

# Beaufort Road- Early Engagement Survey Report

February 2021



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## 1. Summary

Between Monday 18 January 2021 and Sunday 14 February 2021 Bristol City Council conducted an engagement survey on proposed changes for Beaufort Road. The consultation included a proposal for consideration that was based on past feedback. The proposal was to change part of Beaufort Road to one way for motorised traffic and keeping three main key sections two way to allow residence access.

Over 143 key stakeholders (including emergency services), 167 equality, Voluntary /Community Sector, and faith groups plus more than 1574 households and over 46 local businesses were engaged. Responses were received through emails, phone calls and in person and over 700 responses were received from the public through the survey.

### Community survey

A total of 785 responses were received from the survey made up of 489 online and 296 paper copies. The headline findings are:

- 93.7% (736 respondents) were residents
- 94% live up to one mile and a further 4% between one and two miles
- Most respondents (85.5%) walk to or around Beaufort Road followed by drive a car or van (75.8%) and use a bicycle 49.8% of respondents.
- From the respondents most liked the closeness to the cemetery (59.1%) whilst 48.7% liked the large trees and green space this was followed closely by local views (46%) and 20 mph limit (44.4 %)

What residents considered the biggest problem (combining high and medium priority)

- 85% thought the street busy with traffic was a problem.
- 67% thought that traffic speeds were too high
- 62% thought the road was unsafe to cycle
- 56.5% thought not having a dedicated space for cyclists was a problem
- 58% thought pavements were too narrow, air quality was poor and there was too much noise pollution.

### In terms of priorities (combining essential and high priority %)

- 69% want traffic calming measures to slow traffic
- 59% want cleaner air
- 58% want motorised vehicle access to stay
- 56% want changing traffic direction e.g. one way
- 51% want to prioritise more space for cycling

### Proposed Scheme

- 60.5% either agreed or strongly agreed with the proposed scheme
- 29.5 % disagree or strongly disagree
- 10% neither agreed nor disagreed

Separate response has been received from St George Active Travel Group

- Their preference is for liveable neighbourhood approach for the area

- If the proposed scheme is all that is possible currently, they are in support.

### **Getting Bristol Moving Map** [Bristol COVID-19 transport request form - Bristol - Citizen Space](#)

This is an online interactive map that was created when COVID-19 social distancing measures were implemented in March 2020. The aim was to provide a platform for people to comment on where they would like to see improvements to walking and cycling infrastructure across the city. It was promoted via a press release and social media posts citywide during the first lockdown. It is a digital tool and anyone without online access can request a paper copy of a form where they can add their comments which can be posted back in and uploaded for them.

16 comments were posted on the active travel map: 8 for speeding, 5 for road closure, 2 for pavements/widening and 1 crossing

- 148 likes were posted against the 3 comments related to speeding
- 140 comments treated to road closure.
- 66 likes were posted against the pavement widening
- 23 likes were posted on comments relating to zebra crossing, this related specifically about the corner of Beaufort road and Blackswarth Road.

## **2. Background**

Over the summer the council provided more space for walking and cycling on our streets to support social distancing during COVID-19. This included using temporary barriers to widen pavements and to provide protected bike lanes. We have been flexible with our approach and we have been listening to suggestions from local people for improvements to support high streets and help people get around safely both during the pandemic and in the long term.

Bristol City Council has now secured further government funding to extend and strengthen the temporary work already done.

The council has been looking at ways to use this funding to improve the accessibility of key areas by foot and bike. The aim is to improve walking and cycling journeys to create more local neighbourhoods free from traffic and congestion and to make it easier for local residents, staff, and visitors to access the area on bike and foot.

Many different options for the roads selected are available and the council remains flexible and open to suggestions for improvements to these roads. Possible changes could include closing a road to motorised through-traffic at one end while maintaining access for parking, residents, and deliveries; introducing consistent or timed loading bays; changes to the road layout or direction; wider pavements and extended or new protected bike lanes. The council will engage with the local community and discuss the various options before anything is decided or implemented on any of the neighbourhood roads.

Beaufort road runs parallel to Church road (A420) connecting East Bristol and South Gloucestershire to some of Bristol industrial area along the Feeder and onto South Bristol. Within a half mile radius of the street there are four primary schools and a preschool. The area has a concentration of houses but is mainly made up of terraced houses along a connection of narrow one-way streets leading off Beaufort Road. The Wesley way cycle route is signed along the road leading to Temple Meads and into the city centre.

### **2.1 Objectives of engagement and communications**

The main aim of the early engagement exercise was to:

- seek views from key stakeholders at an early stage on priorities, what they think should change and issues and concerns to inform preliminary design of walking and cycling improvements
- seek views from local businesses, local people living and working along and near the street at an early stage to inform preliminary design of any proposals
- begin a constructive dialogue and create the environment where people can be involved throughout the process of design and implementation
- create a good understanding of the possible proposals and any benefits amongst stakeholders, local businesses, local people, and commuters
- demonstrate Bristol City Council is prioritising sustainable transport options to help Bristol become a sustainable city with a low impact on our planet, clean air, and a healthy environment for all

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

- Bristol is committed to working with local people and partners to improve sustainable transport across the city.
- We have introduced some short term measures during the Coronavirus Pandemic aimed at making it easier for people to choose to walk, cycle or catch the bus – this project looks at the longer term solutions to provide better transport and an improved environment for the area.

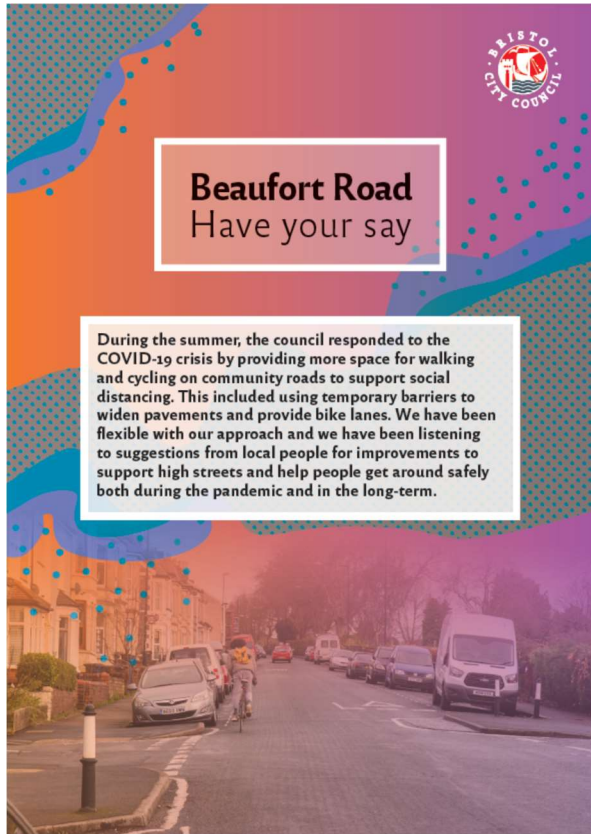
The target audiences for this project include stakeholders such as:

- BCC ward members, MPs
- Internal stakeholders and project teams
- Local businesses and traders
- Local resident associations, faith, and community groups
- Local people who live on the street or on side roads
- People working on the street and nearby
- People who visit the street

### **3. Engagement Tools**

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

The online survey had a shortened link <http://www.bristol.gov.uk/beaufortroad> that was promoted and publicised through social media channels and newsletters. To ensure those who do not have online access were also included the team produced paper copies of the products. See the following for images of the postcard.



## COVID-19

As this engagement process was taking place during the COVID-19 pandemic there were restrictions that applied which meant our face to face engagement had to be suspended. The team adapted the approach to ensure everyone could have their say by:

- Putting up posters in the local area so that those using the road regularly can see there is a survey taking place
- Posting out the survey to over 1500 local properties to raise awareness of the survey and encourage local people to have their say
- Contacting local groups and key stakeholders and ask them to help raise awareness of the survey
- Online campaign with links to the survey to remind people to have their say and offering free support to encourage sustainable travel for individuals and businesses.
- Offered virtual chats and phone appointments that were advertised on the materials.

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

### **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 improved in the street environment and provide feedback on their own experiences. The survey was split into the following sections:

1. Details on who is responding, travel habits, usage of the street
2. Own experiences of the street – Likes, problems and priorities
3. Improvements that could be made to the temporary scheme
4. Any other ideas
5. About you details

The first section asked about how you would describe yourself and for a full postcode and how far you live from Beaufort Road. It also asked you people travel to the road and how often people visited the street. The second focused on their own experiences of the street such as likes, problems and what people think are the priorities. The third section asked for their thoughts on changes to Beaufort Road.

Forth was any other ideas and the last focused on the about you detail so that the team can monitor who responded to the survey. It is important to understand the needs and views of all communities and by asking these questions we can develop our understanding of views across the area. Personal and sensitive information will be used solely for the purpose of equalities monitoring to ensure everyone is treated fairly. All the questions are optional.

The survey was launched on Monday 18 January 2021 and closed on Sunday 14 February 2021 which allowed four weeks for comments. The survey was hosted on the consultation hub on the city council website and had a shortened link created: [www.bristol.gov.uk/Beaufortroad](http://www.bristol.gov.uk/Beaufortroad).

See 'Appendix 1' –for the paper version of the survey which reflects the online version of the survey.

#### **3.1.1 Supporting communications**

The team created a social media plan which included images and text for use on Facebook, Twitter, Instagram, LinkedIn and Nextdoor. The team also created a press release and copy for newsletters that were used for local organisations.

## **4. How we engaged**

Before any proposals are put together for Beaufort Road the council wanted to engage with key stakeholders such as ward members and the local MP, residents, community groups and local businesses to see how people felt about the suggested scheme.

