

Redcliff Mead Lane and Prewett Street - Early Engagement Survey Report

April 2021



Contents

1. Summary	3
2. Background	5
2.1 Objectives of engagement and communications	6
3. Engagement Tools.....	6
3.1 Community Survey.....	8
3.1.1 Supporting communications.....	8
3.2 Business Operational Survey.....	8
4. How we engaged.....	9
4.1 Survey launch.....	9
4.2 Seldom heard communities	10
5. Results.....	10
5.1 Stakeholder engagement.....	10
5.2 Community Survey results	12
5.3 Business survey results	40
5.4 Getting Bristol Moving Map.....	42
6. Appendices.....	44
6.1 Community survey (paper version).....	44
6.2 Business Operational Survey.....	52
6.3 Bristol Walking Alliance submission.....	56
6.4 Bristol Cycling Campaign submission.....	58
6.5 Bristol Civic Society submission	60

1. Summary

Between Monday 1st and Sunday 28th February 2021 Bristol City Council conducted an early engagement survey on how to improve walking, cycling and the street environment for Redcliff Mead Lane and Prewett Street.

How we engaged

To ensure the survey reached as wide an audience as possible the team did the following:

- Early informing letter raising awareness about the forthcoming survey to residents
- Paper copies of the community survey with a language template covering 12 languages were posted along with a free post envelope to 975 local properties
- 25 posters were put up in the local area to raise awareness of the survey
- Online survey was compatible word reader software
- Local stakeholders and community groups were asked to help raise awareness of the survey
- Promoted the survey via online social media platforms which appeal to different age ranges
- Due to COVID-19 restrictions the team offered virtual chats and phone appointments to anyone who didn't want to submit a written response but wanted to ask questions and provide feedback.
- Officers had phone conversations with local businesses to hear feedback and offered this to residential and community groups.

Stakeholders

Over 143 key stakeholders (including emergency services), 167 equality, Voluntary and Community Sector and faith groups and 65 local businesses were engaged. Responses were received from the police and fire service who want to be kept in the loop once proposals emerge to ensure access is retained for emergency vehicles. Responses were received from the following citywide organisations:

- Bristol Walking Alliance,
- Bristol Cycle Campaign and
- Bristol Civic Society.

Local Stakeholders - phone conversations were held with the Site Manager of Dr Whites Almshouse Charity and St Mary Redcliffe and Temple School who was keen to make sure their residents and staff were involved, respectively, in the next stage of the project.

Business Operational Survey

The team also designed a Business Operational Survey for the local businesses to ascertain their operational needs looking at deliveries, waste collection, customers, parking, and anything else they wanted to comment on. Twelve businesses were identified and contacted via email and telephone. Of the 6 businesses that engaged with the survey the comments ranged from:

- Some were concerned about any road closure proposal and the effect on their businesses in terms of deliveries and passing trade which they feel they rely on. Customers use the parking bays on-street.
- More lighting and CCTV required

- Good to have cycle infrastructure, but not at the expense of a street being taken out, cycle parking is poor
- Pavements could be wider, bumpy, for people with mobility issues
- Some feel road is dangerous as drivers speed down the road, though doesn't seem to be quite as bad now they've changed the layout at Redcliff Mead Lane.

Community survey

A total of 162 completed responses were received from the survey, made up of 50 online and 112 paper copies. The headline findings are:

- 84% of respondents said they were a local resident and over 86% lived within one mile
- 94% of respondents walked to and around Redcliff Mead Lane and Prewett Street and 82% of respondents visit the street over 3 to 4 times a week
- The key qualities respondents like about the current street environment on Redcliff Mead Lane and Prewett Street is "It is easy to walk around - there are good walking routes" (60%) and "Close to shopping areas" (51%)
- Respondents identified the following to be the most problematic issues (ranked as 'a serious problem' or 'a moderate problem') on Redcliff Mead Lane and Prewett Street:
 - The air quality is too poor (42.1%)
 - The traffic speeds are too high (36.3%)
- Priorities for Redcliff Mead Lane and Prewett Street ranked significantly ranked as essential/high priority:
 - More greenery/planters (58%)
 - Cleaner air (56%)

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 brought in back 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.

Only 2 comments were posted specifically regarding Prewett Street and Redcliff Mead Lane on the active travel map.

- 1 comment requesting a pedestrian crossing where Redcliff Mead Lane meets the Redcliffe Way, included 5 'Likes'.
- 1 comment requesting improved crime prevention by increasing CCTV and the Police presence in the area, no additional 'Likes'.

2. Background

The Redcliff Mead Lane and Prewett Street resides in the Central Ward. A segregated section of the Whitchurch Way cycle route runs along A370 Clarence Road to the south of the area, with a traffic-free section of the Filwood Greenway close by on the west side of Redcliff Hill to the west; a traffic-free section of the Sustrans National Cycle Route 3 runs to the north along Portwall Lane shared-use footway; a shared-used footway, segregated cycle lane and on-road cycle lane run along Temple Gate to the east of the area. The area has a walking route through the grounds of the Bristol City Council owned high-rise flats from the crossing on A370 Clarence Road and Langton Street Bridge. There are 2 Sheffield stands for cycle parking near to the shops, and 1 in the green space on Prewett Street. There are 4 Sheffield stands on the east side of Redcliffe Hill by the zebra crossing near to St Mary Redcliffe Church and 3 more near the bus shelters on the east side of Redcliff Hill. Two more Sheffield stands are located on Temple Gate outside Don Giovanni's. The speed limit is 20mph. The area does not have any electric charging points, but there one car club bay operated by Enterprise car club located on Redcliff Mead Lane. Temple Meads Rail Station train station is located close by to the east of the area off Temple Gate and the closest bus stops are on Redcliff Hill to the west, Temple Gate to the east and by the Redcliff Mead Lane junction on Redcliffe Way to the north.

Funding opportunities

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. The local ward members have also been working with local stakeholders looking to make improvements to Redcliff Mead Lane and Prewett Street over the summer months. Bristol City Council, in partnership with the West of England Combined Authority, 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 make significant changes to several neighbourhood roads such as Redcliff Mead Lane and Prewett Street. The aim is to improve walking and cycling journeys, minimise rat running and maximise community enjoyment, creating more liveable neighbourhoods free from traffic congestion.

