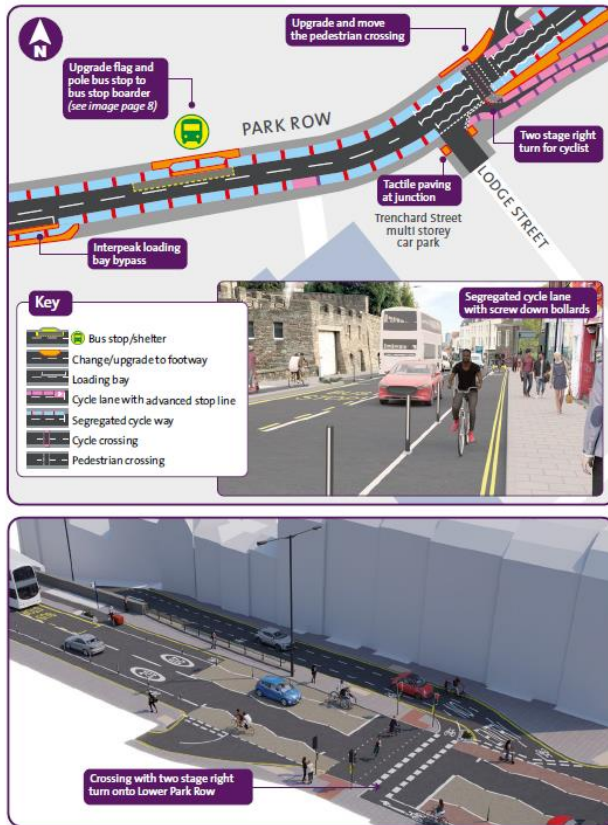
5. To what extent do you agree with the package of measures in this section?

- Strongly Agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly Disagree

If you would like to tell us why you agree or disagree, or if you would like to suggest any changes to the proposals, please do so using the textbox below:

5

Woodland Road to Perry Road – proposed changes



6

Woodland Road to Perry Road – proposed main changes*

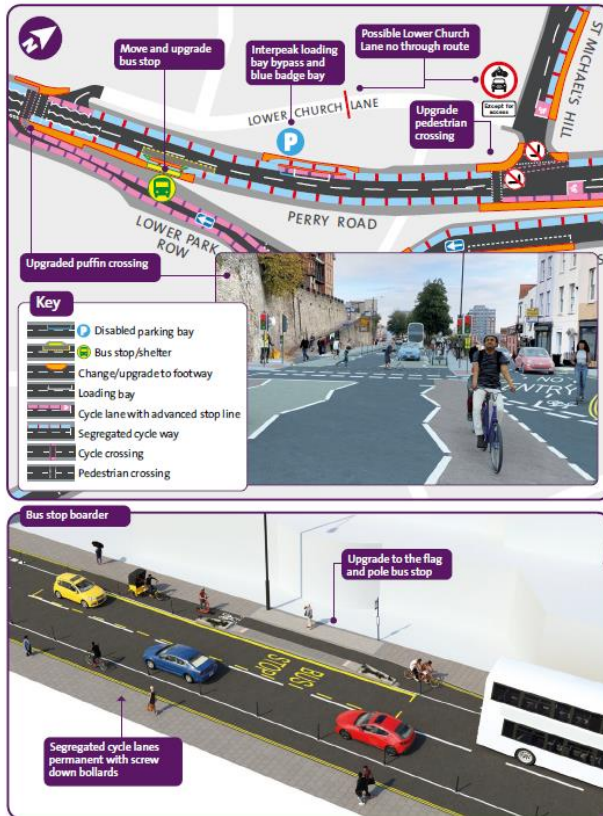
*Please refer to map to see all the proposed changes for this area

- Create an interpeak loading bay bypass outside 28–30 Park Row. An interpeak loading bay is a raised kerb cycle track that runs between the pavement and loading area. This would improve safety for cyclists by separating them from motorised traffic, whilst providing a safe space for delivery vehicles to unload outside of peak hours. Dedicated footway space remains
 - Upgrade and move the pedestrian crossing adjacent to Trenchard Street Car Park to the junction of Lower Park Row. This would provide a safe right turn access for people cycling between Park Row and Lower Park Row. The footway would be widened to make it easier for people walking from Perry Road to Park Row.
 - Upgrade to the flag and pole bus stop at Park Row (U4) to a bus stop boarder. This would provide safe separation for cyclists from buses pulling in to use the bus stop. A raised kerb would be introduced to make it easier for pedestrians to get on the bus and provide a buffer from general traffic, as shown on the image below. Pedestrians crossing the cycle lane would have priority over cyclists. Bus stop boarders are new in Bristol. The alternative to a bus boarder as part of this package of measures would be to maintain the flag and pole layout, where the cycle lane would stop either side of the bus stop as it is on sit. We would also raise the kerb. You will be asked which type of bus stop you feel would improve facilities for people walking, cycling and using bus services.
- 6. To what extent do you agree with the package of measures in this section?**
- Strongly Agree
 Agree
 Neither agree nor disagree
 Disagree
 Strongly Disagree
- 7. Which of the following bus stop layouts would you prefer?**
- a) Bus stop boarder
 b) Bus stop with raised kerb (protected cycle lane stops on approach to bus stop)

If you would like to tell us why you agree or disagree, or if you would like to suggest any changes to the proposals, please do so using the textbox below:

7

Perry Road to St Michael's Hill – proposed changes



8

Perry Road to St Michael's Hill – proposed main changes*

*Please refer to map to see all the proposed changes for this area

- Move the north bound flag and pole bus stop at Park Row to the start of Perry Road and upgrade to a bus stop boarder (as described on page 6). This would provide safe separation for cyclists from buses pulling in to use the bus stop. A raised kerb would be introduced to improve accessibility for pedestrians using bus services and would provide a buffer from general traffic. Pedestrians crossing the cycle track would have priority over cyclists.
 - Create an interpeak loading bay bypass. This would improve safety for cyclists by separating them from motorised traffic, whilst providing safe space for deliveries to unload outside of peak hours.
 - An interpeak blue badge parking bay would also be permanently installed to improve accessibility to local shops.
 - Upgrade existing two stage pedestrian crossings next to St Michael's Hill to single stage. This would mean that pedestrians could cross Perry Road in one go, rather than having to wait in the refuge island.
 - Lower Church Lane to possibly be made a no through route with a point closure (road closed for through traffic) adjacent to Christmas Steps. This would prevent rat
- running and improve pedestrian access along a busy walking route between the University and the City Centre, whilst maintaining access for refuse and local access.
- Replace temporary bollards protecting the cycle lane on St Michael's Hill with kerbed separation. This would make it safer for people cycling towards Upper Maudlin Street/ Perry Road.

8. To what extent do you agree with the package of measures in this section?

- Strongly Agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly Disagree

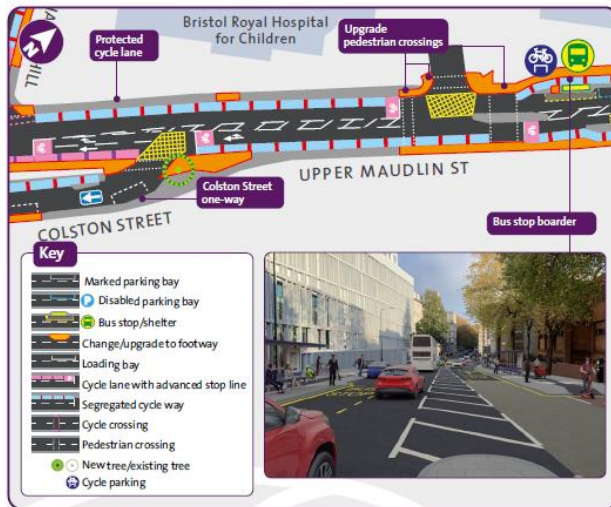
9. Which of the following bus stop layouts would you prefer?