The team therefore put together a few different elements of the engagement process which included:

- Stakeholder meetings (virtual meetings or by phone)
- Early informing letter to residents (pdf version that can be emailed and a paper copy for posting)

Project officers spoke with ward members to discuss the engagement approach and agreed a community survey would work well and provided local contacts for groups who the officers could approach.

A letter was sent out about two weeks before the survey was launched to give local people warning about the plans and ensure people know about the call to action to fill in the survey. We sent out 1574 letters to residents in advance of the survey. The team also sent surveys to local businesses to let them know about the community survey following in a few weeks.

#### **4.1 Survey launch**

The first stage of engagement for the survey was to contact all the key stakeholders in advance of the survey going live. An email was sent to all the stakeholders on the start date telling them about the project and offering opportunities to speak to the project team asking for their input. The press release announced the launch of the survey.

There were regular social media posts from both the twitter and Facebook accounts and paid posts were also used to target certain geographical demographics to boost responses. These social media posts were also promoted by the Travelwest, Betterbybike and other transport social media accounts.

To ensure we heard from all communities over 1570 surveys were sent to all households and businesses in the local area. This was to let them know the engagement had started with a link to the webpage and with the contact details if more paper copies were required or a phone appointment or meeting was requested.

#### **4.2 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 over 1000 paper copies of the survey with a freepost envelope to all the properties in the local area. Social media posts also targeted this area and encouraged them 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.

Before COVID-19 we would have followed up the postal surveys with targeted door knocking in this area and would have carried out interview surveys on street to help boost responses from certain groups. If street events had been allowed the team would have held roadshows asking people to get involved and fill in the survey. However, this was not possible due to COVID-19 restrictions.

The team are very aware that not everyone has access to online resources which is why the team put up posters in the local streets to advertise the engagement and provided contact details in different forms. On all the 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 materials 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. The team also offered phone surgeries and virtual meetings to allow people to speak to the team if they had any questions and queries.

## **5. Results**

### **5.1 Stakeholder engagement**

The team identified key stakeholders who were contacted via email at the launch of the survey asking for their thoughts and comments on Beaufort Road. The key stakeholders list includes:

- Ward members and MPs,
- 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.

#### ***Key stakeholders***

Responses were received from the emergency services which include the police and fire service who are keen to be kept involved in discussions once proposals emerge as they require emergency access. Conversations will also continue with Bristol Waste as proposals develop to ensure refuse collection is considered. Other organisations that have been briefed include Bristol Physical Access Chain who is keen to be involved to help guide on access for those with disabilities, Bristol Walking Alliance, and the Bristol Cycle Campaign.

Official responses were received from the St George Active Travel Group, Bristol Walking Alliance, Bristol Cycle campaign and the Bristol Civic Society.

#### ***St George Active Travel Group***

St George Active travel group are a local group made up of local volunteers promoting active travel in the St George community. They note that that Beaufort road is a rat run. While ideally, they will like a “liveable neighbourhood” if this cannot be done at this time they agree with the proposal as it represents an improvement on the current system. They note a number of issues with the current layout including speeding referenced by [TomTom data](#) for the area, vehicles mounting pavements, road rage and pavement parking among others. (Appendix 6.2).

### *Bristol Walking Alliance*

BWA submitted general comments for all the projects. They support the improvements being proposed to high streets but urge they must be more than temporary interventions. They commented specifically on walking improvements and believe the changes should be designed to make those places more welcoming, safe, convenient, and inclusive for those on foot. They would like to see through car traffic filtered out rather than one-way streets and preferred full closure to timed closure of through routes.

In terms of community engagement, they support the intention for greater community consultation and that success will largely depend on how the doubts of a few people are sensitively addressed. They also commented on the first round of Emergency Active Travel Fund high street interventions and making it clear about temporary and permanent measures as a way of setting expectations.

### *Bristol Cycling Campaign*

Bristol Cycling Campaign submitted a response on Beaufort Road. They stated that “we welcome steps to make walking and cycling easier along Beaufort Road. Beaufort Road is a key ‘walk to school’ route – Summerhill Infants School and Summerhill Academy near the east end of Beaufort Road, and St Patrick’s Catholic Primary School, Redfield Educate Together Primary Academy and St George Pre-School towards the west end of Beaufort Road.”

They are however concerned that “the BCC proposals for a series of one-way filters in Beaufort Road will **increase** the speed of vehicles and will thus **increase** dangers on the road for pedestrians and cyclists. This is because, drivers are likely to increase speed in the knowledge that the opportunity for oncoming motor traffic is significantly reduced.

To remedy this, they advise restricting motorised vehicle traffic which would remove the opportunity for motorised traffic along Beaufort Road, and so will resolve the current and anticipated problem of speeding vehicles.

### *Bristol Civic Society*

The BCS also responded and noted that they welcome street changes that seek to make places more welcoming for people on foot and on bike, and therefore encourage active travel. They feel it is commendable that the council is taking views on the issues that concern people in particular neighbourhoods but feel more information is required to fully assess impact of schemes.

They would like to know how the projects fit into the Bristol Transport Strategy and how each project reduces air pollution and promotes public health. They would like a strategic vision to bring these proposals together and what the impact will be on the wider transport networks.

They would like more information connecting air quality information with the transport schemes and how the first round of ATF schemes affected walking and cycling levels. They also felt some of the issues selected in the surveys may guide respondents and may miss other issues.

They commented on consequences of possible road changes such as traffic displacement which would have been useful to address as part of the engagement. They would have liked objectives to include suggestions for visual amenity or conservation of heritage assets.







## 5.2 Community Survey Results

A total of 798 completed responses to the survey have been captured using the online 495 Smart Survey platform over the engagement period. This was made up of online respondents and 303 paper copies.

The free text boxes were put into categories generated from the survey responses. Where an individual commented about more than one area those comments were split into the relevant sections so one respondent can be reflected in multiple areas. “Other” was any general comment that could not be categories into a theme or outside the scope of this project. Where there were suggestions in one theme these were further divided e.g., Road Closure: these were subdivided to reflect comments on improvements or where issues were highlighted.

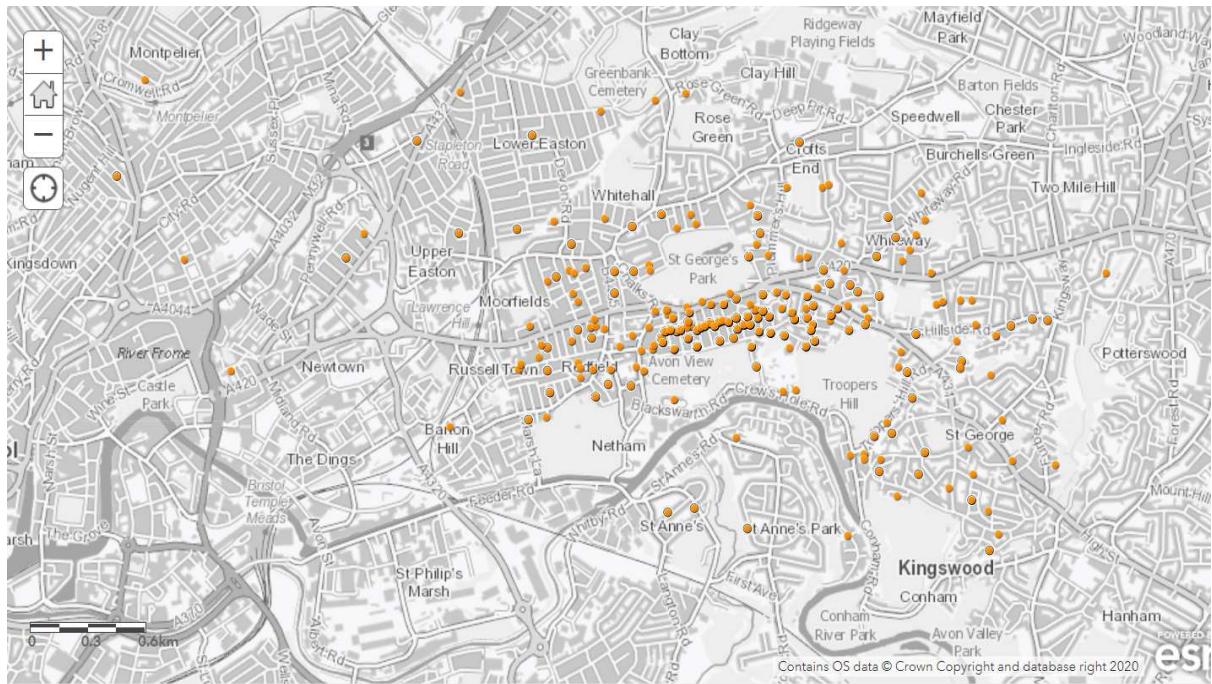
Below is a summary for each question with the breakdown of responses:

94% of respondents said they were a local resident and almost 14.6% of respondents commute through the area the area. Of those that selected ‘other’ the majority of these 230 of the 240 respondents did not say why they go to the area; those who did noted it was a mixture of visiting family and second home/flat.

1. Which of the following best describes you? (Tick all that apply)				
			Response Percent	Response Total
1	I am a local resident		93.81%	743
2	I am a local business owner		1.64%	13
3	I work in the local area		3.66%	29
4	I am a regular visitor to the local area		7.70%	61
5	I commute through Beaufort Road		14.65%	116
6	Other (please specify):		30.30%	240
			answered	792






Of the 798 responses, 786 left their full postcode and most lived within Bristol. The postcodes have been plotted on a map below to show where the respondents live. The second map is a heat map that shows that there is a high concentration of responses surrounding Beaufort Road area and the local ward.