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 traffic restrictions; changes to the road layout or direction; wider pavements, and new protected bike lanes. The council is engaging with each local community to discuss the various options before anything is decided or implemented on any of the neighbourhood roads.

A survey was therefore designed to engage with the local community, residents, and businesses to find out what they would like. The survey is a way to have an open and meaningful conversation about what local people like, would improve and would prioritise for the street environment.

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 the walking and cycling environment
- 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 City Council 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 Redcliff Mead Lane and Prewett Street.
- We have been talking to businesses, local people living and working along the street during Dec 2020 to January 2021 to get early thoughts on what works well, what could change and how people would like to be able to travel. This feedback will help us to produce some initial proposals for how the street environment could change.

The target audiences for this project include stakeholders such as:

- Bristol City Council ward members, Members of Parliament
- Internal stakeholders/project teams
- Local businesses and traders, BIDs
- Local resident associations, faith, and community groups
- Local people who live on the street or on side roads
- People working on the street
- 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 and could be emailed out via editable pdfs.

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



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 25 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 975 local properties to raise awareness of the survey and encourage local people to have their say
- Contact local groups and key stakeholders and ask them to help raise awareness of the survey
- Posting out a follow up postcard 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 products.

The team also provided different ways for the public to get in touch if anyone had a comment or required a survey in a different format. They could contact the Transport Engagement team on email at transport.engagement@bristol.gov.uk, by phone 0117 9036449 or by writing to: Redcliff Mead Lane and Prewett Street, 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 local 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 who is responding, travel habits, usage of the street
2. Own experiences of the street – Likes, problems and priorities
3. Any other ideas
4. About you details

The first section asked about how you would describe yourself and for a full postcode and how far you live from Redcliff Mead Lane and Prewett Street. It also asked how 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 any other ideas and the last focused on the about you detail so that the team can monitor who responded to the survey.

The survey was launched on Monday 1st February and closed on Sunday 28th February 2021 which allowed four weeks for comment. The survey was hosted on the consultation hub on the city council website and had a shortened link of www.bristol.gov.uk/RedcliffMeadLane .

See 'Appendix 6.1 'Redcliff Mead Lane and Prewett Street Survey' to see the paper version of the community survey which reflects the online version of the survey.

3.1.1 Supporting communications

The team also created a social media plan which included images of the engagement and text for use in their communications and suggested web friendly copy for website, Facebook posts, Twitter and copy for newsletters that were used for local organisations. The team also created a press release to local news outlets which announced the plans to improve walking and cycling on all the road under consideration.

3.2 Business Operational Survey

The team wanted to specifically engage with local businesses on the street and in surrounding side streets so that they could build up a picture of the type of businesses in the area and what their operational requirements. A business operational survey was created to record this information and can be split up into the following sections:

1. About the business
2. Deliveries
3. Waste collections
4. Customers/ clients
5. Transport modes
6. Any other ideas

The first section focused on where the business was located, the type of business and number of employees etc. The second focused on the number of deliveries, time, and loading /unloading facilities and the third asked about waste collections and in particular the location. The fourth concentrated on customers' habits and the fifth asked about the street environment and such as the demand for disabled parking, cycle parking facilities and pavement widths. The last one asked for any other views, comments, or suggestions from a business perspective.

The first stage was for the team to survey the businesses and see which ones were still operating during the pandemic as not all would be open. Contact details for each business were ascertained and the team attempted to contact them all via the phone and emails. In pre-COVID-19 times the team would have been undertaking face to face engagement and asking the businesses to fill in the survey. The team attempted to contact the businesses three times over two weeks before the community survey began. Other attempts have also been made during the January to encourage businesses to have their say.

'Appendix 6.2 Business Operational Survey' show a copy of the business survey.

4. How we engaged

Before any proposals are put together for Redcliff Mead Lane and Prewett Street the council wanted to engage with key stakeholders such as ward members and the local MP, local residents, community groups and local businesses to see what appetite existed for any changes that could improve the local street environment. The team therefore put together a few different elements of the early 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 early 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 975 letters to residents in advance of the survey.

The team also engaged with local businesses on Redcliff Mead Lane and Prewett Street and on side streets at an early stage, letting them know about the community survey following in a few weeks, but also asking them to input on the specific business operational survey.

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.

There were regular social media posts from both the Twitter and Facebook accounts and paid posts were also used to target certain geographical locations 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 975 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 975 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.

In pre COVID-19 times 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.

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 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. 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 Redcliff Mead Lane and Prewett Street. The key stakeholders list includes:

- ward members and Members of Parliament,
- 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. Stagecoach West also responded to say they are supportive of anything to reduce traffic congestion and have more liveable neighbourhoods.

Other organisations that have been briefed include Bristol Physical Access Chain who are 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 Bristol Walking Alliance, Bristol Cycle campaign and the Civic Society.

Bristol Walking Alliance

Bristol Walking Alliance 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 the removal of access for motor vehicles 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.

See Appendix 6.3 for full response from Bristol Walking Alliance.

Bristol Cycling Campaign

Bristol Cycling Campaign submitted a response on five of the projects. They first provided a summary of the group and describe themselves as the voice of cycling in Bristol and in a general response they strongly support the creation of better environments for pedestrians and cyclists, residents and businesses by reducing the impact of car travel and storage. They felt any measure should retain full access for cycling and should include cycle parking provision.

See Appendix 6.4 for the full response from Bristol Cycling Campaign.

Bristol Civic Society

The Bristol Civic Society 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 Active Travel Fund 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.

See Appendix 6.5 for full response from Bristol Civic Society.

Local stakeholders






The local stakeholders for Redcliff Mead Lane and Prewett Street include all the local businesses and organisations but they have been reported on in section 5.3 so this section will focus on the local stakeholders who represent local community groups.

Officers had conversations with the manager from Dr Whites Alms House Charity and efforts were made to get in touch with residents' groups and associations through the Council's Community Development team as well as the Redcliffe Residents Action Group.

5.2 Community Survey results

A total of 162 completed responses to the survey have been captured using the online Smart Survey platform over the engagement period. This was made up of 50 online and 112 paper copies.