- a) Bus stop boarder
- b) Bus stop with raised kerb (protected cycle lane stops on approach to bus stop)

If you would like to tell us why you agree or disagree, or if you would like to suggest any changes to the proposals, please do so using the textbox below:

9

Upper Maudlin Street to BRI Hospital – proposed changes



Upper Maudlin Street to BRI Hospital – proposed main changes*

*Please refer to map to see all the proposed changes for this area

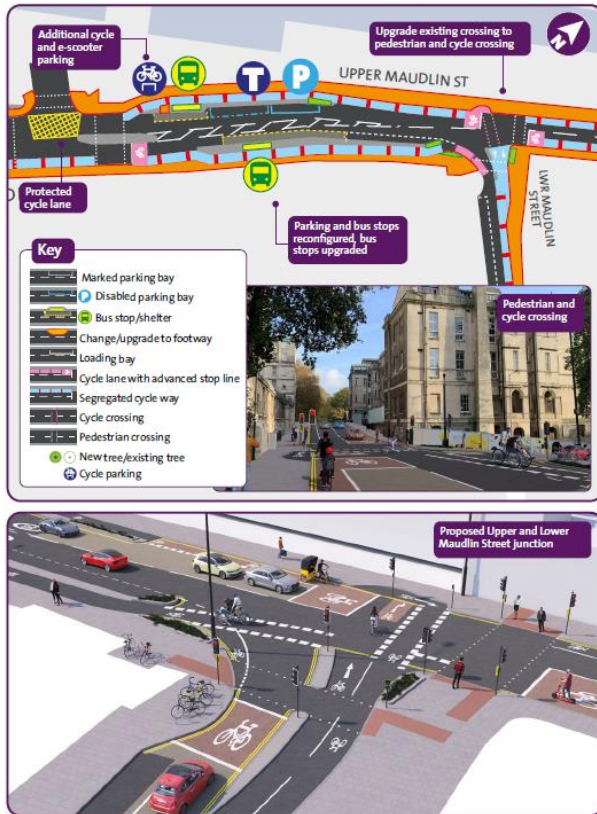
- Remove the central reservation so that a continuous protected cycle lane can be put in for people cycling towards The Triangle.
- Add cycle rests at the Upper Maudlin Street/ Colston Street junction. This would provide a resting space for people cycling uphill and allows cyclists to balance if they are waiting at the traffic lights.
- Make Colston Street one-way south bound to the junction of Lower Park Row. This would reduce 'rat running' and make cycling and walking on Upper Maudlin Street easier by widening the pavement, introducing a puffin crossing and reducing the risk of cyclists being 'left hooked' (a motor vehicle overtaking a person cycling, then turning left across their path).
- Significant upgrades would be made to pedestrian crossings outside the BRI. This would include; the introduction of additional crossing points, removal of guard railing and widening of an existing crossing point, so that pedestrians can cross the road without stopping in the middle. An 'all green' (a full pedestrian stage, in which all pedestrian phases run at the same time while traffic is held on a red signal) phase would control the pedestrian crossings to make it as easy to cross this busy road as possible. Please note, all trees are being retained throughout the scheme area.
- Put 'early release' in place for cyclists at the Upper Maudlin Street/Colston Street junction. This means that traffic lights would go green first for cyclists, whilst holding traffic back. This would allow people cycling to clear the junction without coming into conflict with vehicles.

10. To what extent do you agree with the package of measures in this section?

- | | |
|---|--|
| <input type="checkbox"/> Strongly Agree | <input type="checkbox"/> Disagree |
| <input type="checkbox"/> Agree | <input type="checkbox"/> Strongly Disagree |
| <input type="checkbox"/> Neither agree nor disagree | |

If you would like to tell us why you agree or disagree, or if you would like to suggest any changes to the proposals, please do so using the textbox below:

BRI entrance to Lower Maudlin Street – proposed changes



12

BRI entrance to Lower Maudlin Street – proposed main changes*

*Please refer to map to see all the proposed changes for this area

- Reconfigure parking and bus stops on both sides of the road to provide room for 'bus stop bypasses'. This would greatly improve walking, cycling and bus accessibility by running the cycle track behind the bus stops, parking and taxi rank. This means that cyclists would be separated from traffic throughout the most complex section of the route.
- Upgrade bus stops to include shelters and a raised kerb.
- Provide additional cycle and e-scooter parking to cater for the high level of demand at the hospital.
- Put in low level planting and trees where possible to create a green space and improve air quality.
- Upgrade the existing pedestrian crossing at Marlborough Street/Lower Maudlin Street by separating pedestrians and cyclists. A two stage right turn facility would improve access for people travelling from Upper Maudlin Street to Broadmead via Lower Maudlin Street.

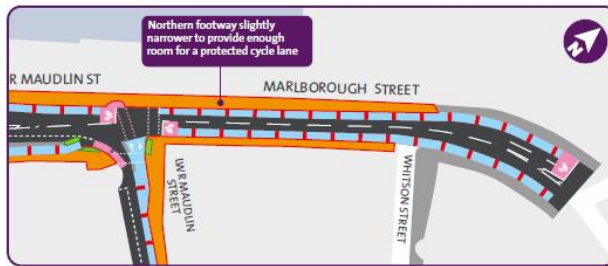
11. To what extent do you agree with the package of measures in this section?

- Strongly Agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly Disagree

If you would like to tell us why you agree or disagree, or if you would like to suggest any changes to the proposals, please do so using the textbox below:

13

Marlborough Street – proposed changes



- Make the northern footway slightly narrower to provide enough room for a protected cycle lane on both sides of the road. This would create a bigger buffer between general traffic, cyclists and pedestrians making it safer and more pleasant for people to use.

12. To what extent do you agree with the package of measures in this section?

- Strongly Agree Disagree
 Agree Strongly Disagree
 Neither agree nor disagree

If you would like to tell us why you agree or disagree, or if you would like to suggest any changes to the proposals, please do so using the textbox below:

Cycle hangers

We are considering proposals to replace parking spaces with cycle hangers (for resident use only) at the following locations:

- Colston Street
- Woodland Road
- Lower Park Row

We would like to invite early feedback on these proposals from residents living on or near one of these roads, please let us know if you would be in favour of this. Make sure you provide your full postcode as we will prioritise the opinions of local residents. These proposals would be subject to a public consultation before they are installed.



13. Would you like to have a cycle hanger installed on the following streets?

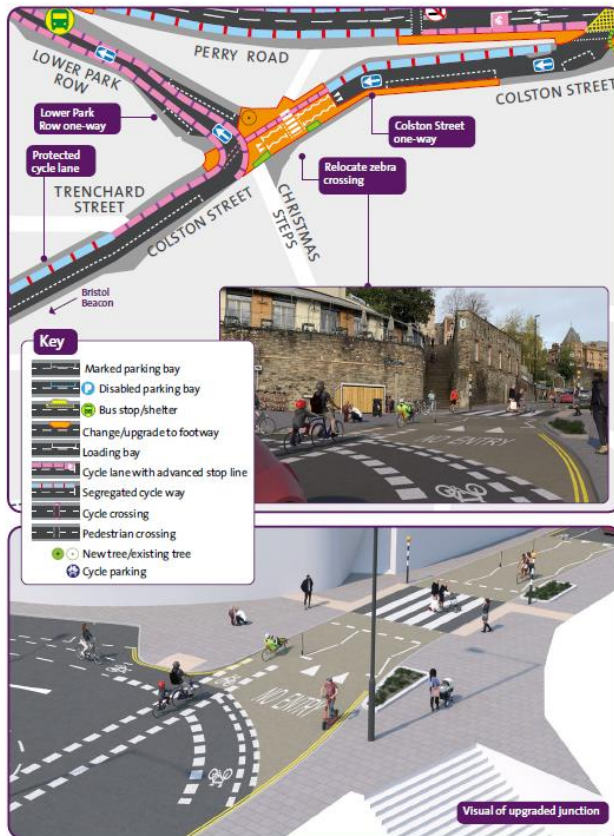
Colston Street: Yes No

Woodland Road: Yes No

Lower Park Row: Yes No

If you would like to tell us why you agree or disagree, or if you would like to suggest any changes to the proposals, please do so using the textbox below:

Colston Street and Lower Park Row – proposed changes



Colston Street and Lower Park Row – proposed main changes*

*Please refer to map to see all the proposed changes for this area

- Make Colston Street one-way from the junction of Upper Maudlin Street to Lower Park Row. This would reduce 'rat running' and would create space for a protected cycle lane on the northern side of Colston Street.
- Relocate the zebra crossing onto the popular walking route via Christmas Steps. A raised table would be installed to slow traffic and the footway would be built out, providing room for additional cycle parking, plants and trees and benches.
- Make lower Park Row one-way North bound from the junction of Colston Street to Perry Road. This would provide room for advisory cycle lanes (cycle lanes that are painted on the road rather than segregated with bollards) on both sides of the carriageway.
- There would be a protected cycle lane along Colston Street towards the entrance of the Bristol Beacon.