Map of respondent's postcodes (761)












Heat Map showing concentration in Beaufort Road area










3. How far do you live from Beaufort Road?				
			Response Percent	Response Total
1	Up to one mile		94.23%	735
2	1 to 2 miles		4.10%	32
3	3 to 5 miles		1.28%	10
4	5+ miles		0.13%	1
5	I live outside of Bristol		0.26%	2
			answered	780

Just over 94% (735) of respondents live within 1 miles of the area and 98% live within 2 miles.


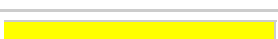








4. How do you travel to and around Beaufort Road? (Tick all that apply)				
			Response Percent	Response Total
1	I walk		85.44%	675
2	I use a bicycle		49.87%	394
3	I catch the bus		15.19%	120
4	I catch the train		3.80%	30
5	I use a taxi		11.90%	94
6	I use a motorcycle		1.52%	12
7	I drive a car / van		75.82%	599
8	I am a car passenger		25.32%	200
9	Other (please specify):		2.15%	17
			answered	790

Over 84% walk to the area, almost 79% travel by car / van and 50% travel by bike.

Of the 17 that selected other responses included 5 runners, 1 wheelchair user, 1 pushchair and co wheels/car club user.

5. How often do you visit / use Beaufort Road?				
			Response Percent	Response Total
1	Daily		58.68%	463
2	3 to 4 times a week		21.42%	169
3	1 to 2 times a week		12.42%	98
4	Fortnightly		3.42%	27
5	Monthly		2.41%	19
6	A few times a year		1.27%	10
7	Rarely		0.38%	3
			answered	789

Of those who responded 59% visit daily and 21% visit 3 to 4 times a week totalling over 80% of the respondents.

6. What are the key things that you like about the street environment on Beaufort Road? (Tick all that apply):				
			Response Percent	Response Total
1	Personality and character of the street		39.90%	306
2	Close to the cemetery		59.19%	454
3	It is easy to walk around e.g., good walking routes		35.07%	269
4	On-street car parking		18.12%	139
5	Good street lighting		14.34%	110
6	Wide road to cycle on		3.91%	30
7	20mph speed limit		44.59%	342
8	Local views		46.15%	354
9	Large trees and green space		48.76%	374
10	Other (please specify):		13.43%	103
			answered	767

Most respondents (around 59%) like the area due to the “closeness to the cemetery”, 48% “large trees and green space” and 46% because “local views”. 44% like “20mph speed limit” and 40% likes the “personality and character of the street”.

Of the 103 comments in the “other” section, respondents liked that it was less congested than Church road, offered an alternative route, access to other route and green space.

<b>7. Thinking about your current experiences of the street environment along Beaufort Road, how much of a problem do you think the following things are:</b>						
	<b>A serious problem</b>	<b>A moderate problem</b>	<b>A minor problem</b>	<b>Not at all a problem</b>	<b>Don't know/ no opinion</b>	<b>Response Total</b>
The street is busy with people	1.5% (11)	5.0% (37)	15.5% (115)	76.7% (569)	1.3% (10)	742
The street is busy with traffic	62.9% (495)	23.1% (182)	8.5% (67)	5.0% (39)	0.5% (4)	787
There is too much noise pollution	29.0% (223)	28.7% (221)	18.2% (140)	14.4% (111)	9.6% (74)	769
The air quality is too poor	31.0% (238)	27.2% (209)	17.3% (133)	12.2% (94)	12.2% (94)	768
The pavements are too narrow	33.1% (256)	25.2% (195)	18.2% (141)	21.3% (165)	2.2% (17)	774
There are no places to sit and rest	11.0% (85)	17.5% (135)	24.6% (190)	37.3% (288)	9.6% (74)	772
The road feels unsafe to cycle on	45.4% (349)	17.4% (134)	11.1% (85)	9.6% (74)	16.5% (127)	769
There is not enough cycle parking	13.9% (106)	15.2% (116)	19.0% (145)	27.8% (212)	24.0% (183)	762
There is not a dedicated space for cyclists on the road	36.7% (281)	20.1% (154)	13.4% (103)	17.5% (134)	12.3% (94)	766
The traffic speeds are too high	48.2% (373)	18.9% (146)	11.0% (85)	19.6% (152)	2.3% (18)	774
Access for disabled people is poor	24.7% (189)	18.2% (139)	11.6% (89)	9.5% (73)	35.9% (275)	765
There is not enough disabled parking	9.7% (74)	11.7% (89)	13.1% (100)	13.5% (103)	52.0% (396)	762
There is not enough car parking	24.0% (184)	17.8% (137)	16.0% (123)	24.5% (188)	17.7% (136)	768
					answered	791

62.9% of respondents think that the street is busy with traffic, 48.2% thought that traffic speeds were too high, 45.5% thought the road was unsafe to cycle. When combining serious and moderate problem totals together around 58% thought pavements were too narrow, air quality was poor and there was too much noise pollution.

**Q8. Please use the text box below to specify any other experiences you have of the Beaufort Road street environment:**

There were 444 responses who answered question 8. Most responses focused on various issues caused by motor vehicle including speeding, congestion, pollution, and parking. There were 524 comments about motor vehicles responses are below:

<b>Issues</b>	<b>Summary of Comments</b>	<b>Number of Comments</b>
Motor Vehicles	Speeding vehicles	152
	Road too narrow	87
	Cars mounting pavement	83
	Congestion	76
	Beaufort Road used as a Rat-run	62
	Aggression / Road Rage	40
	Poor driving	24

There were 104 comments about “Parking” summary of responses are below:

<b>Issues</b>	<b>Summary of Comments</b>	<b>Number of Comments</b>
Parking	Vehicles parking poorly	42
	Visibility issues when pulling out from side roads	39
	Pavement parking	26
	Not enough parking	18
	Households have multiple cars	8

There were 133 comments about “pavements” summary of responses are below:

<b>Issues</b>	<b>Summary of Responses</b>	<b>Number of Comments</b>
Pavements	Dangerous for pedestrians	45
	Pavements too narrow	23
	Crossing road dangerous	18
	Not accessible for elderly, wheelchairs, and pushchairs	15
	Poor quality pavements/roads	3

There were 83 comments about “Cycling” summary of responses are below:

<b>Issues</b>	<b>Summary of Comments</b>	<b>Number of Comments</b>
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Cycling	Dangerous for cyclists	83
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There were 69 comments with “scheme suggestions” summary of responses is below:

Issues	Summary of Comments	Number of Comments
Scheme suggestion	Enforce speed limit	18
	Parking restriction	16
	One-way suggestions	10
	Better access to cemetery	7
	Restrict Access	5
	Crossing Points	4
	Widen Road	3
	Improve Church Road, Blackswarth Road, Chalks Road Junction	3
	Cycle Lane	2

There were 30 comments about “Pollution” summary of responses are below:

Issues	Summary of Comments	Number of Comments
Pollution	Air pollution	19
	Noise pollution	9
	Litter and fly-tipping problem	2

There were 24 comments that were “positive” about different aspect of the current layout summary of responses are below:

Issues	Summary of Comments	Number of Comments
Positive	Traffic is not an issue	8
	Safe for road users	4

	Sufficient parking	3
	Good public transport options nearby	2
	Speeding is not an issue	2
	Road width is not a problem	2
	Good air quality	2
	Good quality pavements	1

There were 53 comments that could be classified as general below:

General Comments	Number of Comments
General support for the scheme	19
General opposition of the scheme	19
General Other	15

There were 4 comments about “Public Realm” summary of responses below:

Issues	Summary of Comments	Number of Comments
Public Realm	Hedges aren't trimmed	3
	Dangerous camber in the road	1

**10. Please tell us what your priorities would be for improving Beaufort Road (Tick all that apply):**

	Essential	High priority	Medium priority	Low priority	Not a priority	Response Total
Cleaner air	32.8% (247)	26.4% (199)	22.4% (169)	11.7% (88)	6.8% (51)	754
Make it easier to cross the road	24.8% (185)	20.1% (150)	25.6% (191)	18.0% (134)	11.5% (86)	746
Wider pavements	22.6% (168)	21.3% (158)	23.8% (177)	18.4% (137)	13.9% (103)	743
Traffic calming measures to slow traffic	52.3% (401)	17.5% (134)	12.1% (93)	9.4% (72)	8.7% (67)	767






**10. Please tell us what your priorities would be for improving Beaufort Road (Tick all that apply):**

	<b>Essential</b>	<b>High priority</b>	<b>Medium priority</b>	<b>Low priority</b>	<b>Not a priority</b>	<b>Response Total</b>
Restricting traffic at certain times	30.0% (224)	17.4% (130)	16.9% (126)	16.5% (123)	19.2% (143)	746
Changing traffic direction e.g., one-way restrictions	39.7% (304)	15.6% (119)	15.2% (116)	10.7% (82)	18.8% (144)	765
Maintaining motorised vehicle access to the street	39.0% (293)	19.4% (146)	17.6% (132)	12.6% (95)	11.4% (86)	752
Restricting motorised vehicle access to the street	24.3% (183)	16.6% (125)	15.5% (117)	18.1% (136)	25.5% (192)	753
Prioritising more road space for cycling	32.3% (244)	18.7% (141)	19.6% (148)	14.0% (106)	15.4% (116)	755
Cycle parking facilities	9.0% (67)	8.7% (65)	20.7% (154)	28.0% (208)	33.5% (249)	743
More places to stop and rest e.g., seating areas	5.7% (43)	8.2% (61)	23.7% (177)	27.8% (208)	34.6% (259)	748
More outdoor space for community amenities	10.5% (78)	13.8% (102)	21.4% (158)	23.0% (170)	31.4% (232)	740
Reduced traffic noise	25.3% (190)	21.7% (163)	22.5% (169)	18.1% (136)	12.5% (94)	752
More car parking in the area	15.6% (117)	12.2% (92)	21.4% (161)	25.1% (189)	25.7% (193)	752
More greenery/planters	18.9% (141)	20.6% (154)	23.2% (173)	16.5% (123)	20.9% (156)	747
					answered	785

785 respondents answered Question 10 of those the main priorities; meaning they were ranked as high or essential were: wider pavements (64%), Clean air (63%), Greenery and planters (58%) restricting motorised traffic (57%) and making it easier to cross the road (54%).