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

1. Which of the following best describes you? Tick all that apply.			Response Percent	Response Total
1	I am a local resident		83.85%	135
2	I am a local business owner		0.62%	1
3	I work in the local area		9.32%	15
4	I am a regular visitor to the local area		12.42%	20
5	Other (please specify):		5.59%	9

1. Which of the following best describes you? Tick all that apply.

	Response Percent	Response Total
answered		161
skipped		1

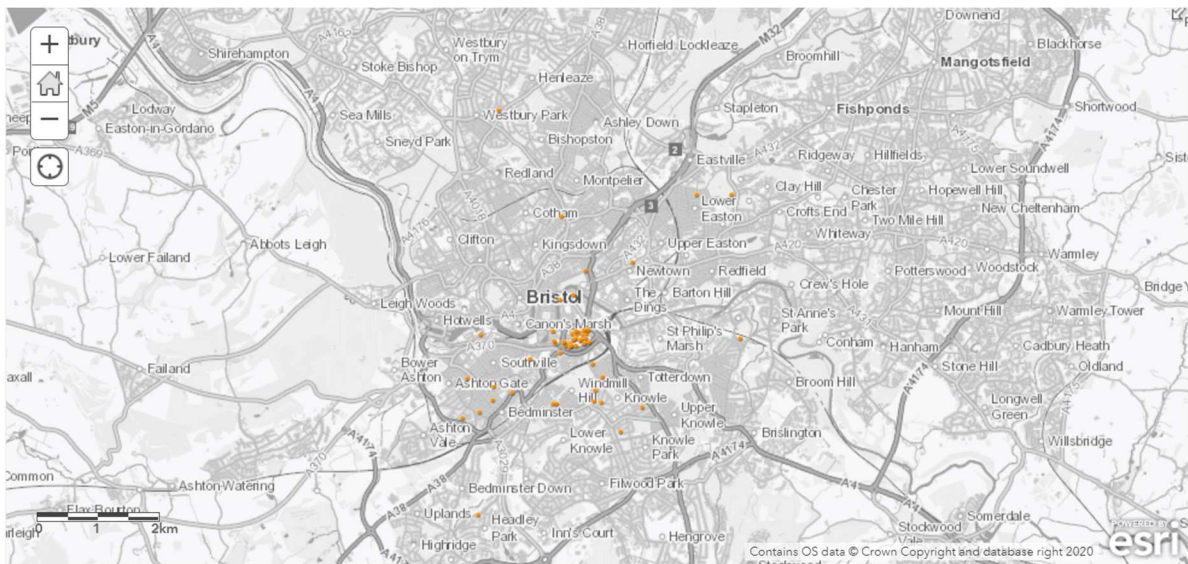
Over 83% of respondents said they were a local resident and just fewer than 45% of respondents are a regular visitor to the area.

Of the 'Other' category, 2 comments were made, identifying as a local hotel manager and a parent whose child attends a local nursery.

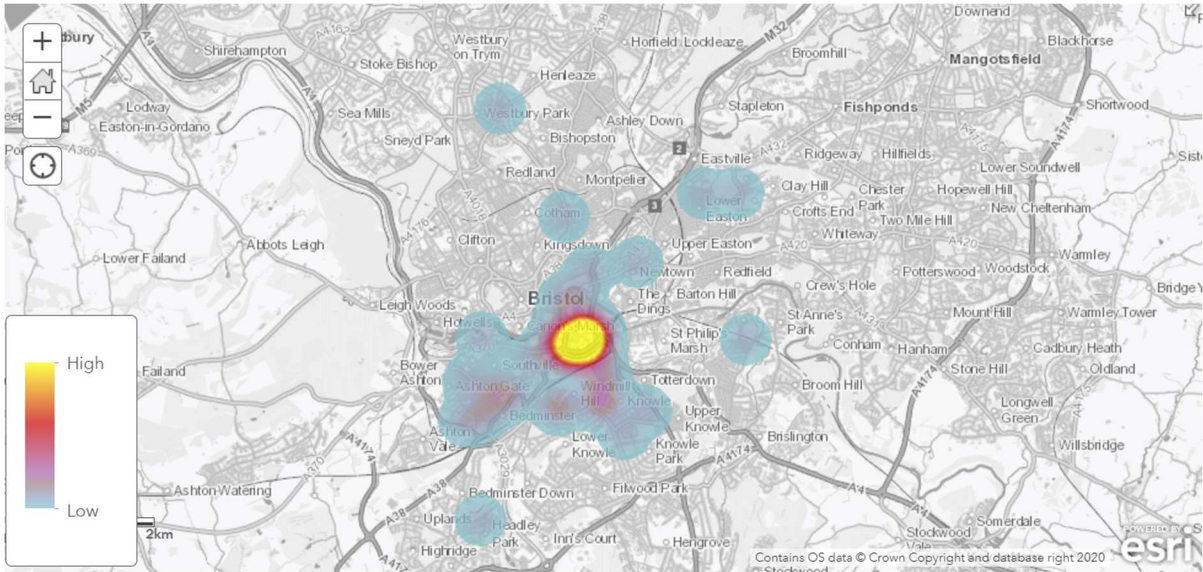
2. What is your full postcode?