14. To what extent do you agree with the package of measures in this section?

- Strongly Agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly Disagree

If you would like to tell us why you agree or disagree, or if you would like to suggest any changes to the proposals, please do so using the textbox below:

About you

We would like to receive feedback from people with as wide a variety of views and needs as possible.

It would be very helpful if you could complete the following 'About You' questions. This will help ensure that no-one is discriminated against unlawfully. All questions are optional. You do not have to answer any of them if you prefer not to.

Information provided will be treated in the strictest confidence and in accordance with the General Data Protection Regulation (GDPR). Personal and sensitive information will be used solely for the purpose of equalities monitoring to ensure that everyone is treated fairly.

Our privacy policy, which explains how we will process your personal information, how long we will retain it and your rights as a data subject are available at Bristol.gov.uk/resources/privacy.

Please answer the questions below by ticking the boxes that you feel most describes you.

15. What is your postcode?

16. What is your age?

- | | | |
|--------------------------------|--------------------------------|--|
| <input type="checkbox"/> 0–10 | <input type="checkbox"/> 25–34 | <input type="checkbox"/> 65–74 |
| <input type="checkbox"/> 11–15 | <input type="checkbox"/> 35–44 | <input type="checkbox"/> 75–84 |
| <input type="checkbox"/> 16–17 | <input type="checkbox"/> 45–54 | <input type="checkbox"/> 85 + |
| <input type="checkbox"/> 18–24 | <input type="checkbox"/> 55–64 | <input type="checkbox"/> Prefer not to say |

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

- Yes
 No
 Prefer not to say

18. What is your sex?

- Female Prefer not say
 Male Other (please describe):

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

- Yes
 No
 Prefer not to say

18

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

- | | | |
|---|---|---|
| <input type="checkbox"/> White British | <input type="checkbox"/> Black British | <input type="checkbox"/> Prefer not to say |
| <input type="checkbox"/> White Irish | <input type="checkbox"/> Asian/Asian British | <input type="checkbox"/> Any other ethnic background (please describe): |
| <input type="checkbox"/> White Other | <input type="checkbox"/> Mixed/Multi ethnic group | <input type="text"/> |
| <input type="checkbox"/> Black/African/Caribbean/ | <input type="checkbox"/> Gypsy/Roma/Irish Traveller | |

21. What is your sexual orientation?

- Bisexual Heterosexual/Straight Other (please describe):
 Gay Man Prefer not to say
 Gay Woman/Lesbian

22. What is your religion/faith?

- No Religion Jewish Prefer not to say
 Buddhist Muslim Other (please describe):
 Christian Pagan
 Hindu Sikh

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

- Yes
 No
 Prefer not to say

24. Are you a refugee or asylum seeker?

- Yes
 No
 Prefer not to say

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

- | There is enough information for me to answer the questions | The questions make it easy for me to give my views | The survey meets my accessibility needs |
|--|---|---|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Strongly agree |
| <input type="checkbox"/> Agree | <input type="checkbox"/> Agree | <input type="checkbox"/> Agree |
| <input type="checkbox"/> Neither agree nor disagree | <input type="checkbox"/> Neither agree nor disagree | <input type="checkbox"/> Neither agree nor disagree |
| <input type="checkbox"/> Disagree | <input type="checkbox"/> Disagree | <input type="checkbox"/> Disagree |
| <input type="checkbox"/> Strongly disagree | <input type="checkbox"/> Strongly disagree | <input type="checkbox"/> Strongly disagree |

19

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

Information you provide will be treated confidentially and in accordance with the Data Protection Act 1998 and General Data Protection Regulation (GDPR) (EU) 2016/679. Your contact details will be used solely for the purpose of keeping you informed about the outcome of this consultation and future transport consultations if you have ticked the box to request this. Our privacy policy explains what we do with your personal information, how long we keep it and your right to withdraw your consent at any time you choose.

I would like to receive updates and more information about this project and I consent to my contact details being used for this purpose as defined in Bristol City Council's privacy policy.

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

Email or postal address:

You can complete this survey online at: bristol.gov.uk/ParkRowConsultation.

You can also take part in the **A37/A4018** consultation here: www.travelwest.info/A37A4018

Alternatively you can return this booklet in the freepost envelope which accompanies it.

If you have a comment or question please email us on transport.engagement@bristol.gov.uk or phone **0117 936 599** and leave your name and contact details on the answer phone, and we will arrange to call you back.

Please let us have your feedback by **Sunday 16 January 2022**.

If you would like this information in another language, Braille, audio tape, large print, easy English, BSL video or CD rom or plain text please contact us by emailing transport.engagement@bristol.gov.uk or calling **0117 936 599**.



6.2 Christmas Steps Art Quarter



RESIDENTS AND TRADERS

Chair: Ani Stafford-Townsend 0117 9293003 mail@millinersguild.com

Treasurer: Amelie Caswell 07971 978132 amelieandmelanie@hotmail.com

Secretary: David Chilton christmasstepsartsquarter@gmail.com

Planning Scrutiny Committee: Hamilton Caswell 0117 9077960 hamiltoncaswell@hotmail.co.uk

To: Transport.engagement@bristol.gov.uk

15th January 2022

copies to: Darron Hamilton, Cllr. Ani Stafford-Townsend, Sam Kirby, Krystian Taylor, Adam Crowther, Stephen Pick, Philip Wright, and the individual traders along the route.

Park Row>Perry Road>Upper Maudlin Street Consultation –

Response from CSAQ's traders

These are the main collective views as expressed in our Zoom meeting and since updated:

The removal of the 31 shoppers' pay-&-display spaces along Park Row and Perry Road and replacement by the current segregated cycle lanes

Many members have requested a reversal of this, as longer polluting tailbacks are one issue. we understand that this is not open for any negotiation. However, our member Dr. Charles Stirling has pointed out that it was a legal requirement on government funding that proposals were consulted upon, and that by not allowing this negotiation, this is not a valid consultation.

Bays for loading and for disabled shoppers

We applaud the proposed bays, but in addition we request:

1. an extra bay on the opposite side of Perry Road, near the upper entrance to Zero Degrees.

Reasons: a) Lorries delivering to the twenty businesses in Perry Road travel in both directions and should have a bay on their respective sides to avoid crossing the traffic. b) Zero Degrees Microbrewery and Restaurant gets very frequent deliveries of 3 – 4 tons of malt sacks and has beer pumped downwards from their Perry Road entrance.

2. an extra loading bay near No. 30 Upper Maudlin Street

Reason: The one existing bay outside 4 Upper Maudlin Street is woefully inadequate to cope with the 75 businesses between 32 Upper Maudlin Street and 56 Colston Street.

3. Extra loading bays at the top of Christmas Steps and near 19 Lower Park Row

Reason: To serve the 21 business premises lining Christmas Steps, which need goods delivered to them by hand-trolley, and to the traders in Lower Park Row.

The bays should be long enough to accommodate the 30m HGV lorries that deliver to some of our traders, plus car spaces for disabled shoppers.

Bus stops siting

We applaud the moving of the Westbound bus stop to the proposed Perry Road site because it brings it closer to the heart of the Christmas Steps Arts Quarter. For the same reason, we request that the Eastbound bus stop is moved diagonally opposite to it – near to the proposed pedestrian crossing for a sufficiently staggered siting.