Only 14% of respondents think “better car parking facilities” is essential and over 76% think this is a low priority or not a priority at all.

13. As the road struggles with high traffic volumes a proposed scheme of improvements has been designed, following initial feedback from the community. We would like your views on the introduction of a series of one-way / no entry restrictions along Beaufort Road. This would remove westbound traffic and restrict traffic to eastbound movements only on the following three stretches of Beaufort Road: Between Blackswarth Road and Cossham Road Between Hedwick Street and Northcote Road Between Beaconsfield Road and Glebe Road This would be implemented by installing no entry restrictions at the junctions with Cossham Road, Northcote Road and Glebe Road. Where the road is wide enough, we are also suggesting installing a bike lane on Beaufort Road between Blackswarth Road and Glebe Road, using the space created by the one-way restrictions. We are yet to carry out detailed technical assessments to determine exact locations and designs, but any bike lane would allow cyclists to travel in the opposite direction to motorised traffic (westbound). Where the road is not wide enough, signage and road markings would be in place to warn motorists of cyclists travelling in the opposite direction. Eastbound cyclists would travel along the route with the motorised traffic. This suggested scheme is detailed on the map below (click to enlarge): Restricting traffic to one-way outbound in key locations would significantly reduce the number of motorised vehicles using the road as a through route and reduce the conflict between vehicles travelling in opposing directions. Implementing these changes in small sections, rather than the entire route, will ensure residents can still access their homes while preventing rat running on the route. The benefits of the suggested one-way restrictions are: Safer walking and cycling routes, an improvement in local air quality Reduction in noise and air pollution Reduced vehicle speeds Any changes that are implemented will be temporary initially to give the local community a chance to see how changes may work. Please tell us the extent to which you agree or disagree with the following scheme: One-way restrictions on Beaufort Road (Eastbound in key sections, as shown on the map):

			Response Percent	Response Total
1	Strongly agree		37.52%	287
2	Agree		23.14%	177
3	Neither agree nor disagree		9.80%	75
4	Disagree		8.50%	65
5	Strongly disagree		21.05%	161
			answered	765

Over 60% of respondents agreed or strongly agreed with proposed changes outlined in the proposal for Beaufort Road.

**Q11. If you would like to suggest any other priorities for Beaufort Road, please specify below**

**Q14. Do you have any other comments or suggestions?**

Responses to questions 11 and 14 have been combined since there was considerable overlap in the themes and suggestions being made. These received 275 and 523 responses respectively.

These respondents focused on the removal of addressing issues related to the vehicular traffic in particular speeding. There were 285 comments about "Traffic" summary of responses are below:

Theme	Summary of Comments	Question 11 Comments	Question 14 Comments	TOTAL Comments
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Traffic	Address traffic speeds	74	110	184
	Stop through traffic /modal filter / liveable neighbourhood	34	45	79
	Reduce through traffic	22	0	22

There were 106 comments about impact on “other roads in the area” summary of responses is below:

<b>Theme</b>	<b>Summary of Comments</b>	<b>Question 11 Comments</b>	<b>Question 14 Comments</b>	<b>TOTAL Comments</b>
Other roads mentioned	The Avenue	7	20	27
	Church road, Blackswarth road, Chalks Road Junction	6	21	27
	Beaconsfield Road	2	14	16
	Side streets off Beaufort Road	2	12	14
	Glebe Road and Lambley Road	0	12	12
	Cossham Road & Seneca Street	0	10	10

There were 78 comments about “Parking” summary of responses are below:

<b>Theme</b>	<b>Summary of Comments</b>	<b>Question 11 Comments</b>	<b>Question 14 Comments</b>	<b>TOTAL Comments</b>
Parking	Less parking	17	16	33

	Parking restrictions to improve visibility on side road exits	4	12	16
	Consider residents parking scheme	4	11	15
	Other parking comments	0	10	10
	More parking	3	0	3

There were 67 comments about “Cycle” summary of responses are below:

<b>Theme</b>	<b>Summary of Comments</b>	<b>Question 11 Comments</b>	<b>Question 14 Comments</b>	<b>TOTAL Comments</b>
Cycle	Segregated cycle lane	5	14	19
	Continuous cycle lane	0	14	14
	Other cycle comments	5	9	14
	Cycle Parking	7	1	8
	Improve cycle junction over Blackswarth Rd, Pile Marsh, Victoria Avenue	2	3	5
	Eastbound cycle lane	1	3	4
	Concern about peds crossing bike lane	0	3	3

There were 59 comments about “One-way system” summary of responses are below:

<b>Theme</b>	<b>Summary of Comments</b>	<b>Question 11 Comments</b>	<b>Question 14 Comments</b>	<b>TOTAL Comments</b>
One-way system	Make it completely one way	4	19	23
	Reverse one-way direction	3	16	19
	Other one-way suggestions	2	6	8
	Timed restrictions	3	3	6
	Restrictions at bottom of Beaufort Road only	0	3	3

There were 47 comments about “Pedestrians” summary of responses are below:

<b>Theme</b>	<b>Summary of Comments</b>	<b>Question 11 Comments</b>	<b>Question 14 Comments</b>	<b>TOTAL Comments</b>
Pedestrian	Pavement improvements	12	13	25
	Safe crossing points	5	6	11
	Improve cemetery access	11	0	11

There were 178 comments about “impact on area” summary of responses is below:

<b>Theme</b>	<b>Summary of Comments</b>	<b>Question 11 Comments</b>	<b>Question 14 Comments</b>	<b>TOTAL Comments</b>
Impact on area	Will increase Traffic on other major roads in the area	17	75	92
	Will increase traffic on side roads off Beaufort Road	3	43	46

	Impact on residents	6	20	26
	Will negatively affect parking	4	10	14
	Scheme is confusing	0	5	5

There were 88 comments about supporting or against the proposed scheme summary of responses is below:

<b>Scheme Comments</b>	<b>Question 11 Comments</b>	<b>Question 14 Comments</b>	<b>TOTAL Comments</b>
Comments supporting scheme	10	53	63
Scheme doesn't go far enough	4	13	17
Against scheme	1	7	8

There were 28 comments about “with additional question or comments” summary of responses is below:

<b>Theme</b>	<b>Summary of Comments</b>	<b>Question 11 Comments</b>	<b>Question 14 Comments</b>	<b>TOTAL Comments</b>
Additional questions & comments	Additional suggestions	11	2	13
	Unclear how certain elements will work	0	2	11
	Questions	5	0	5
	Appreciate being consulted	5	0	5
	Error on map	4	0	4
	Stop cemetery being used as a cut through	1	2	3

There were 27 comments offering summary of responses are below:

<b>Summary of Comments</b>	<b>Question 11 Comments</b>	<b>Question 14 Comments</b>	<b>TOTAL Comments</b>
Widen road for vehicle traffic	9	18	27

There were 20 comments about “Visual Changes and Streetspace” summary of responses is below:

Theme	Summary of Comments	Question 11 Comments	Question 14 Comments	TOTAL Comments
Visual changes to streetspace	Planting and Trees	8	5	13
	Changes to the way the street looks	2	3	5
	Seating	2	0	2



### 5.1.1 Survey Demographics and Equalities analysis


The questions below were asked to help us ensure that 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:

15. What is your age?				
			Response Percent	Response Total
1	0-10		0.13%	1
2	11-15		0.13%	1
3	16-17		0.00%	0
4	18-24		1.15%	9
5	25-34		27.26%	214
6	35-44		29.17%	229
7	45-54		15.16%	119
8	55-64		13.76%	108
9	65-74		9.17%	72
10	75-84		2.42%	19




15. What is your age?				
			Response Percent	Response Total
11	85 +		0.38%	3
12	Prefer not to say		1.40%	11
			answered	785

16. Do you consider yourself to be a disabled person?				
			Response Percent	Response Total
1	Yes		5.35%	42
2	No		91.08%	715
3	Prefer not to say		3.69%	29
			answered	785










The disability rate for the city is around 8% so the 5.3% response rate is lower than the city average; we will be continuing talking to disability groups as part of the design work.

17. What is your sex?				
			Response Percent	Response Total
1	Female		48.85%	383
2	Male		43.75%	343
3	Prefer not to say		6.76%	53
4	Other (please describe):		0.77%	6
			answered	784







The majority of those who responded were female with just under 49% of the total which is like the ward average of just over 50%.

18. Have you gone through any part of a gender reassignment process or do you intend to?				
			Response Percent	Response Total
1	Yes		0.13%	1
2	No		91.05%	702
3	Prefer not to say		8.95%	69
			answered	771






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

			Response Percent	Response Total
1	White British		77.86%	612
2	White Irish		2.16%	17
3	White Other		5.73%	45
4	Black /African / Caribbean / Black British		1.27%	10
5	Asian / Asian British		0.76%	6
6	Mixed / Multi ethnic group		2.29%	18
7	Gypsy / Roma / Irish Traveller		0.13%	1
8	Prefer not to say		8.40%	66
9	Any other ethnic background (please describe):		1.53%	12
			answered	786






### 20. What is your sexual orientation?

			Response Percent	Response Total
1	Bisexual		3.80%	29
2	Gay Man		2.23%	17
3	Gay Woman / Lesbian		0.79%	6
4	Heterosexual / Straight		73.56%	562
5	Prefer not to say		18.85%	144
6	Other (please describe):		0.92%	7
			answered	764




### 21. What is your religion/faith?

			Response Percent	Response Total
1	No Religion		59.24%	455
2	Buddhist		0.91%	7
3	Christian		22.01%	169
4	Hindu		0.13%	1
5	Jewish		0.65%	5




### 21. What is your religion/faith?

			Response Percent	Response Total
6	Muslim		0.65%	5
7	Pagan		0.78%	6
8	Sikh		0.39%	3
9	Prefer not to say		13.41%	103
10	Other (please describe):		1.95%	15
			answered	768

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

			Response Percent	Response Total
1	Yes		2.87%	22
2	No		88.77%	680
3	Prefer not to say		8.49%	65
			answered	766

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

			Response Percent	Response Total
1	Yes		0.13%	1
2	No		92.19%	708
3	Prefer not to say		7.81%	60
			answered	768

In the final section of the survey people were asked if they would like to receive updated and more information about the project. Over 458 people left their name and email address so that they can be kept up to date with this project as it moves forward.