	Response Percent	Response Total
1 Open-Ended Question	100.00%	158

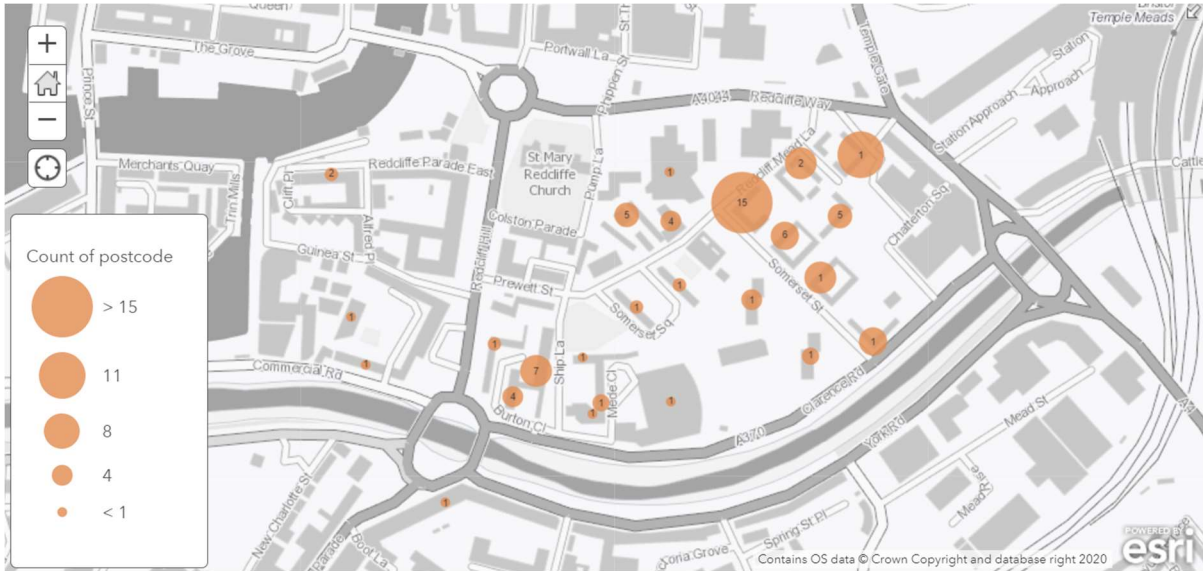
Of the 162 responses, 158 left their postcode and most lived within Bristol. The postcodes have been plotted on a map below to show where the respondents live. There is a higher concentration in the Central ward but there are also respondents across the city, with more of these in Bedminster and Windmill Hill.



The second map is a heat map that shows that there is a concentration of high responses surrounding Redcliff Mead Lane and Prewett Street and the local ward.












The third map shows the number of responses from each postcode, relevant here as there are a high number of high-rise flats.



3. How far do you live from Redcliff Mead Lane and Prewett Street?		Response Percent	Response Total
1	Up to one mile	86.16%	137
2	1 to 2 miles	8.18%	13
3	2 to 3 miles	1.89%	3
4	3 to 5 miles	1.26%	2
5	5+ miles	0.00%	0
6	I live outside of Bristol	2.52%	4
		answered	159
		skipped	3

Over 86% of respondents live within 1 mile of Redcliff Mead Lane and Prewett Street.








4. How do you travel to and around Redcliff Mead Lane and Prewett Street? Tick all that apply.				
			Response Percent	Response Total
1	I walk		93.79%	151
2	I use a bicycle		27.33%	44
3	I catch the bus		12.42%	20
4	I catch the train		9.32%	15
5	I use a taxi		6.83%	11
6	I use a motorcycle		0.62%	1
7	I drive a car / van		45.96%	74
8	I am a car passenger		7.45%	12
9	Other (please specify):		4.97%	8
			answered	161
			skipped	1

Over 93% walk to and around Redcliff Mead Lane and Prewett Street, and 53% of people travelling by car / van as a driver or passenger.

In the 'Other' response 8 comments were received and were broken down into 5 topics. They are noted in the following table:

Electric scooter (Voi/private)	2
Electric mobility scooter	2
Other	4

Where only one person made a comment, they were put into an 'other' category. There were 4 of these where one person noted they liked to run, use the road to get elsewhere, live there and that their car is their livelihood.

5. How often do you visit / use Redcliff Mead Lane and Prewett Street?				
			Response Percent	Response Total
1	Daily		68.75%	110
2	3 to 4 times a week		13.13%	21
3	1 to 2 times a week		11.88%	19
4	Fortnightly		3.13%	5
5	Monthly		1.25%	2
6	A few times a year		1.25%	2
7	Rarely		0.63%	1

5. How often do you visit / use Redcliff Mead Lane and Prewett Street?		
	Response Percent	Response Total
	answered	160
	skipped	2

Of those who responded over 93% visit the street over 1 to 2 times a week or more.

6. What are the key things that you like about the street environment on Redcliff Mead Lane and Prewett Street? Tick all that apply.				
			Response Percent	Response Total
1	Personality and character of the street		18.18%	28
2	Close to shopping areas		51.30%	79
3	It is easy to walk around - there are good walking routes		59.74%	92
4	Good cycling routes		11.69%	18
5	Close to leisure facilities		11.69%	18
6	On street car parking		25.97%	40
7	Good street lighting		28.57%	44
8	20mph speed limit		37.66%	58
9	Access to Somerset Square green space		33.12%	51
10	Close to local schools		13.64%	21
11	Other (please specify):		18.18%	28
			answered	154
			skipped	8

The key qualities respondents like about the current street environment on Redcliff Mead Lane and Prewett Street is “It is easy to walk around - there are good walking routes” (60%) and “Close to shopping areas” (51%). Nearly 38% like the 20mph speed limit and 33% liking access to the Somerset Square Green Space. Good street lighting (29%) and on-street car parking (26%) was also liked.

In the ‘Other’ response, 28 comments were received. These responses have been put into categories and then broken into further sub-categories as detailed below. Some comments fit into more than one category so the overall total of comments noted below will exceed 28 received.

- Routes (to shops, nursery, organisations, public transport)
- Location (close to home, convenient)
- Other

For the ‘routes’ category, 19 comments were received and are summarised below:

Routes	Number of comments	Summary of comments
--------	--------------------	---------------------

Shops, takeaways	2 comments	To get to local shop, takeaway, Faithspace
Commute	3 comments	Most direct route to work (pre-COVID-19 good cut through when commuter routes are blocked.
School/nursery	2 comments	Route to child's nursery
Walking route	4 comments	Quiet walking route to city centre and the Harbourside
Public transport	8 comments	Good access to Temple Meads Rail Station, good cut-through. Near to bus stops

For the 'location' category, 5 comments were received and are summarised below:

Location	Number of comments	Summary of comments
Lives there	3 comments	Live close to the area. Within walking distance
Central	2 comments	Proximity of the city centre, train station and bus stops. Redcliffe Mead Lane and Prewett Street is at the centre of community.

There were 6 'other' comments that did not fit into these categories and varied from none, uses street for park to walk to nursery, new seating and planting on Redcliffe Mead Lane, to negative aspects like the disused pub, lack of activities for children, intoxicated people.