Cycle parking in Perry Road

In July 2020, the cycle racks platform was removed to make way for the cycle lane outside Zero Degrees. Could individual cycle racks be installed between the trunks of the kerbside avenue of trees on Perry Road with odd gaps for pedestrians accessing taxis?

Car Parking in Lower Park Row

Our traders are extremely concerned about losing 31 shoppers' spaces along the Park Row>Perry Road route plus the proposed losses in Colston Street. Losses could be slightly lessened if the parking spaces on the opposite side from Nos. 20 to 23 Lower Park Row were to be remarked and re-angled chevron in the wider lower part of Lower Park as per Bristol City Council's *Trenchard Street Public Realm Strategy, 1917 – see Part 3, page 33*: <https://bristol.citizenspace.com/place/trenchard-street-public-realm-strategy>

Lower Church Lane – proposed 'No Through Road'

Lower Church Lane enables dangerously speeding rat-runners to avoid the imposed left and right turn bans at the foot of St. Michael's Hill. Sixteen months ago, Bristol City Council's introductory leaflet proposed that the Lane would become a "No Through-Road". The lane's vulnerable residents are strongly in favour of this as soon as possible, and are in the process of signing a joint letter requesting "NO ENTRY except for access to residencies" signs, but are opposed to a mid-way bollard which would necessitate illegal backing-out at either end and would prevent an efficient drive-through for ourselves and legitimate vehicles.

Left and right turn bans at the foot of St. Michael's Hill

No reason for the bans has been given to us, and the accident statistics do not show it to have been a high-accident junction. We strongly oppose these bans because they invite 2-way short cuts through narrow residential Lower Church Lane and they direct all polluting traffic past the main hospitals. Also, coupled with the intended west-east closure of Tyndall's Avenue, it will remove any sensible route from this area to Redland, Cotham, Henleaze and beyond and allows no relief to the over-congested Park Row>Perry Road>Upper Maudlin Street route. Please convey these concerns to the department responsible for these bans.

Allow departing cars to exit through the Bus Gate foot of Colston Street

This measure would allow cars departing from the Trenchard Street multi-storey park to head to the M32 without further grid-locking the over-burdened Park Row Outer Scope Route. This would be especially important for the mass exodus during the evening rush-hour.

submitted by Hamilton Caswell
on behalf of Christmas Steps Arts Quarter's traders

6.3 Bristol Walking Alliance

Comments by Bristol Walking Alliance on Improvements to Park Row, Perry Road, Upper Maudlin Street and Colston Street



Bristol Walking Alliance (BWA) generally supports the improvements being proposed for Park Row and adjacent streets in the current consultation. However, we have reservations over the details of their implementation.

Support

BWA supports the proposed improvements that will make it easier for pedestrians to walk around this area of the City. In particular, we support:

- A new lights-controlled crossing of Park Row by the junction with Woodland Road.
- A new lights-controlled crossing of Park Row by the junction with Lower Park Row.
- The narrowing of the junction mouth at the bottom of St Michael's Hill.
- A single-stage lights-controlled crossing in front of the BRI main entrance.
- A raised table and build-out providing an improved crossing of Colston Street on the route to and from Christmas Steps.

Reservations

We have reservations over some of the details of the proposed measures, as detailed below.

1. Woodland Road junction

The plans show the removal of the existing pedestrian island in the centre of Woodland Road and its replacement by an island offset to the west. This means pedestrians will have to cross a 10m gap and negotiate, in a single stage: traffic turning into Woodland Road from two directions, traffic exiting Woodland Road, and a second downhill cycle lane. It is not clear that the re-sited island will improve vehicle turning movements, given as the justification for this change. In particular, vehicles travelling east along Park Row and turning into Woodland Road will have to negotiate a much sharper turn.

2. Bus stop boarders with cycle bypasses

There is potential danger to pedestrians when crossing the cycle bypass to board or alight from a bus at one of these stops. This is particularly the case for bus passengers using a wheelchair, or with a buggy or trolley who may need to approach perpendicular to the roadway since their turning ability is restricted on the narrow pedestrian boarding platform. It will therefore be important that:

- (i) The cycle bypass is at pavement level, to avoid pedestrians also having to negotiate two extra kerbs when boarding or alighting.
- (ii) It is made clear to cyclists that pedestrians have priority on the bypass, for example by using a differently coloured or marked surface for the bypass cycle lane at this point. This will be critical for the vision impaired who will have no indication of the existence of the cycle bypass by either kerb or tactile paving.

3. Single-stage crossing outside BRI main entrance

We accept that the central island for this 'single-stage' crossing cannot be removed for various reasons (including providing a space for vehicles beyond the crossing turning in to the BRI and space for vehicles before the crossing making way for ambulances). It will be important that the time allowed for pedestrians is sufficient for them to cross both lanes and the island in one movement. This will be particularly the case for the vision impaired, who should be given indication of the location of the island by tactile paving on both of its edges.

Consideration could be given to providing a countdown timer to give pedestrians guidance on how much remaining time is available to cross.

4. Cycle incursion into footway opposite Lower Maudlin Street

It is proposed to introduce an incursion into the footway, reducing its width to 1.97m, opposite the end of Lower Maudlin Street. This is in order to allow cycles to wait to turn right and go over the lights-controlled crossing into Lower Maudlin Street. This interruption to the footway kerb along Upper Maudlin Street, with a 50mm cycle kerb upstand, is likely to be a hazard to the vision impaired. This is particularly the case as it is close to the pedestrian crossing point and also to a reduction in width on the inner side of the footway due to the building line at this point, which reduces the effective footway width to 1.5m.

Further suggestions

We also suggest the following should be included in the proposals.

- Provide a continuous footway across the Lodge Street junction.
- Relocate disabled parking bays from the top end of Lower Maudlin Street, where they are currently on a slope that is too steep for wheelchair access from the footway, to a less steep section of the road.
- Widen the footway outside the shops on the south side of Colston Street between the new table crossing and Upper Maudlin Street, and move the parking to the other side of the road so that the pavement feels less enclosed.

Bristol Walking Alliance
16 January 2022

enquiries@bristolwalkingalliance.org.uk



Improvements to Park Row, Perry Road, Upper Maudlin Street and Colston Street
Consultation Response
January 2022

Executive Summary

Bristol Cycling Campaign strongly supports the provision of protected cycle lanes on the Park Row area, between Clifton Triangle and Dighton Street. This corridor connects the city centre and beyond to a number of destinations with extremely high potential for active travel, including the University of Bristol and Bristol Royal Infirmary. Historically, the roads on this corridor have presented a very hostile environment for people cycling.

Since Summer 2020 there has been some limited cycling provision on this corridor, implemented using temporary materials under the government's Emergency Active Travel Fund in response to changing travel patterns during the COVID19 pandemic. The latest proposals aim to make permanent and improve this infrastructure.

Overall, we are pleased with the design of the scheme. Bus stop and loading bay bypasses will allow people cycling to continue on safe routes even when buses or delivery vehicles are stopped. The provision of protected right turns for eastbound cyclists onto Lower Park Row and Lower Maudlin Street is welcomed, as is the new addition of protected lanes in both directions all the way to Dighton Street.

The weakest point of the scheme is the westbound section between Colston Street and St Michael's Hill, which is an unprotected lane. This uphill section is one of the most daunting sections of the route and a lack of safe continuity here is likely to limit the accessibility of the route to all users. We would like to work with officers to improve this section of the scheme.

On balance, we support the scheme, but would appreciate the opportunity to work with officers to improve the unprotected section and some additional technical details.

Background

Scope

This is a response to Bristol City Council's [consultation on improvements to Park Row, Perry Road, Upper Maudlin Street and Colston Street](#), closing 16th January 2022.



History

Since Summer 2020 there has been some cycling provision on this corridor, implemented using temporary materials under the government's Emergency Active Travel Fund in response to changing travel patterns during the COVID19 pandemic. While this scheme was technically compromised in some locations, limiting its utility to people of all ages and abilities, it did prove that a reduction in motor vehicle capacity was possible on this corridor, and reserved the space for a future permanent scheme.