#### 5.2.2 Social media

A social media plan was developed to help amplify the message of the engagement for the survey. This included using multiple channels such as Twitter, Facebook, Next door, Insta and LinkedIn and this was supported by paid Facebook posts aimed at local people.

The content of the posts was as follows:

“We're looking to improve walking & cycling on 13 roads across Bristol and we need local ideas to help us design proposals that work for everyone

👉 Have your say: <https://news.bristol.gov.uk/news/bristol-neighbourhoods-to-shape-future-of-road-improvements>”

Posts were scheduled over the engagement period and the first posts that went out on 18 January manage the following results:







- The original post which included Beaufort Road had a reach of 5275 with 5174 organic impressions with an engagement rate of .95 and 14 clicks, 7 likes, 6 shares, 1 love, 1 angry, 1 laugh and 22 comments


These were followed up by more posts on 2, 4, 12 and 14 February which was reminder that the engagement was finishing soon, and this was the last opportunity to have a say. Below is a summary of all the social media figures and channels used during this engagement process:

18 Jan	Next Door	<p>Should we make changes to Beaufort Road?</p> <p>📣 Calling Redfield &amp; St George!</p> <p>We are looking to improve walking, cycling, the environment and accessibility on Beaufort Road 🚲🚶</p> <p>💡 Local ideas will help us design proposals that work for everyone</p> <p>Have your say by completing the survey before Sunday 14 Feb 👉 <a href="http://www.bristol.gov.uk/BeaufortRoad">www.bristol.gov.uk/BeaufortRoad</a></p>	<p><a href="https://nextdoor.co.uk/post/17592197770936?init_source=copy_link_share">https://nextdoor.co.uk/post/17592197770936?init_source=copy_link_share</a></p>	283 Impressions
2 Feb	Facebook	<p>Have you got ideas for road improvements in Bristol? 💡</p> <p>We are currently inviting views on the how we can improve walking, cycling, accessibility and the environment on these streets:</p>	<p>SCHEDULED ON ORLO</p> <p><a href="https://www.facebook.com/BristolCouncil/photos/a.533536933346377/4042727142427321/">https://www.facebook.com/BristolCouncil/photos/a.533536933346377/4042727142427321/</a></p>	<p>5275 Organic Reach 5174 Organic Impressions 0.95 Engagement rate 14 Clicks 7 Likes, 1 love, 1 angry, 1 laugh 6 Shares 22 Comments</p>

		<ul style="list-style-type: none"> <li>▪ Dean Lane, Southville</li> <li>▪ Langton Court Bridge, St Anne's</li> <li>▪ Overton Road, Bishopston</li> <li>▪ Beaufort Road, Redfield</li> <li>▪ Mina Road, St Werburgh's</li> <li>▪ Greville Road/Upton Road, Southville</li> <li>▪ Redcliffe Mead / Prewitt Street, Redcliffe</li> </ul> <p>Complete the surveys and have your say:  <a href="https://www.bristol.gov.uk/streets-travel/proposed-changes-to-neighbourhood-roads-and-high-streets">https://www.bristol.gov.uk/streets-travel/proposed-changes-to-neighbourhood-roads-and-high-streets</a></p>		
4 Feb	Insta	<p>Have you got ideas for road improvements in Bristol? 💡</p> <p>We are currently inviting views on the how we can improve walking, cycling, accessibility and the environment on these streets:</p> <ul style="list-style-type: none"> <li>▪ Dean Lane, Southville</li> <li>▪ Langton Court Bridge, St Anne's</li> <li>▪ Overton Road, Bishopston</li> <li>▪ Beaufort Road, Redfield</li> <li>▪ Mina Road, St Werburgh's</li> <li>▪ Greville Road/Upton Road, Southville</li> <li>▪ Redcliffe Mead / Prewitt Street, Redcliffe</li> </ul> <p>Complete the surveys and have your say:  <a href="https://www.bristol.gov.uk/streets-travel/proposed-changes-to-neighbourhood-roads-and-high-streets">https://www.bristol.gov.uk/streets-travel/proposed-changes-to-neighbourhood-roads-and-high-streets</a></p>	<a href="https://www.instagram.com/p/CK39NGrDAdU/">https://www.instagram.com/p/CK39NGrDAdU/</a>	

		<a href="#">to-neighbourhood-roads-and-high-streets</a>		
2 Feb	LinkedIn	<p>Have you got ideas for road improvements in Bristol? 💡</p> <p>We are currently inviting views on how we can improve walking, cycling, accessibility and the environment on these streets:</p> <ul style="list-style-type: none"> <li>▪ Dean Lane, Southville</li> <li>▪ Langton Court Bridge, St Anne's</li> <li>▪ Overton Road, Bishopston</li> <li>▪ Beaufort Road, Redfield</li> <li>▪ Mina Road, St Werburgh's</li> <li>▪ Greville Road/Upton Road, Southville</li> <li>▪ Redcliffe Mead / Prewitt Street, Redcliffe</li> </ul> <p>Complete the surveys and have your say:  <a href="https://www.bristol.gov.uk/streets-travel/proposed-changes-to-neighbourhood-roads-and-high-streets">https://www.bristol.gov.uk/streets-travel/proposed-changes-to-neighbourhood-roads-and-high-streets</a></p>	<a href="https://www.linkedin.com/feed/update/urn:li:activity:6762341800301629440">https://www.linkedin.com/feed/update/urn:li:activity:6762341800301629440</a>	
2 Feb	Twitter	<p>Got ideas for road improvements in Bristol?</p> <p>We are inviting views on streets in St Anne's, Southville, Bishopston, Redfield, St Werburgh's and Redcliffe</p> <p>Help us improve walking, cycling, accessibility and the environment - have your say:  <a href="http://www.bristol.gov.uk/roadchanges">www.bristol.gov.uk/roadchanges</a></p>	<p>SCHEDULED ON ORLO</p> <p><a href="https://twitter.com/BristolCouncil/status/1356648791290613761">https://twitter.com/BristolCouncil/status/1356648791290613761</a></p>	<p>159660 Reach  7640 Impressions  1.2 Engagement rate  60 Clicks  11 Likes  13 Shares</p> <p>8 Comments</p>

12 Feb	Next Door  target to ward where the road is (include the neighbouring area if it goes super close)	 [alarm clock emoji] Last chance to give us your ideas for Beaufort Road!  We are looking to enhance walking, cycling, the environment and accessibility on this street   💡 Your ideas will help us design proposals that work for everyone  Have your say before the survey closes on Sunday 14 Feb 🖱 <a href="http://www.bristol.gov.uk/OvertOnRoad">www.bristol.gov.uk/OvertOnRoad</a>	<a href="https://nextdoor.co.uk/post/17592198315774?init_source=copy_link_share">https://nextdoor.co.uk/post/17592198315774?init_source=copy_link_share</a>	500 Impressions
14 Feb	Twitter	 Calling St George and Redfield! Give us your ideas for Beaufort Road before the deadline today   Help us to improve walking, cycling, accessibility and the environment  👉 Complete the survey and have your say: <a href="https://bristol.citizenspace.com/sustainable-transport/beaufort-road-engagement-survey/">https://bristol.citizenspace.com/sustainable-transport/beaufort-road-engagement-survey/</a>	<a href="https://twitter.com/BristolCouncil/status/1360906934849830912">https://twitter.com/BristolCouncil/status/1360906934849830912</a>	110081 Reach 2284 Impressions 0.57 Engagement rate 9 Clicks 0 Comments 2 Likes 2 Shares
14 Feb	Facebook	 Calling St George and Redfield! Give us your ideas for Beaufort Road before the deadline today   Help us to improve walking, cycling, accessibility and the environment	<a href="https://www.facebook.com/BristolCouncil/photos/a.533536933346377/4074215755945126/">https://www.facebook.com/BristolCouncil/photos/a.533536933346377/4074215755945126/</a>	925 Organic Reach 913 Organic Impressions 0.66 Engagement rate 6 Clicks 0 Comments 0 Likes 0 Shares

		 Complete the survey and have your say: <a href="https://bristol.citizenspace.com/sustainable-transport/beaufort-road-engagement-survey/">https://bristol.citizenspace.com/sustainable-transport/beaufort-road-engagement-survey/</a>		
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### 5.2.3 Emails, phone calls and virtual chats

During the engagement process the team offered three ways for people to contact the council outside of the survey and this was via email, phone calls or virtual chats. Over 20 emails were received from residents and businesses 1 virtual chat and 1 phone conversation.

These correspondents included discussions about issues with the scheme including the possibility of increases speed by one-way system

### 5.3 Getting Bristol Moving map

This online interactive map was created when COVID-19 social distancing measures were implemented in March 2020. The aim was to provide a platform for people to comment on where they would like to see improvements to walking and cycling infrastructure across the city. It was promoted via a press release and social media posts citywide during the first lockdown. It is a digital tool and anyone without online access can request a paper copy of a form where they can add their comments which can be posted back in and uploaded for them.