7. Thinking about your current experiences of the street environment along Redcliff Mead Lane and Prewett Street, 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	Response Total
The street is busy with people	3.3% (5)	5.3% (8)	13.9% (21)	74.8% (113)	2.6% (4)	151
The street is busy with traffic	13.5% (21)	20.6% (32)	27.1% (42)	37.4% (58)	1.3% (2)	155
There is too much noise pollution	16.7% (25)	16.7% (25)	22.0% (33)	41.3% (62)	3.3% (5)	150
The air quality is too poor	20.4% (31)	21.7% (33)	24.3% (37)	23.0% (35)	10.5% (16)	152
The pavements are too narrow	11.6% (18)	22.6% (35)	17.4% (27)	45.2% (70)	3.2% (5)	155
There are no places to sit and rest	10.5% (16)	18.3% (28)	23.5% (36)	39.9% (61)	7.8% (12)	153
The road feels unsafe to cycle on	11.8% (18)	13.8% (21)	15.1% (23)	32.9% (50)	26.3% (40)	152
There is not enough cycle parking	15.3% (23)	12.7% (19)	16.0% (24)	26.7% (40)	29.3% (44)	150
There is not a dedicated space for cyclists on the road	20.5% (31)	13.2% (20)	15.2% (23)	29.1% (44)	21.9% (33)	151
The traffic speeds are too high	20.1% (31)	16.2% (25)	18.2% (28)	40.3% (62)	5.2% (8)	154

7. Thinking about your current experiences of the street environment along Redcliff Mead Lane and Prewett Street, 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	Response Total
Access for disabled people is poor	17.0% (26)	18.3% (28)	9.8% (15)	17.6% (27)	37.3% (57)	153
There is not enough disabled parking	16.4% (24)	15.1% (22)	8.9% (13)	14.4% (21)	45.2% (66)	146
There is not enough car parking	16.8% (25)	12.8% (19)	17.4% (26)	36.2% (54)	16.8% (25)	149
					answered	161
					skipped	1

Respondents were then asked to rate current experience of the problems along Redcliff Mead Lane and Prewett Street from being 'a serious problem' to 'not at all a problem'. The issue identified as most problematic was that the air quality is too poor over (42% a serious or moderate problem), followed by "The traffic speeds are too high" (36.6%) and "Access for disabled people is poor" (35.3%).

Over 74% think "the street is busy with people" is not at all a problem and around 45% think "the pavements are too narrow" is also not at all a problem.

8. Please use the text box below to specify any other experiences you have of the Redcliff Mead Lane and Prewett Street street environment:

This question received 42 comments. These responses have been put into categories and then broken into further sub-categories as detailed below. Some comments fit into more than one category:

- Road safety and traffic (congestion, speeding, rat-run)
- Walking and cycling (pavements, walking routes, crossings, cycling)
- Environmental (derelict buildings, street cleanliness, noise)
- Anti-social behaviour (homelessness, drug dealing, personal safety)
- Parking (residents parking, problem parking)
- Other (no changes needed, few cyclists, historical street, taxi idling engines)

For the 'road safety' category, 17 comments were received and are summarised below:

Road safety	Number of comments	Summary of comments
Rat running	8 comments	4 comment that road is frequently used as a cut-through/rat-run for drivers wanting to avoid Clarence Road. 1 comment that rat-run issues have disappeared since new road layout on Redcliff Mead Lane.

Speeding	7 comments	4 comment that motorists frequently ignore the 20mph speed limits; traffic calming measures are needed for example, a vehicle activated sign that tells drivers their speed. 3 comment that speeding is not a problem and area is generally quiet from traffic.
Congestion	2 comments	Congestion both vehicular and pedestrian at school drop off/pick up times, with lots of pedestrians crossing roads drivers become frustrated. A Pedestrian crossing is needed.

For the 'walking and cycling' category, 15 comments were received and are summarised below:

Walking and cycling	Number of comments	Summary of comments
Cycling	5 comments	Cycling on pavements is a problem. Very few cyclists use this road. No bike storage.
Pedestrian safety	5 comments	Key issue is crossing the road and overall improvements for pedestrian safety. Number of schools in the area crossings are important, Prewett Street frequently crossed and doesn't have a crossing. Only one question about walking, Use Healthy Streets questions, could be useful here.
Pavements	2 comments	Pavements are too narrow, especially outside The Bell/Auction house.
Accessibility	2 comments	Access for people with mobility issues is increasingly difficult in central area, including bus stops being moved.
Good walking route	2 comments	Traffic is generally slow-moving, makes road crossing easy. Calming route, away from Clarence Road.

For the 'Environmental' category, 12 comments were received and are summarised below:

Environmental	Number of comments	Summary of comments
Street environment	5 comments	Poor and unattractive street environment which looks uncared for, due to architecture, derelict buildings, and graffiti that attractive anti-social behaviour. Trees and greenery would make more welcoming. The disused pub needs to be turned into something. Nice historical street.

Noise	4 comments	Noise from 2 years of redevelopment of the Temple Way round about has been painful for residents. Noise pollution will increase if you close the road. Noise from basketball court behind Broughton House. Taxis on Somerset Street with engines running and loud music.
Street cleanliness	3 comments	The streets are dirty, lots of rubbish around shops, not enough litter, and dog mess bins.

For the 'anti-social behaviour' category, 10 comments were received and are summarised below:

Anti-social behaviour	Number of comments	Summary of comments
Homelessness, drugs, and alcohol issues, mentally unwell	8 comments	Streets and green spaces here have lots of homeless people with drug and alcohol and issues and drug related crime. These are bigger problems for the area than cycle lanes. 1 commented that they don't want more benches as it tends to attractive this anti-social behaviour.
Personal safety	3 comments	Does not feel safe due to drug and alcohol environment on Prewett Street. Lots of dogs off leads. More police presence needed.






For the 'parking' category, 5 comments were received and are summarised below:

Parking	Number of comments	Summary of comments
Resident parking	3 comments	Parking for residents is difficult at school drop off/pick up times. 1 comment that more car parking is not needed.
Problem parking	2 comments	See above for school run parking, plus commercial vehicle parked for over a week without any enforcement action.

For the 'Other' category, 4 comments were received and are summarised below:

Other	Number of comments	Summary of comments
No change needed	2 comments	Very few cyclists here, money could be better spent elsewhere. Generally fine as it is, no need for any works.
Other	2 comments	Taxis waiting on Somerset Street idling engines. Lots of elderly people

9. Please tell us how much of a problem you think this is:

			Response Percent	Response Total
1	A serious problem		41.94%	13
2	A moderate problem		16.13%	5
3	A minor problem		12.90%	4
4	Not at all a problem		16.13%	5
5	Don't know/ no opinion		12.90%	4
			answered	31
			skipped	131

When comments were received in question eight respondents were asked to categorise the comments into a serious problem, moderate problem, minor problem, not a problem at all or don't know /no opinion which were captured in question nine as in question seven.