Our response to an initial consultation on this scheme can be found [on our website](#). In addition, shortly after the scheme's implementation we rode the route with council officers to provide feedback. This led to some minor tweaks in the implementation, and some ideas captured for the final design.

Policy context

The government's Emergency Active Travel Fund was [announced in May 2020](#), in response to social distancing requirements and changing travel patterns during the COVID19 pandemic. Whilst these initial objectives were temporary, it was intended that new travel behaviours could be "locked in" for the future in a post-pandemic world.

Funding was released in waves, or “tranches”, with earlier ones intended to be used for rapid implementation using temporary materials, and later ones to be used to make the successful schemes permanent with higher quality infrastructure.

Notably, all schemes are required to be compliant with the new [cycle design standards, LTN 1/20](#). It is with this in mind, along with our understanding of the local route context, that we have built our consultation response.

About Bristol Cycling Campaign

Bristol Cycling Campaign is the voice of cycling in Bristol. We are an independent volunteer-led advocacy group for those that want to cycle and those who already do. We want to see a future where cycling in Bristol and the surrounding areas is so easy that everyone does it – our communities will be happier, healthier, and greener.

We’re making Bristol better for cycling. We speak up for cycling locally, city-wide, and nationally. We lobby. We get involved in consultations. We promote the evidence. We call out the failures.

Our volunteers and supporters work to create a vibrant and inclusive cycling culture, putting forward positive policy ideas and pressing for investment.

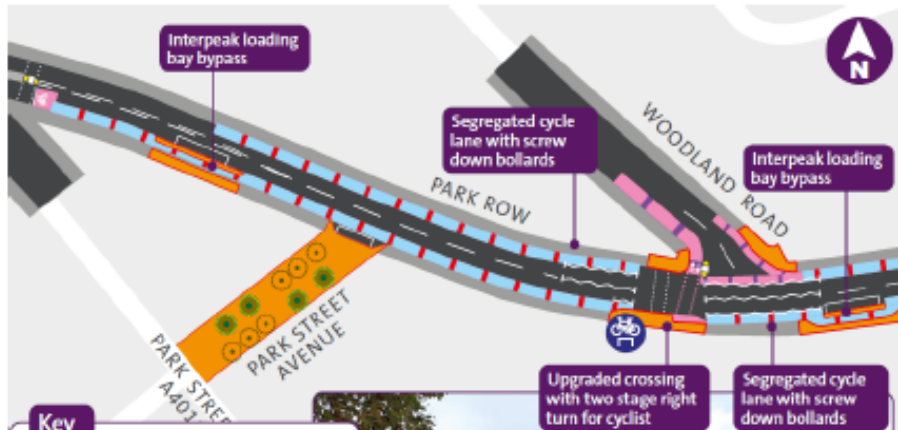
Our goals:

- Space for cycling - a comprehensive safe network of high-quality routes
- Fair treatment for cycling - justice, design, funding
- Political leadership to deliver ambitious change

Technical Response

Park Row to Woodland Road

Verdict: We support the proposed measures on this section.



We support:

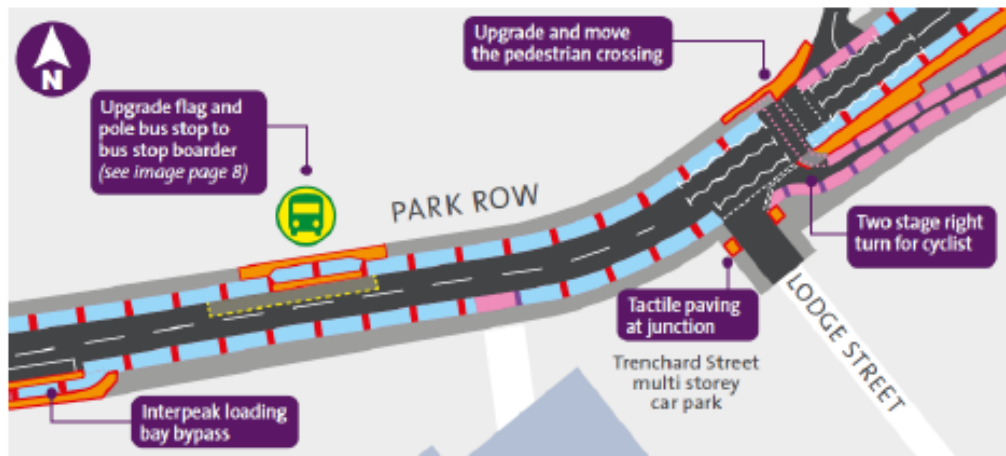
- Segregated cycle lanes in both directions along the whole section.
- Protected turns to/from Woodland Road with new signalised crossing.
- Loading bay bypasses (for off-peak use only) are a reasonable compromise for the need to provide loading provision. We will work with officers to ensure the detailed design of these is user-friendly.

Points which could be improved:

- The eastbound lane is not continuous from the Triangle. We understand this would be implemented in future plans for the A37/A4018 "Number 2 bus route" corridor.
- Red surfacing should be added where the westbound lane crosses Park Street Avenue.
- The route for westbound cyclists continuing straight on at the Woodland Road junction is narrow. We would like to see the crossing build-out reduced slightly in width and the wands continued much more closely to the junction to mitigate this pinch point.

Woodland Road to Perry Road

Verdict: We support the proposed measures on this section.



We support:

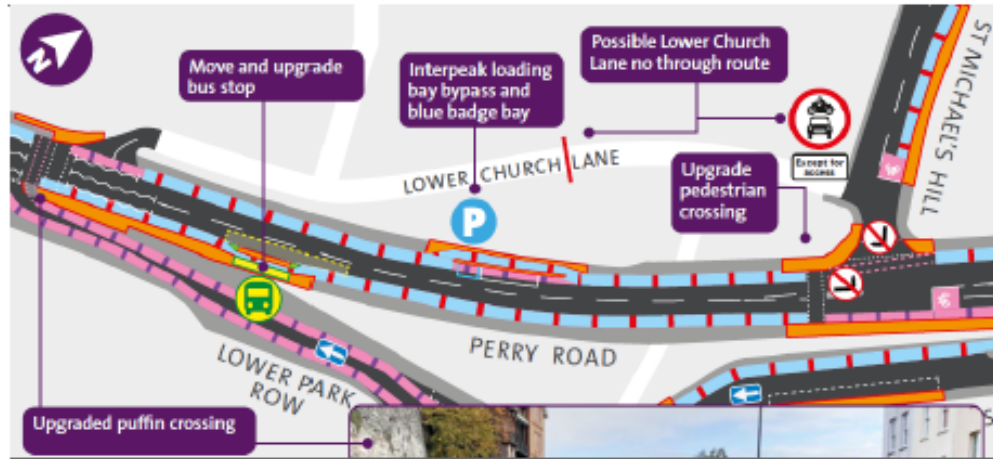
- Segregated cycle lanes in both directions along the whole section.
- The “bus stop boarder”, which is acceptable for a low-usage bus stop. We will work with officers to make sure the design is user-friendly for cyclists and bus users.
- Protected turns to/from Lower Park Row with new signalised crossing.

Points which could be improved::

- In some places the cycle lane width falls below the desirable minimum, whereas the main carriageway lanes at 3.4m are wider than required in LTN 1/20 (for a bus route - desirable minimum 3.2m; absolute minimum 3.0m)
- Red surfacing is proposed where the cycle lane crosses most junctions, but not at the car park entrance/exit. It should be added at this location.

Perry Road to St Michael's Hill

Verdict: We support the proposed measures on Perry Road & Lower Park Row. Consideration should be given to enabling a cycle movement from St Michael's Hill to Colson St (onwards to The Centre). Protection should be added to the westbound lane through the junction, which is a weak point of the overall scheme.