Below is table showing the types of comments that have been collected over the last six months on the active travel map set up during the pandemic. This map allows people to leave suggestions of any changes to transport network they felt might improve their local area. 35 comments were posted in total. Comments focused on three main areas, Zebra crossing, Speeding, Road Closure and Pavement widening.

Zebra crossing	Issue	Recommendation	Support
Corner of Beaufort and Blackswarth road	Difficult and dangerous for pedestrians to cross from North pavement of Beaufort Road to Plummers' Hill. Must watch for break in busy traffic, coming from 4 directions. Traffic lights on Blackswarth Rd are poorly positioned and no help		21
<b>Speeding</b>			
Beaufort Road (lower section)	Beaufort Rd is a disaster for cyclists -	Make Beaufort Road one-way,	7

	cars speeding constantly, and difficult to cross onto cycle path on Pile Marsh	speeding restrictions, light control the crossroads	
Beaufort Road	Dangerous for cyclists due to two way traffic on this narrow road and speeding drivers Especially at rush hours though also an issue at other times, cars speed along this narrow road using it as a rat run alternative to Church Rd, also creating traffic blockages when cars build up in both directions. Very dangerous for cyclists.	Traffic calming measures and making this a one-way road	15
Beaufort Road (Lower section)	road closure to through traffic, increase safety for cyclist and pedestrians	Close to through traffic, traffic calming measures, thought put into road closures to prevent issue directed into adjoining street (which I live on) at the least, during initial lockdown it was brilliant, at least introduce plans that were scrapped	21
Beaufort Road (by Cossham Road)	Speeding on Beaufort Road. This is a residential area with lots of children, some cars are travelling more than 50mph (police speed watch). It is also part of the Wesley Way cycle route, a key route for cyclists in the East of the city.	Make traffic cells with side roads, or redesign to reduce speed, one way and widen pavements and make separate cycle route, or make access only	42

Beaufort Road (Salisbury)	Worst at hours times and particularly bad in the evening between approximately 5&7pm	Liveable neighbourhood stop Beaufort Rd being a rat run, residents, and delivery access only as this would make the street less dangerous for pedestrians, cyclists, and other motorists. It would also dramatically help reduce air pollution	6
Beaufort Road (Salisbury)	currently Beaufort Rd is terrible to drive down, a lot of road rage has been experienced. Cars mounting the curb when walking the dog etc. Also, when it is clear, people speed. Creates a lot of noise / traffic pollution. 8-9am and 5-7pm	Making it a non-through road only for residents and deliveries	3
Beaufort Road		Not closure but traffic calming measures on Beaufort Road to slow this rat run. The council needs to enforce parking restrictions in this area: many vehicles parked on pavements in unsafe and narrow spots due to too many cars trying to park.	33
Beaufort road (between Northcote Road and Richmond road		Add cycle lane + either make 1-way with traffic-calming, block road between very 2 side roads or close to anyone	21

		who is not a resident	
<b>Road Closure</b>			
Between Cossham and Seneca Street	Close Beaufort Road to through traffic via bollards or similar	Beaufort Road is used as a rat-run with regular speeding and mounting of the (at points quite thin) pavement. This makes it unfriendly for children and cyclists.	11
Seneca street corner of Beaufort Road	Most people driving up Beaufort Road are speeding. This is a dedicated cycle route, a route for children to access two primary schools and a residential area. There are no crossing points along the road except at the Blackswarth Road junction.	Most people driving up Beaufort Road are speeding. This is a dedicated cycle route, a route for children to access two primary schools and a residential area. There are no crossing points along the road except at the Blackswarth Road junction.	21
Beaufort Road (Hedwick)		Close the road to through-traffic. Much more enforcement of speed limit.	14
Beaufort road (Sherbourne Street)		implement 'plugs' / 'point closures' in Blackswarth Road to reduce through traffic.	43
Beaufort road (between Northcote and Beaconsfield)		Partial closure or one way on Beaufort Road. It's generally used as a convenient rat run for cars, in some cases travelling 30mph+	51
<b>Pavement widening</b>			
Beaufort Road Southside	pavement widening needed.	Pavement widening needed	39

		on south side of Beaufort Road to ease walking route to St Patricks School and Redfield Educate Together School.	
Beaufort Road (cemetery by Beaconsfield)		Unlock the gates into Avondale Cemetery to allow people to walk up the full length of the cemetery parallel to Beaufort without the need to climb a wall - means some users cannot use this route.	27

## 6. Appendices

### 6.1 Survey



# Beaufort Road

## Have your say

**During the summer, the council responded to the COVID-19 crisis by providing more space for walking and cycling on community roads to support social distancing. This included using temporary barriers to widen pavements and provide bike lanes. We have been flexible with our approach and we have been listening to suggestions from local people for improvements to support high streets and help people get around safely both during the pandemic and in the long-term.**



The council has now secured further funding to provide more space for pedestrians and cyclists while public transport capacity is reduced. As a result, we are now looking for suggestions on how we can change a number of busy neighbourhood roads and high streets around the city, including Beaufort Road. We are aiming to:

- Maximise enjoyment of the areas being considered
- Minimise rat running
- Improve access for all
- Create more liveable neighbourhoods with less traffic congestion and pollution

The government funding must be used to improve cycling and walking journeys. Changes could include:

- Consistent or timed traffic restrictions to stop motorists cutting through community hubs
- Changes to the road layout or direction
- Wider pavements
- New bike lanes

Beaufort Road has been identified by the community as a road suffering from high volumes of traffic. In response, an experimental scheme has been designed to remove westbound motorised traffic and make some key sections of the road one-way in an eastbound direction. It is hoped that these measures will significantly reduce the number of motorists using the road to cut through and improve walking and cycling journeys and the traffic flow on the road.

Below is a survey asking local people to think about Beaufort Road. What would you change about the street, what is working well and what could be improved in terms of the street environment? We would also like your views on the one-way suggestion designed to reduce the high volumes of traffic.

We are keen to work with the community to co-design a scheme and there will be further engagement later in the year on any detailed proposals. Temporary changes may then be put in place but any permanent changes would be subject to a public consultation.

#### TRANSLATIONS

If English is not your first language and you need a translation, we can get one for you.

#### ALBANIAN

Nëse anglishtja nuk është gjuha juaj amtare dhe keni nevojë për një përkthim, ne mund t'ua sigurojmë atë.

#### BENGALI

ইংরেজী আপনার মাতৃভাষা না হলে এবং আপনার কোন অনুবাদের প্রয়োজন হলে আমরা তা প্রদান করতে সক্ষম।

#### CHINESE

如果英文不是您的第一語言，而您需要翻譯的話，我們可以為您安排。

#### GUJARATI

જો તમારી પહેલી ભાષા અંગ્રેજી ન હોય અને તમને ભાષાંતરની જરૂર હોય તો અમે તમને તે આપી શકીએ છીએ.

#### HINDI

यदि अंग्रेज़ी आप की पहली भाषा नहीं है और आप को अनुवाद की आवश्यकता है तो यह हम आपको प्रदान कर सकते हैं।

#### KURDISH

Heke inglîzî zimanê we yê yekem nîne û pêwîstiya we bi wergêr heye, em dikarin yekî ji we re bibinin.

#### POLISH

Jeżeli język angielski nie jest Twoim językiem ojczystym i wymagasz tłumaczenia, możemy to zapewnić.

#### PORTUGUESE

Se o Inglês não é a sua língua materna e precisa de uma tradução, nós podemos obtê-la.

#### PUNJABI

ਜੇਕਰ ਇੰਗਲਿਸ਼ ਤੁਹਾਡੀ ਪਹਿਲੀ ਭਾਸ਼ਾ ਨਹੀਂ ਅਤੇ ਤੁਹਾਨੂੰ ਦੁਬਾਸ਼ੀਏ ਦੀ ਜ਼ਰੂਰਤ ਹੈ ਤਾਂ ਤੁਹਾਡੇ ਲਈ ਅਸੀਂ ਇਸਦਾ ਪ੍ਰਬੰਧ ਕਰ ਸਕਦੇ ਹਾਂ।

#### SOMALI

Haddii Ingiriisku aanu ahayn afkaaga kowaad oo aad u baahan tahay turjumaad, annagaa kuu samayn karra.

#### URDU

اگر انگریزی آپ کی پہلی زبان نہیں ہے اور آپ کو ترجمہ کی ضرورت ہے تو ہم آپ کے لئے فراہم کر سکتے ہیں۔

#### VIETNAMESE

Nếu quý vị không thạo Anh văn và cần bản dịch, chúng tôi sẽ giúp quý vị một bản.

**Please complete the survey and return it in the freepost envelope provided before Sunday 14 February 2021.**

Alternatively, go online and complete the survey [www.bristol.gov.uk/BeaufortRoad](http://www.bristol.gov.uk/BeaufortRoad)

**Phone appointments:**

If you would like to talk to a member of the team about the possible improvements you can book a phone appointment. Call **0117 903 6449** and leave your name, phone number and query on the Transport Engagement answerphone and a team member will call you back.

**Virtual chats:**

Due to the lockdown restrictions the engagement team are unable to carry out any face to face engagement. However, we are able to offer virtual chats to speak to anyone about their concerns or answer questions about the project.

To organise a virtual chat please contact the team either by email or phone and a team member will organise a convenient time for a chat:

Email: [transport.engagement@bristol.gov.uk](mailto:transport.engagement@bristol.gov.uk)

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

### 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 Beaufort Road
- Other (please specify):

2) What is your full postcode?

3) How far do you live from Beaufort Road?

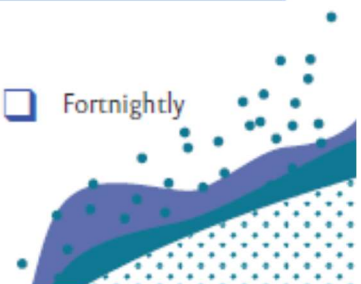
- Up to one mile     1-2 miles     3-5 miles     5+ miles     I live outside of Bristol

4) How do you travel to and around Beaufort Road? (tick all that apply)

- I walk     I use a bicycle     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):

5) How often do you visit / use Beaufort Road?