Of the 42 comments received in question eight, 22 responses were received for this question. Respondents put 8 ticks against one of these categories but did not have a corresponding comment so have not been recorded below.

Of the 42 comments received in question eight, 14 had a corresponding tick in one of the categories:

- 11 were serious,
- 1 were moderate,
- 1 were minor,
- 0 not at all a problem
- 1 don't know/ no opinion.

10. Please tell us what your priorities would be for improving Redcliff Mead Lane and Prewett Street (tick all that apply):

	Essential	High priority	Medium priority	Low priority	Not a priority	Response Total
Cleaner air	32.2% (48)	23.5% (35)	21.5% (32)	13.4% (20)	9.4% (14)	149
Make it easier to cross the road	21.3% (32)	12.7% (19)	27.3% (41)	22.0% (33)	16.7% (25)	150
Wider pavements	18.4% (27)	13.6% (20)	21.1% (31)	22.4% (33)	24.5% (36)	147
Restricting traffic at certain times	17.6% (25)	15.5% (22)	12.0% (17)	20.4% (29)	34.5% (49)	142
Maintaining motorised vehicle access to the street	33.8% (50)	12.8% (19)	18.2% (27)	20.9% (31)	14.2% (21)	148
Restricting motorised vehicle access to the street	14.9% (22)	9.5% (14)	20.9% (31)	19.6% (29)	35.1% (52)	148
Prioritising more road space for cycling	18.1% (27)	10.7% (16)	23.5% (35)	16.1% (24)	31.5% (47)	149
Cycle parking facilities	11.6% (17)	15.6% (23)	19.7% (29)	18.4% (27)	34.7% (51)	147
More places to stop and rest such as seating areas	12.3% (19)	17.5% (27)	27.3% (42)	26.0% (40)	16.9% (26)	154
More outdoor space for community amenities	23.7% (36)	16.4% (25)	32.2% (49)	15.1% (23)	12.5% (19)	152
Reduced traffic noise	18.8% (28)	17.4% (26)	22.1% (33)	23.5% (35)	18.1% (27)	149
More car parking in the area	14.4% (21)	11.0% (16)	18.5% (27)	22.6% (33)	33.6% (49)	146
More greenery/planters	33.3% (52)	24.4% (38)	25.6% (40)	7.1% (11)	9.6% (15)	156
					answered	161
					skipped	1

When asked what key issues needed to be prioritised for Redcliff Mead Lane and Prewett Street, respondents identified the following as essential/highest priority:

- More greenery/planters (57.7%)
- Cleaner air (55.7%)
- Maintaining motorised vehicle access to the street (46.6%)

The following were identified as low/ not a priority:

- More car parking in the area (56.2%)
- Restricting traffic at certain times (54.9%)
- Restricting motorised vehicle access to the street (54.7%)
- Cycle parking facilities (53.1%)

11. If you would like to suggest any other priorities for Redcliff Mead Lane and Prewett Street, please specify below:

This question received 44 comments. These responses have been put into categories and then broken into further sub-categories as detailed below. Some comments fit into more than one category:

- Traffic and road layout
- Parking
- Community
- Walking and cycling

For 'Traffic and road layout' category, 32 comments were received and are summarised below:

Traffic and road layout	Number of comments	Summary of comments
Against closing road to vehicles	6 comments	No problems with traffic, roads are very quiet and pleasant. Pedestrianisation would make it more difficult for those with mobility issues. Road closure would mean more time and fuel driving round the Centre or Temple Meads and displacing the problem. Not ever considered a road closure Prewett Street as an option.
Support closing Redcliff Mead Lane junction	2 comments	Supports closing junction of Redcliff Mead Lane (though has never seen traffic come in or out of junction), 1 further comment in favour of residential only through roads.
Supports road closed to through traffic	2 comments	Close it to through traffic, with access and parking for residents only.
Traffic calming measure	3 comments	Speed bumps, 'sleeping policemen', (bumps in the road) or a chicane were all

		suggested. Community broken up by big roads and traffic.
--	--	--

For 'Parking' category, 9 comments were received and are summarised below:

Parking	Number of comments	Summary of comments
Residents parking	4 comments	Parking should be for residents only. 1 further comment that resident parking was essential. 1 comment that there is sufficient off-street parking that Prewett and Somerset Streets don't need parking bays.
More free parking	2 comments	Free on-street parking and more blue badge parking bays.
Problem parking	3 comments	Taxi drivers waiting in bays on Prewett and Somerset Streets, noisy deliveries to Green Energy Centre; and pavement parking near the Old Bell Pub site.

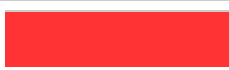




For 'Community category, 28 comments were received and are summarised below:

Community	Number of comments	Summary of comments
Address anti-social behaviour	8 comments	Reduce drug and alcohol use and crime related activities in the area including residents in flats, particularly around Somerset Square and Prewett Street shops. Squatters living in van on derelict land. More police presence. Poverty is a barrier to owning a bike if living in BCC blocks, bikes often stolen from inside flats. On-street bicycle parking wouldn't be used due to this.
More green space	5 comments	More trees, planters and greenery and look after current spaces. Redcliffe Gardening group very active and should have input and could help care for plants.
Improve street environment	15 comments	Improve street lighting, more colourful paint, and public art in eth area. More active frontages including a local bakery. 5 comments about cleaning the streets of rubbish, fly tipping and dog mess and providing more bins. 5 comments directly relating to regenerating the derelict buildings, (old Bell Pub, garage at the end of Redcliff Mead Lane).

For 'Walking and cycling' category, 5 comments were received and are summarised below:

Walking and cycling	Number of comments	Summary of comments
Active travel	4 comments	Active travel is essential, community broken up by big roads and traffic. Need to make streets safer for residents. Signage with distances and walking times would be helpful.
Shared pavement issues	2 comments	Shared pavements do not work. Wider pavements encourage e-scooters and bikes.
Cycle parking	3 comments	Bikes stolen often from flats. Crime and poverty need to be addressed before installing more cycle parking. FaithSpace would like more cycle parking.