We support:

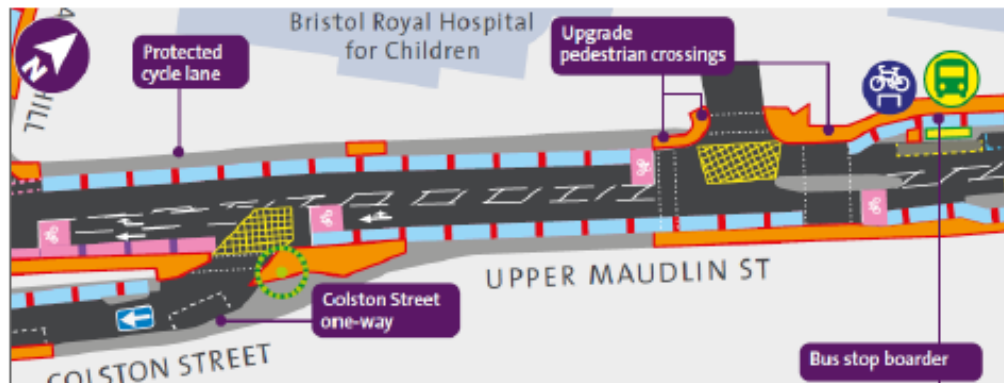
- Segregated cycle lanes in both directions along the whole section.
- The bus stop boarder & loading bay bypass (see previous sections).
- The "cycle street" approach on Lower Park Row with cycleway markings in both directions
- The segregated northeast-bound cycle lane on Colston Street

Points which could be improved:

- There is no legal cycle movement possible between St Michael's Hill and Colston Street (and onwards to The Centre). This is a significant desire line, and we would urge officers to consider how this can be enabled.
- The east & westbound lanes through the St Michael's Hill junction are unprotected. For the westbound (uphill) lane in particular, some protection should be provided through the junction. As no right turn is possible out of St Michael's Hill, there should not be a problem with vehicle tracking. Red surfacing should also be provided through the junction. Lack of protection on the westbound approach to the junction is covered in the next section.
- In some places the cycle lane width falls below the desirable minimum, whereas the main carriageway lanes at 3.4m are wider than required in LTN 1/20 (for a bus route - desirable minimum 3.2m; absolute minimum 3.0m)

Upper Maudlin Street to Bristol Royal Infirmary

Verdict: The unprotected westbound approach to the St Michael's Hill junction is the weakest point of the scheme and should be revisited. We support the other measures in this section.



We support:

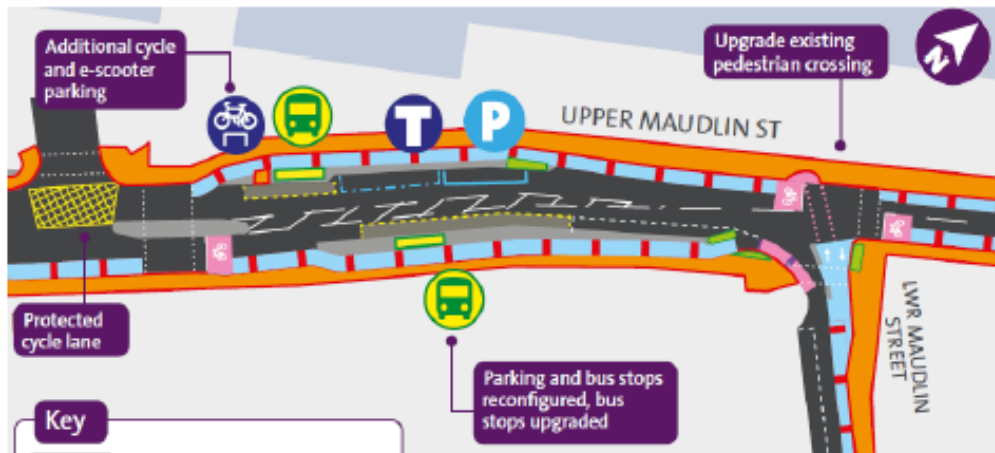
- The segregated cycle lanes east- and west-bound.
- The dedicated provision for cycles coming out of Colston Street, which we understand will include automatic detection of cyclists.
- The introduction of "one way" on Colston Street and Lower Park Row.
- The much improved single stage pedestrian crossing outside the BRI.

Points which could be improved:

- **The missing section of protected cycle lane westbound between Colston Street and St Michael's Hill is the weakest point of this scheme, and risks reducing the number of people able to feel safe and confident using the entire length.**
We understand that only a small amount of "extra width" is necessary to enable this section to be protected with wands, but that the width is driven by the turning movement of a bus/coach from St Michael's Hill onto Upper Maudlin Street.
We would ask the council to look again at the design to see how this can be improved, for example by:
 - Setting back the westbound stop line, allowing more room for the turning vehicle.
 - Reducing the width of the advance stop box, for example to "1.5 width", moving the critical conflict point for a turning vehicle.
 - Reducing the width of the right turn lane
 - A small reduction in the width of the eastbound cycle lane.
- Red surfacing should be introduced across junctions at Colston Street and at the BRI entrance, where there is a risk of "left hook" to cyclists. The early release signals will mitigate this somewhat, but any extra opportunity to improve it is appreciated.

Bristol Royal Infirmary to Lower Maudlin Street

Verdict: We support the proposed measures on this section. Improvements should be made to the legibility of the cycle route through the BRI junction.



We support:

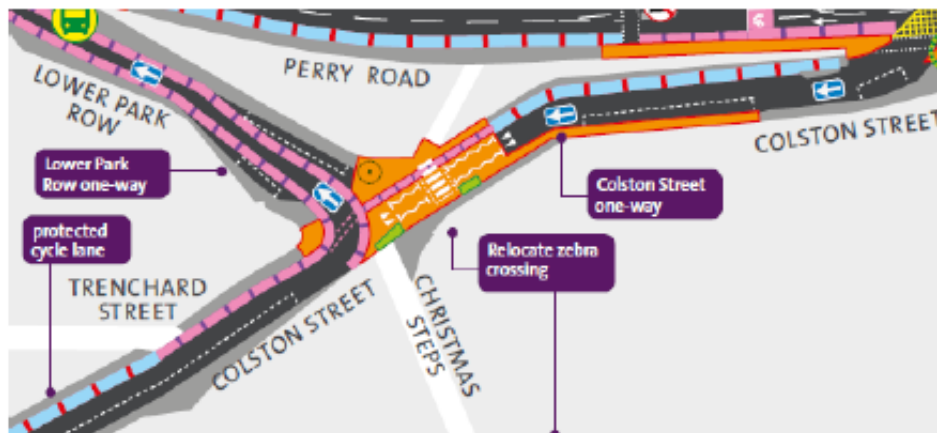
- The bus stop/taxi bypasses in both directions. From the technical drawings we can see that these appear to be well designed to minimise conflict between users.
- The protected turns to/from Lower Maudlin Street.

Points which could be improved:

- The entry to the eastbound bus stop bypass will not be the obvious route for all users. The geometry could be adjusted to make it the natural route for cyclists to take.
- There is a reasonably long unprotected stretch through the BRI entrance junction eastbound. While we understand the reasons behind this, there should be significantly more markings (painted lines and red surfacing) on the cycle route through the junction.
- Protection (wands) should be added westbound between the exit of the bus stop bypass and the junction, and then onwards through the junction.

Colston Street and Lower Park Row

Verdict: We support the proposed measures on this section.



We support:

- The "cycle street" approach on Lower Park Row with cycleway markings in both directions.
- The segregated northeast-bound cycle lane on Colston Street.
- The introduction of the one-way system on Lower Park Row and Colston Street.

Points which could be improved:

- The detailed designs & CGI images show road markings which could be confusing for road users. In particular, cyclists heading eastbound on Colston St crossing the Lower Park Row junction have a route marked with "elephant's footprints" indicating priority, but this is not a recognised road marking in this context.
- We would recommend this junction be revisited, potentially including a continuous crossing over Lower Park Row for pedestrians and cyclists. Designed correctly, this would be a much clearer sign to drivers going uphill that they must cede priority when turning up Lower Park Row.
- It is not clear why some of the uphill cycle lane is unsegregated - this should be made segregated.

Marlborough Street

Verdict: We support the proposed measures on this section.