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

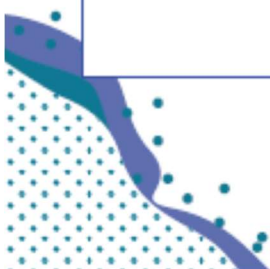


6) What are the key things that you like about the street environment on Beaufort Road? (tick all that apply)

- |  |  |
|--|--|
| <input type="checkbox"/> Personality and character of the street               | <input type="checkbox"/> Good street lighting        |
| <input type="checkbox"/> Close to the cemetery                                 | <input type="checkbox"/> Wide road to cycle on       |
| <input type="checkbox"/> It is easy to walk around<br>e.g. good walking routes | <input type="checkbox"/> 20mph speed limit           |
| <input type="checkbox"/> On street car parking                                 | <input type="checkbox"/> Local views                 |
| <input type="checkbox"/> Other (please specify):                               | <input type="checkbox"/> Large trees and green space |

7) Thinking about your current experiences of the street environment along Beaufort Road, how much of a problem do you think the following things are:

	A serious problem	A moderate problem	A minor problem	Not at all a problem	Don't know/no opinion
The street is busy with people	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The street is busy with traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
There is too much noise pollution	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The air quality is too poor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The pavements are too narrow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
There are no places to sit and rest	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The road feels unsafe to cycle on	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
There is not enough cycle parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
There is not a dedicated space for cyclists on the road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The traffic speeds are too high	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Access for disabled people is poor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
There is not enough disabled parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
There is not enough car parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



8) Please tell us what your priorities would be for improving Beaufort Road:  
(tick all that apply)

	Essential	High priority	Medium priority	Low priority	Not a priority
Cleaner air	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Make it easier to cross the road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wider pavements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic calming measures to slow traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Restricting traffic at certain times	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changing traffic direction e.g. one way restrictions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maintaining motorised vehicle access to the street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Restricting motorised vehicle access to the street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prioritising more road space for cycling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle parking facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More places to stop and rest e.g. seating areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More outdoor space for community amenities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reduced traffic noise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More car parking in the area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More greenery / planters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



9) As the road struggles with high traffic volumes a proposed scheme of improvements has been designed, following initial feedback from the community.

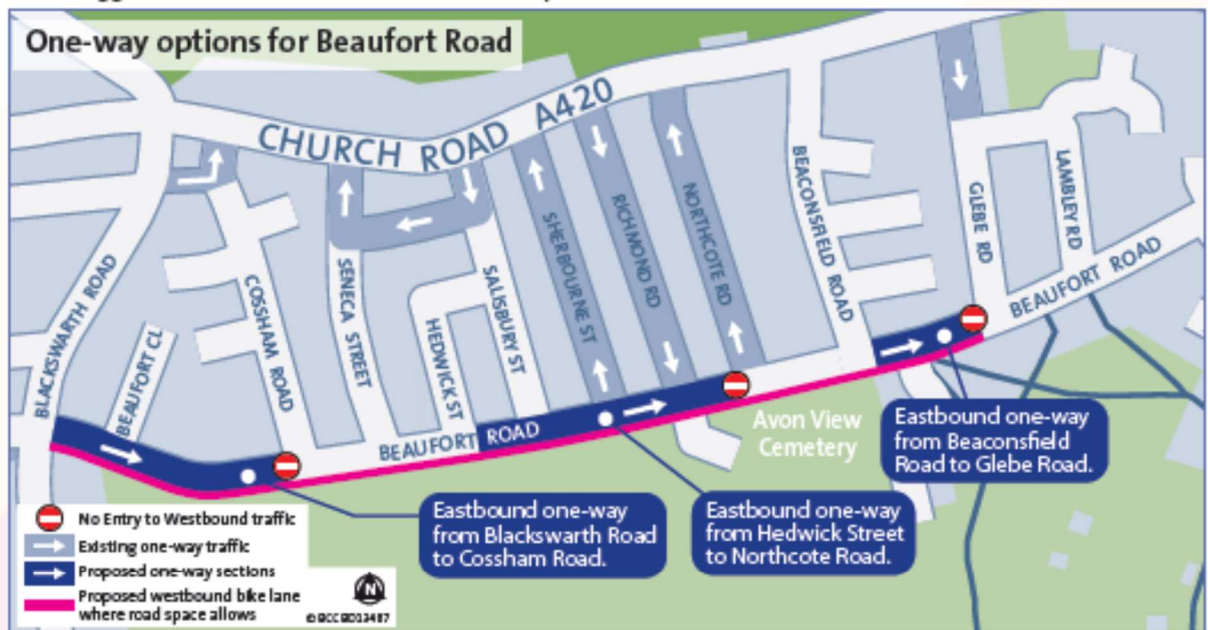
We would like your views on the introduction of a series of one-way / no entry restrictions along Beaufort Road. This would remove westbound traffic and restrict traffic to eastbound movements only on the following three stretches of Beaufort Road:

- Between Blackswarth Road and Cossham Road
- Between Hedwick Street and Northcote Road
- Between Beaconsfield Road and Glebe Road

This would be implemented by installing no entry restrictions at the junctions with Cossham Road, Northcote Road and Glebe Road.

Where the road is wide enough, we are also suggesting installing a bike lane on Beaufort Road between Blackswarth Road and Glebe Road, using the space created by the one-way restrictions. We are yet to carry out detailed technical assessments to determine exact locations and designs, but any bike lane would allow cyclists to travel in the opposite direction to motorised traffic (westbound). Where the road is not wide enough, signage and road markings would be in place to warn motorists of cyclists travelling in the opposite direction. Eastbound cyclists would travel along the route with the motorised traffic.

This suggested scheme is detailed on the map below:



Restricting traffic to one-way outbound in key locations would significantly reduce the number of motorised vehicles using the road as a through route, and reduce the conflict between vehicles travelling in opposing directions. Implementing these changes in small sections, rather than the entire route, will ensure residents can still access their homes while preventing rat running on the route.

The benefits of the suggested one-way restrictions are:

- Safer walking and cycling routes
- An improvement in local air quality
- Reduction in noise and air pollution
- Reduced vehicle speeds

Any changes that are implemented will be temporary initially to give the local community a chance to see how changes may work.

Please tell us the extent to which you agree or disagree with the following scheme:

**One way restrictions on Beaufort Road** (Eastbound in key sections, as shown on the map)

- Strongly Agree    
  Agree    
  Neither agree nor disagree    
  Disagree    
  Strongly disagree

10) Do you have any other comments or suggestions?

## 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 on request.

Please answer the following questions by ticking the boxes you feel best describe you.

11) What is your age?

- 0-10     11-15     16-17     18-24     25-34     35-44  
 45-54     55-64     65-74     75-84     85+     Prefer not to say

12) Do you consider yourself to be a disabled person?

- Yes     No     Prefer not to say

13) What is your sex?

- Female     Male     Prefer not to say     Other (please specify):

14) Have you gone through any part of a gender assignment process or do you intend to?

- Yes     No     Prefer not to say

15) What is your ethnic group (please tick one box only)

- White British     White Irish  
 White Other     Asian / Asian British  
 Black / African / Caribbean / Black British     Mixed / Multi ethnic group  
 Gypsy / Roma / Irish Traveller     Prefer not to say  
 Any other ethnic background (please specify):

16) What is your sexual orientation?

- Bisexual                       Gay man                       Gay woman / lesbian  
 Heterosexual / straight     Prefer not to say  
 Other (please specify):

17) What is your religion / faith?

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

18) Are you pregnant or have you given birth in the last 26 weeks?

- Yes                               No                               Prefer not to say

19) Are you a refugee or asylum seeker?

- Yes                               No                               Prefer not to say

If you would like to receive updates and more information about this project, please give your email or postal 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 engagement 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 have a comment, question or 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:


- **Email:** [transport.engagement@bristol.gov.uk](mailto:transport.engagement@bristol.gov.uk)
- **Phone:** 0117 903 6449 and leave a message on the answerphone.
- **Write to:** Beaufort Road,  
Transport Engagement Team, PO BOX 3399,  
100 Temple Street, Bristol, BS1 9NE.

## 6.2 St George Active Travel Group

# St George Active Travel Group

Encouraging Active Travel in the St George  
area of Bristol

[activetravel@stgeorgecommunity.org.uk](mailto:activetravel@stgeorgecommunity.org.uk)

 @StGeorgeATG

14th February 2021

Road Safety and Local Engineering Local &  
Sustainable Transport Management of  
Place  
Bristol City Council  
PO Box 3399  
Bristol BS1 9NE

Dear Sirs,

### **Public Consultation**

### **Beaufort Road Engagement Survey & One-Way Proposal Beaufort Road, St George**

We are a group of volunteers working to encourage 'Active Travel' in the St George area of Bristol, including the Council Wards of St George Central, St George West and St George Troopers Hill. We were pleased to hear about the allocation of funding for active travel improvements in the Beaufort Road area.

We make the following comments about the area currently, and observations regarding the published proposal:

#### **a. Summary**

We welcome efforts to improve active travel along Beaufort Road, which forms a key segment of the 'Wesley Way' cycle route. The road is well known locally as a rat run where speeding, congestion and bad driving are endemic.

St George Active Travel supports the resident's proposal for a 'liveable neighbourhood' in the area. If that cannot be delivered currently, then the council's proposal of a one way scheme represents an improvement of the existing situation, as long as mitigations for concerns like speeding and included.