12. Please tell us how much of a priority you think this is:

			Response Percent	Response Total
1	Essential		48.39%	15
2	High priority		19.35%	6
3	Medium priority		12.90%	4
4	Low priority		3.23%	1
5	Not a priority		16.13%	5
			answered	31
			skipped	131

When comments were given in question eleven, respondents were asked to categorise their comments into essential, high priority, medium priority or low priority which were captured in question twelve.






Of the 44 comments received in question eleven, 31 responses were received for this question. Respondents put 9 ticks against one of these categories when there was not a corresponding comment and as such these have not been recorded below.

Of the 44 comments received in question eleven, 22 had a corresponding tick in one of the categories:






- 13 were essential priorities
- 5 were of high priority,
- 2 were medium priority,
- 0 were low priority
- 1 was not a priority at all.

13. Please tell us the extent to which you agree or disagree with the following options:						
	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Response Total
Option A: Close Redcliff Mead Lane where it meets Prewett Street (as shown on the map)	26.0% (38)	18.5% (27)	16.4% (24)	11.0% (16)	28.1% (41)	146
Option B: Close Prewett Street at Proctor House (as shown on the map)	21.0% (30)	19.6% (28)	13.3% (19)	17.5% (25)	28.7% (41)	143
					answered	154
					skipped	8

From the responses for Option A 26% strongly agreed compared to 28% who strongly disagreed. For Option B 21% strongly agreed compared to 29% who strongly disagreed.

13.1. Option A: Close Redcliff Mead Lane where it meets Prewett Street (as shown on the map)			Response Percent	Response Total
1	Strongly agree		26.0%	38
2	Agree		18.5%	27
3	Neither agree nor disagree		16.4%	24
4	Disagree		11.0%	16
5	Strongly disagree		28.1%	41
			answered	146

For Option A: 44.5% of respondents Agree or strongly agree with closing Redcliff Mead Lane where it meets Prewett Street. With 39.1% of respondents disagreeing or strongly disagreeing with this option.

13.2. Option B: Close Prewett Street at Proctor House (as shown on the map)			Response Percent	Response Total
1	Strongly agree		21.0%	30
2	Agree		19.6%	28
3	Neither agree nor disagree		13.3%	19
4	Disagree		17.5%	25
5	Strongly disagree		28.7%	41
			answered	143

For Option B: 46.2% of respondents disagreed or strongly disagreed with closing Prewett Street at Proctor House. With 40.6% agreeing or strongly agreeing with this option.

14. Do you have any other comments or suggestions?

This question received 61 comments. These responses have been put into categories and then broken into further sub-categories as detailed below. Some comments fit into more than one category:

- Redcliff Mead Lane and Prewett Street proposals
- Walking and cycling
- Street environment and community
- Survey and engagement process

For 'Redcliff Mead Lane and Prewett Street proposals' category, 63 comments were received and are summarised below:

Redcliff Mead Lane and Prewett Street proposals	Number of comments	Summary of comments
No change needed	12 comments	<p>Have not experience vehicles speeding, pollution, traffic noise, idling engines not an issue so road closures are not necessary.</p> <p>Access for vehicles still essential, road closures will make access difficult for residents. Set up temporary traffic monitoring to gather evidence of speeding.</p>

Against changes	11 comments	<p>Road closures could have negative impact on traffic flow on surrounding roads. Opposed to changes if it involves further traffic disruption.</p> <p>New Temple Meads layout has already made exiting Redcliffe to travel north more difficult.</p> <p>People driving into Bristol are essential to support local shops. Stop reducing access by vehicle to the area.</p> <p>Both options would make access to homes difficult and inconvenient, as well as divisive between private and Council-owned properties.</p>
Supports Option A: Close Redcliff Mead Lane where it meets Prewett Street	4 comments	<p>Very low traffic volume using Redcliff Mead Lane to access Temple Gate since new road layout. This option would stop people using it as a rat run and make the area quieter. Prewett Street has more footfall.</p>
Against Option A: Close Redcliff Mead Lane where it meets Prewett Street	7 comments	<p>This option would force traffic to take a longer journey around busier roads causing more congestion and pollution.</p> <p>As a resident, keen to keep route from Clarence Road to Prewett Street. Little point closing Redcliffe Mead Lane as it is not used frequently. If road works or collision affect Temple Gate or Redcliffe Way, there would be no alternative route for residents or emergency services.</p> <p>We use Prewett Street to access Ship Lane.</p>
Supports Option B: Close Prewett Street at Proctor House	6 comments	<p>Prefer Option B over Option A. Not concerned about longer journeys because of closing Prewett Street at Proctor House, less disruptive allowing for two-way traffic on Redcliff Mead Lane whilst stopping the "rat-run" raised as an issue by residents.</p> <p>This is a fairer option for residents of Caxton Gate. Access using Somerset Street is the practical solution for residents living in Temple Gate.</p>

Against Option B: Close Prewett Street at Proctor House	1 comment	Vehicle access for school from Temple Gate or Bath Bridge would have longer journey.
Traffic calming measures	9 comments	<p>Traffic calming measure preferable over road closures. Speed ramps a better solution maintaining resident and delivery access, deterring rat runners and calming traffic speeds.</p> <p>Chicanes with give way/priorities to reduce speed and ease crossing the road. Lower speed limit to 10mph.</p> <p>Speed cameras or temporary bollards to stop traffic at specific times like St Nicholas Street.</p>
Other suggestions	13 comments	<p>2 comments: Close Redcliff Mead lane and junction with Redcliffe Way/Temple Gate. Previous closure due to Temple Gate works caused no major disruption.</p> <p>3 comments: Make both Somerset Street and Redcliffe Mead Lane resident access only.</p> <p>1 comment to make some roads one-way to make space for cycle lane.</p> <p>1 comment for speed ramps on Ship Lane.</p> <p>2 comments about addressing problem parking from school traffic in bays outside flats.</p> <p>1 comment for speed bumps or chicanes on Somerset St to reduce rat run.</p> <p>1 comment Close Shop Lane from Clarence Road</p> <p>1 comment Restrict vehicle access to school.</p> <p>1 comment to maintain vehicle access to St. Mary Redcliffe and Temple School as a safer alternative to drop off/pick up for children</p>

For 'Walking and cycling' category, 5 comments were received and are summarised below:

Walking and cycling	Number of comments	Summary of comments
Walking	2 comments	Great to have more pedestrian walkways. Making some roads one-way could reallocate space for walking by widen pavements.
Cycling	3 comments	Making some roads one-way could reallocate space for cycle by adding a cycle lane. Would like to see a segregated cycle lane. 1 comment against cycle lane, is not necessarily due to low levels of traffic.