We support:

- Segregated cycle lanes in both directions along the whole section.
- The protected turns to/from Lower Maudlin Street.

General detailed points

Road resurfacing

We are pleased to see that the road surface is to be renewed. When resurfacing, particular attention should be paid to the interface between the asphalt and the concrete drainage channels next to the kerb, which should be completely flush. If it is not, then the effective width of the cycle lane is reduced and is below standard.

Much of the drainage channel is in poor condition and should be repaired/replaced. Given that there are drainage issues on parts of the route which may require rectification works, in-kerb drainage units should be considered to maximise the usable carriageway width.

Ironworks within the boundary of the cycle lane should be completely flush, and those which are not "flat topped" should be replaced. Ideally, "GripTop" or similar covers with a high friction surface should be used.

Traffic signals

All cycle-specific signals/crossings should have automatic detection of cyclists - cyclists should never have to push a button to request the crossing. Some kind of indication that the cyclist has been detected would be useful.

Crossing request times should prioritise those walking and cycling, particularly when the crossing has not been requested recently.

Pedestrian crossings over the cycle lane

Cycle lane zebras are the preferred and most well-understood option, rather than give way markings. These zebras do not require beacons or zig-zag markings on the approach. Tactile paving for pedestrians should be red.

Details at bus stop & loading bay bypasses

Where cyclists are expected to go up to pavement level from the carriageway for bypass sections, the route should be obvious and legible. Ideally there would be no kerb line at the interface, and if there has to be one for any reason it should be completely flush (no upstand). We would appreciate continued engagement from officers as these design details evolve.

Light segregation wands / parking

Wands should be spaced closely enough that parking in between them is not possible. TROs should be in place so that parking restrictions are enforceable. Wands should be installed such that they cannot be removed in acts of vandalism.

6.5 Bristol Civic Society



an independent force for a **better Bristol**

Proposed improvements to Park Row, Perry Road, Upper Maudlin Street and Colston Street

Bristol Civic Society supports the principles of this scheme.

We are pleased to see improvements for walkers and cyclists, including two-stage right turn crossings for cyclists, and upgraded and single stage pedestrian crossings.

Park Street Avenue

The scheme appears to include the pedestrianisation of Park Street Avenue, which we welcome. We hope this can become a high-quality public space.

Colston Street

We welcome the pedestrian priority on part of Colston Street, made possible by the one-way system along Colston Street and Lower Park Row.

This could improve pedestrian flow along the picturesque route between Christmas Steps and St Michael's Hill via St Michael's Steps, though we note that there are no plans to make it safer to cross Perry Road here.

Care will be needed in the design of the junction of Upper Maudlin St and Colston Street. The removal of traffic signals and the associated advanced stop line for cyclists proceeding up Upper Maudlin St may increase the risk of cycles being 'left-hooked' here.

Cycle lanes

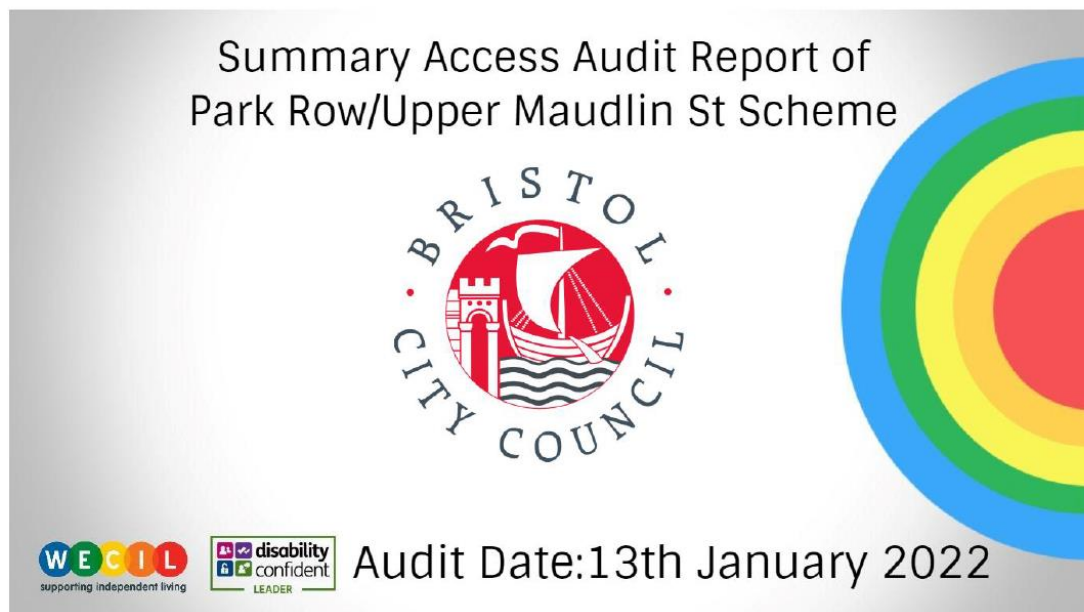
We are concerned that the screw-down bollards intended to demarcate cycle lanes are unlikely to be sufficiently robust. They appear too slender to offer much resistance to a straying lorry, for example. It seems likely that gaps will soon appear which will allow vehicles to park, blocking the cycle lanes. We would prefer to see well designed, properly segregated cycle lanes

Bus boarders and loading bay bypasses

We recognise that these bypasses are necessary to avoid forcing cyclists out into the road, but are concerned about safety. Good design is required to minimise conflicts between cyclists, pedestrians, bus passengers and delivery personnel.

We have seen examples elsewhere of busy bus stops with narrow cycle lanes bypassing them. Cyclists appear to speed up as the cycle lane narrows, increasing the risk of collision. This kind of bad design must be avoided.

6.6 WECIL Summary Access Report



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Main Summary

Disability Inclusion

As an organisation you should be wholly committed to the principles and aims of the Equality Act 2010 and to its implications for your staff and service users. In accordance with your equality obligations, you have the responsibility not to treat disabled customers less favourably than their non-disabled peers, and to comply with your duty to provide an inclusive environment, making it accessible for all. The aim is to ensure that these principles apply in all aspects of your business/organisation and seek to ensure that these principles are applied whenever relevant individual decisions have to be made regarding accessibility.

Social Model of Disability

The social model of disability is a way of viewing the world, developed by disabled people.

The model says that people are disabled by barriers in society, not by their impairment or difference. Barriers can be physical, like buildings not having accessible toilets. Or they can be caused by people's attitudes towards difference, like assuming disabled people can't do certain things.

The social model helps us recognise barriers that make life harder for disabled people. Removing these barriers creates equality and offers disabled people more independence, choice and control.

Summary

Bristol City Council commissioned WECIL to carry out a review of a temporary development of Park and Upper Maudlin Street that have plans to make permanent changes to this area. Bristol City Council wanted to ensure that all aspects of the redevelopment are looked at from an accessibility standpoint to prevent hazards or barriers for disabled people to access this area. WECIL's Access Inclusion Team (WAIT) looked at various plans to determine what the best options were relating to access as well as looking at the customer journey to the area. WAIT also visited the area to put more context from a physical standpoint to the plans put forward by Bristol City Council.



The image shows the highlighted area of Park Row & Upper Maudlin St with material and measurement details and where redevelopments will take place on Park Row, Peery Road, Colston St, Lower Park Row and Upper Maudlin St.

The priorities listed below relate directly to the Accessibility Checklist made of the building/area which is detailed in a full audit report:

- Priority 1 items are defined as: implement immediately to eliminate a serious barrier or hazard to access and use of the building.
- Priority 2 items are defined as: implement as soon as possible to improve access.
- Priority 3 items are defined as: plan adaptation work to be implemented to suit identified building users requiring adaptations to be made.
- Priority 4 items are defined as: implementation as part of specific regular maintenance/renewal.

Principles of the Audit

The Access Audit has been undertaken to appraise defined areas of existing accommodation to assess the extent of accessibility to services and facilities and propose the extent of works required to improve the current facilities in accordance with the definitions of the Equalities Act 2010. The audit takes into account the needs of people with mobility impairments (including wheelchair users) and sensory impairments. The audit will identify physical barriers to access against predetermined criteria identified in the Accessibility checklist. This audit should be treated as the starting point of an ongoing access plan which should be regularly reviewed by the organisation. Changes made after the audit may improve or reduce levels of accessibility.