# St George Active Travel Group

## **b. Current situation**

Beaufort Road is a vital link between various local amenities, including four schools, Avonview Cemetery, St George Park and Troopers Hill Nature Reserve. It forms part of the Wesley Way cycle route, a ["valuable East Bristol link connecting Kingswood, St George and Redfield with the city centre"](#).

However Beaufort Road and the surrounding side streets have long been plagued by traffic issues which have limited it's attraction as a safe and desirable walking and cycling route, including;

- speeding - there is [evidence](#) to suggest at least 50% of traffic exceeds the 20mph speed limit
- congestion
- vehicles mounting pavements to pass each other
- traffic collisions, mainly vehicles turning in and out of the side roads
- road rage
- damage to street furniture and property
- pavement parking



*Congestion on Beaufort Road*

Because of these issues, cycling and walking in the area feels unsafe and off-putting, especially for parents traveling to school with young children. Avonview Cemetery is often used as an alternative route, but is unsuitable for many journeys.

# St George Active Travel Group

## **c. Previous Plans**

We are aware of previous plans to introduce one-way sections along the length of Beaufort Road, developed in conjunction with plans for Crews Hole Road. The Crews Hole plans were dropped, but the Beaufort Road scheme received approval. Due to not being allocated funds, the existing proposals have not been progressed.

## **d. Liveable Neighbourhood**

Local residents, including some members of the St George Active Travel group, have drawn up their own proposal for a 'liveable neighbourhood' in the area. This would use strategically placed modal filters to allow residents access, but prevent through traffic. A liveable neighbourhood would likely solve the issue of congestion, and significantly help towards reducing speeding, road rage and accidents in the area. It is likely that creating a safe, quiet alternative to Church Road would enable and encourage more walking and cycling. For these reasons, the liveable neighbourhood proposal is our preferred response.

## **e. One-way proposal**

We recognise that the system of one-way filters, proposed by the council as part of the engagement survey, is very similar to the approved one-way plan mentioned earlier. Three one-way sections, allowing traffic to flow west to east from Blackswarth Road to The Avenue and Summerhill Road but not east to west, would likely reduce the volume of traffic passing through the area. Additionally, the contra-flow cycle lanes included in the proposal would improve the cycling experience for those travelling west to east.

We have the following concerns of the scheme as currently communicated;

1. Cyclists travelling west to east along Beaufort Road can travel more slowly due to the slight gradient. Currently, they are often subject to 'close passes' (vehicles passing within 1.5 meters of the cycle) as drivers are unwilling to wait for a safe place to pass. The proposed plan does nothing to address this, and in fact may make the problem worse due to increased pinch points at the one way sections.
2. We are concerned that the one-way sections may make speeding issues worse, without oncoming traffic to provide a disincentive. Any potential mitigations, such as speed humps or build outs, should be designed to not negatively impact cyclists progress.
3. The proposed scheme would likely be an improvement on the pedestrian experience, as currently speeding and vehicles mounting the pavement make walking on the cemetery side footway an intimidating experience. However there are limited dropped curbs for pedestrians with prams, wheelchairs or those with limited mobility. The opposite footway crosses multiple roads and is often cluttered with bins etc. We would like to see consideration to improve the pedestrian experience for these users in future iterations of plans.
4. The proposal indicates that a cycle path could be added where width allows; we would like to see further detail on this in relation to parking. Although we would not object to parking spaces being removed to improve cycling provision, we understand this would likely be unacceptable to many local residents. We would not welcome plans which might put cyclists in increased danger of 'dooring'.

## *St George Active Travel Group*

We would welcome the opportunity to receive further information on plans and proposals for this area, and to contribute further.

We look forward to hearing from you.

Yours faithfully,

*Lyndsey Melling*

Lyndsey Melling  
Chair  
St George Active Travel Group

## Appendix 6.3 - Bristol Walking Alliance submission

### Comments by Bristol Walking Alliance on Active Travel Fund site improvements

*Bristol Walking Alliance (BWA) supports the improvements being proposed to high streets, but urges they must be seen as more than temporary interventions.*

We welcome the proposed changes to local high streets and neighbourhood roads using Active Travel Fund grants.

#### **Improvements for walking**

The changes should be designed to make those places more welcoming, safe, convenient and inclusive for those on foot.

We believe it is very important that local neighbourhoods should be tested against the [Indicators for Healthy Streets](#), including: having clean air, feeling safe and not being too noisy.

To do this we believe it should be a priority to: remove through-traffic and congestion; widen pavements; and provide places to cross the road, to stop and rest, and for shade and shelter.

In general, we encourage the use of filtered permeability rather than one-way streets for controlling traffic. Also, we prefer full closure to timed closure of through routes to avoid doubt about whether traffic will be present. However, in order to gather local support, the plans must go further than simply stopping traffic: there must also be improvements in the public realm.

#### **Community engagement**

We support the intention for greater community consultation and involvement in these schemes, in the expectation that their success will depend largely on how the doubts of a few people are sensitively addressed.

We understand the current round of measures will be implemented initially in a temporary fashion, so that their effects can be assessed.

We have the following concerns.

1) The problems of the first round of Emergency Active Travel Fund high street interventions may be repeated. For instance:

- Temporary barriers were seen as inconvenient and unsightly and sometimes moved by local detractors.
- Tables and chairs were encouraged outside without leaving adequate passage for accessibility. Even temporary measures must be fully navigable by those with disabilities. The council's engagement needs to include engagement with individual businesses that want to spill out on to the street, so that this can be done in a way that meets everyone's needs.

2) If further funding is not forthcoming, the necessary improvements to make the measures permanent will not be possible. When announcing the scheme designs, we urge that it should be clearly stated what will happen temporarily, but also to show how the measures will be made permanent if they prove to be successful. It is important to set expectations in this way.

For example, permanent changes should include removal of unnecessary ramps and kerbs that interrupt pedestrian movement, especially for those using wheelchairs, mobility vehicles or children's buggies. Permanent measures should also include planting of street trees or use of other greenery whenever possible.

3) Whilst the benefits of the changes have been explained clearly in the online engagement, the changes should also be explained in the context of Bristol's wider transport strategy.

Bristol Walking Alliance  
17 January 2021

[enquiries@bristolwalkingalliance.org.uk](mailto:enquiries@bristolwalkingalliance.org.uk)



Beaufort Road (Wesley Way)  
Engagement Survey

Consultation Response



February 2021

**Bristol Cycling Campaign**

 @BristolCycling  @BristolCyclingCampaign  @BristolCyclingCampaign

**BRISTOLCYCLING.ORG.UK**

info@bristolcycling.org.uk

## Scope

This is a response to the Engagement Survey dated 18 January 2021, entitled ‘Beaufort Road Engagement Survey’. The consultation relates to how to make walking and cycling easier and how to improve the general street environment of Beaufort Road.

Beaufort Road forms part of the [“Wesley Way”](#)<sup>1</sup>; a key cycling route, and it is of particular interest to the Bristol Cycling Campaign.

## 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

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<sup>1</sup> <https://cycleplanner.betterbybike.info/cycle-routes/regional/bristol/Wesley%20Way>

## Background

Bristol Cycling Campaign recognises that this location is long overdue for safety improvements. The campaign is aware that proposals were drawn up by Bristol City Council (alongside plans for Crews Hole Road) many years ago, but were never acted upon.

We welcome steps to make walking and cycling easier along Beaufort Road.

Beaufort Road is a key 'walk to school' route – Summerhill Infants School and Summerhill Academy near the east end of Beaufort Road, and St Patrick's Catholic Primary School, Redfield Educate Together Primary Academy and St George Pre-School towards the west end of Beaufort Road.

We also note that the West of England Local Cycling and Walking Infrastructure Plan ([LCWIP](#)) includes: *"Explore 'no access for motor vehicles' / one-way on Beaufort Road to reduce through traffic and adopt Quietways approach."*<sup>2</sup>

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<sup>2</sup> <https://travelwest.info/app/uploads/2020/02/LCWIP.pdf#page=49>

## One Way or Modal Filters?

The proposals published by Bristol City Council include a series of one-way filters. The outcome of which would be to prevent east to west through traffic for motor vehicles, and continue to allow west to east through traffic. The proposals include allowing contra-flow cycling through the three proposed one-way sections.

We are aware that a group of local residents have met, and are keen for modal-filters to be used to reduce through motor-traffic, rather than only removing through traffic in one direction. A few modal filters could be the key to a new Liveable Neighbourhood, or Low Traffic Neighbourhood.

*We support the idea of modal filters in Beaufort Road to reduce through motor traffic (in both directions).*

We are concerned that the BCC proposals for a series of one-way filters in Beaufort Road will increase the speed of vehicles, and will thus increase dangers on the road for pedestrians and cyclists. This is because, drivers are likely to increase speed in the knowledge that the opportunity for oncoming motor traffic is significantly reduced.

Using modal filters would remove the opportunity for through motor traffic along Beaufort Road, and so will resolve the current and anticipated problem of speeding vehicles.

## Cycle Contra-flow

The published proposals include the statement *"Where the road is not wide enough, signage and road markings would be in place to warn motorists of cyclists travelling in the opposite direction."*

From the information current available, we do not know how each 'no entry' would be implemented to permit cycles to travel in both directions. Also, there is currently no information available to us on which sections of Blackswarth Road it is proposed to provide a marked east to west cycle lane.

## Location of Modal Filters

We are aware that some local residents have already considered using modal filters rather than one way 'plugs' to address the problems at Beaufort Road. The precise location(s) of the modal filters should be the subject of further consultation with local residents as they are better placed to contribute to those discussions.

We note that there is a proposal that there be a modal filter at the junction of Beaufort Road and Blackswarth Road – this would provide a clear edge to the Low Traffic Neighbourhood, and also prevent the danger than could be caused by drivers reversing their vehicles on encountering a modal filter after entering Blackswarth Road.