It is important to stress that West of England Centre for Inclusive Living (WECIL) does not claim to be surveyors or official assessors. WECIL are a Disabled Peoples User Led Organisation that has a number of members with a variety of impairments that can relate to the access issues disabled people face on a daily basis. All of WECIL's access audit specifications come from the official HM Government Approved Document on Access to Buildings and Use, using M1/M2 specifications.

AUDIT INTRODUCTION

An online review of the plans took place on Thursday 16th December 2021 with Kinny Chinangwa, Business Services Manager - WECIL, Paul Borthwick - WECIL's Access Inclusion Team (W.A.I.T), Alan Dyte (W.A.I.T), Kyle Stevenson (W.A.I.T), Glyn Everett (W.A.I.T) and Barrington Chambers (W.A.I.T). The team were accompanied by Amy Phipps - Diversity & Inclusion Trainer for WECIL and a parent of a child with Autism.

The site visit to Park Row and Upper Maudlin Street took place on Thursday 13th January 2022 with Kinny Chinangwa, Alan Dyte and WAIT Chair, Phil Gingell.

Summary of Findings

Park Row- Woodland Road Junction

When reviewing the plans for this area it was clear to see that the new interpeak loading bay bypass will work well on paper creating enough distance for cyclist to maintain their journey westbound on Park Row. When visiting the site, the team felt in operation, marking the cycle path in red to continue the visual contrast will not only help people with a visual impairment but drivers trying to access the loading bay.



Image of the cycle lane posts.

The current pole barriers put in place for the cycle path on Park Row opposite the shops are black with a reflector strip down the middle. These don't have enough visual contrast from its surroundings and would benefit from a yellow strip going down the back of them.

There were a lot of questions relating to the new parallel crossing at the Woodland Road Junction. There are concerns of confusion and too much going on especially for disabled people with the two stage right turn for cyclists coming out of Woodland Road as well as the pedestrian crossing. Will there be an early release for cyclists using the two stage turn as there are likely to be collisions with pedestrians as both cyclists and pedestrians cross

the road at that point. There needs to be clarity as to what type of crossing it will be as this will affect people with a visual impairment who use the rotating cone at the bottom of a crossing signal box. Warning signs for cyclists around any two stage turn would be beneficial for pedestrians.

Woodland Road - Lower Park Row

The discussion of additional accessible bays was very important as some bays will be removed from Upper Maudlin Street. Accessible parking will be required for disabled people and families with disabled children who cannot use public transport.

When we visited Woodland Road we saw at least 10 parking bays currently in operation. How many of these bays will be changed to accessible bays as this will need to be communicated to disabled people. At least 3 bays at a minimum would be good but more would be great. These bays are currently linked to a cycle path going up the left side of Woodland Road. There will need to be enough separation between the accessible bays and the cycle path to ensure disabled people with a larger accessible vehicle have enough transfer space when exiting from the back of their vehicle. Dropped kerbs will be needed by all accessible parking bays.



Image of the parking bays on Woodland Road.

The removal and replacement of the existing island as Woodland Road meets Park Row to protect the cycle route and bring more visibility for pedestrians is a good idea but the 2-way traffic system continues to be difficult for disabled people. When visiting this area, a lot of our team who have a visual impairment find it difficult to judge when to cross the road due to the noise and no other indicators of traffic coming into or out of Woodland Road. We suggest a zebra crossing being installed at this point would benefit cyclists, pedestrians and drivers as it would prevent potential accidents. The drop kerbs at this crossing also needs to be level as they're currently on a deep gradient that wheelchair users find difficult to navigate.



Image of the tactile pavign at the Woodland Road junction.

The removal of the crossing by Trenchard Street Car Park makes sense if new crossings will be implemented both west and Eastbound of the car park entrance. It would be a mistake to move the pedestrian crossing too far away to Woodland Road without any additional crossing. This could increase the journey from Trenchard Street Car Park to the Children's hospital. When travelling with disabled children with sensory needs, adding to this journey is very distressing for both parents and children.

Widening the footway for better accessibility is welcomed. The updates to the bus stops are key as it could bring improvements but also potential hazards. Raised kerbs at certain points of the bus stops will help people with a visual impairment using a probing cane to identify they're at a bus stop. The concern is how safe will the 'Safe Haven' be? We feel a lot more thought needs to go into assuring the safety for pedestrians and cyclists. A zebra crossing across the safe haven to the bus stop would be helpful for cyclists to stop. Warning signs would also be beneficial in this area. The main concern is around ensuring there are indicators for people with a visual impairment of where the crossing in the safe haven is. This will prevent them from stepping out into the wrong area of the cycle path whilst waiting for the bus.

Tactile paving at the Lodge Road Junction is welcomed as this junction can be difficult to navigate for disabled people and can be quite dangerous to cross.

Lower Park Row – St Michael's Hill

The planned layout at the St Michael's Hill Junction works well on paper but there are concern about how this will work in operation. The early release for cyclist's eases concerns but the other area of concern is the paving in this area. It's very narrow and would benefit from being extended out further. The change from a two stage pedestrian crossing to a single stage works well here as a two stage cycle route turn isn't implemented here.

With accessible parking bays being removed further down the road on Upper Maudlin Street, adding an additional bay near the shops is good practice. Ensuring there is enough transfer space for disabled people without having to navigate a close cycle path is very important, especially on this busy part of the road.

Upper Maudlin St – BRI Entrance

Adding a pedestrian crossing at Colston Street as it meets Upper Maudlin St is vital for pedestrians as disabled people with a visual impairment can find it difficult to judge when it's the right time to cross. Similar advice regarding the entrance to BRI/Children's Hospital. With it being a very busy road and vehicles coming out and turning into the hospital, a zebra cross would be a safer option not just for disabled people but for all.

The reconfiguration of the pedestrian crossing is welcomed along with the footway reconfiguration to allow more space. The cycle paths need to have a consistent colour contrast to enable people with a visual impairment to easily identify it. The zebra crossing points at the bus stop safe havens are vital along with the proposed fencing helping to guide pedestrians. Please ensure the fencing has a distinctive colour contrast to its surroundings. Tactile paving at crossing points need to be incorporated. More rest points need to be put in place for disabled people as parking will be at a distance from certain destinations.

BRI Entrance – Lower Maudlin St

With the removing of the accessible parking bays it will be very important to communicate where these will be moved too. More parking closer to the hospital would be beneficial as the distance could affect disabled people and people with a long term health condition.

The two stage right turn for cyclists is a concern similar to what was mentioned earlier in the report. Will cyclists get an early release to enable them to make that right turn or will they be crossing at the same time as pedestrians?

The upgrade to bus stop shelters and raised kerbs is welcomed as the shelters will also help with disabled people who are

neurodivergent where sound affects them. Raised kerbs are great indicators for people with a visual impairment using a probing cane. The location of bike storage and Voi parking in its own area away from the natural path for pedestrians is key as they could be a barrier. Our suggestion is that they must be located at the edge of pavements or as close to a building as possible without obstructing the entrance.

Colston Street – Lower Park Row

With Lower Park Row changing to a one-way road and all the changes to Perry road, we suggest that there is a widening of the pavement on the right side as Lower Park Row meets Park Row. The pavement here is narrow and disabled people find it difficult to navigate this area in a wheelchair.

Additional Questions

With the proposed plans to make Park Street pedestrianised, what impact will that have to the traffic on Park Row?

Currently there are no tactile indicators when crossing the Trenchard Street car park exit on Park Row. Are there plans for this to be improved?

How will you ensure pedestrians will have priorities over bikes?

Where proposing planting trees can these be in pots so as not to disturb the highways with root growth?

Island being removed as part of a single stage crossing is good but would be more accessible if a tactile surface what placed in the middle of the crossing. This will enable people with a visual impairment to identify that they're halfway across the road.