For 'Street environment and community' category, 14 comments were received and are summarised below:

Environment and community	Number of comments	Summary of comments
Air pollution	2 comments	If aim is to reduce air pollution form traffic, options making driving routes longer should be not be an option.
Buildings	5 comments	Redevelop or remove derelict buildings and improve the aesthetic of the area.
Street facilities	2 comments	More rest areas, more outdoor facilities for children
Greenery and plants	2 comments	Space reallocation to add more greenery and vegetable growing space.
Address anti-social behaviour	3 comments	At present the area attracts homeless people, drug dealers and gangs.

For 'consultation' category, 2 comments were received and are summarised below:

Consultation	Number of comments	Summary of comments
Proposals	2 comments	Interesting experiment. A full range of options need to be consulted on before decisions are made.










5.2.1 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:

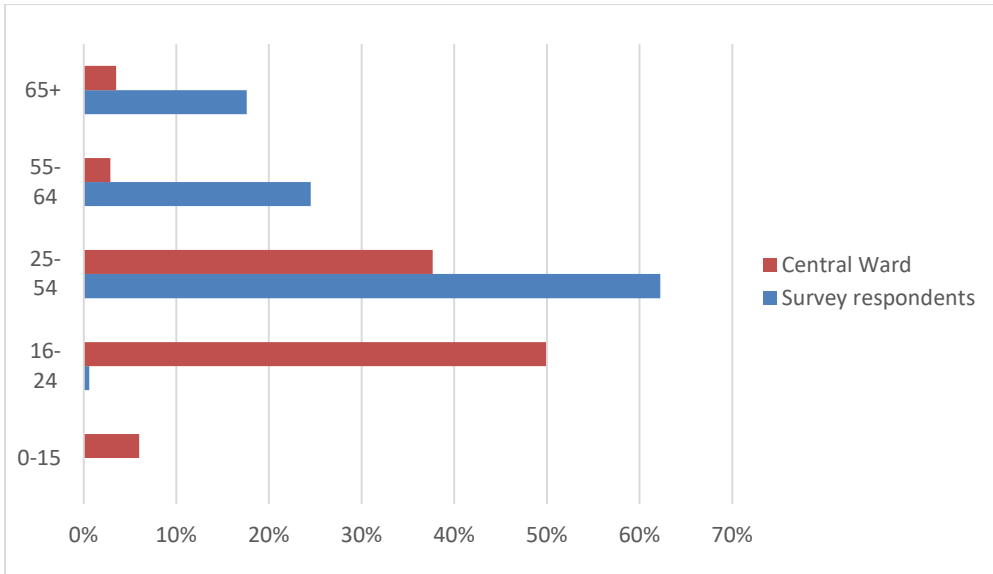
- What is your age?
- Do you consider yourself to be a disabled person?

- 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		0.00%	0
2	11-15		0.00%	0
3	16-17		0.00%	0
4	18-24		0.63%	1
5	25-34		22.01%	35
6	35-44		15.72%	25
7	45-54		15.72%	25
8	55-64		24.53%	39
9	65-74		13.21%	21
10	75-84		3.77%	6
11	85 +		0.63%	1
12	Prefer not to say		3.77%	6
			answered	159
			skipped	3

Below is a bar chart showing the engagement responses compared to that of the age of the population in the ward. The age groups 25 to 34, 35 to 44 and 45 to 54 years old have been grouped together to allow a comparison to the ward profile data.



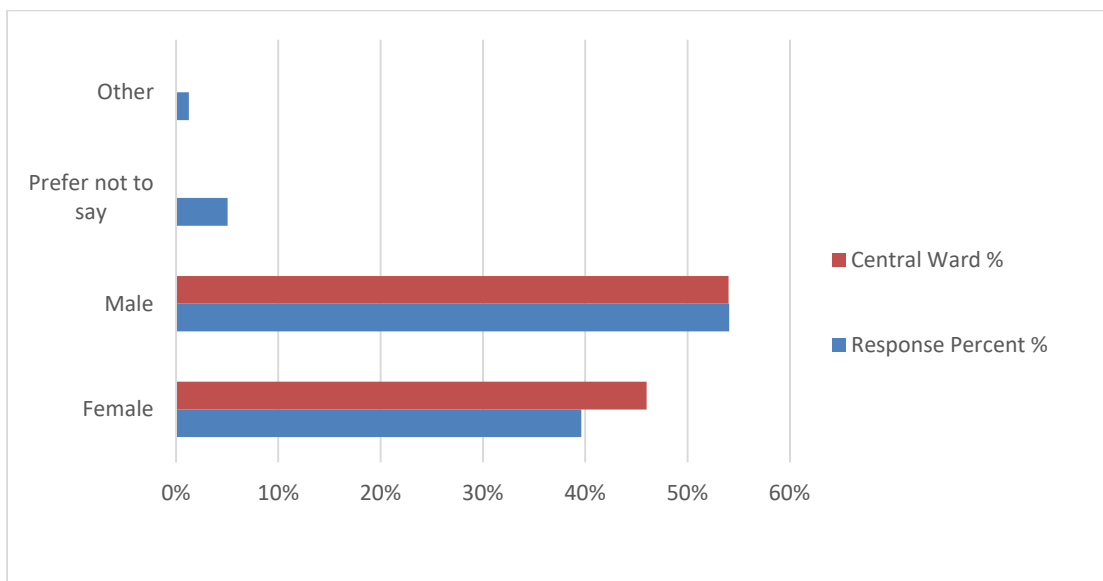
The response rates for younger people 0 to 15 and 16 to 24 age groups were lower than that of the ward profile. Those aged between 25 and 54 age groups are overrepresented by around 24% compared to the Central ward profile, and those aged 65+ by 22%.

16. Do you consider yourself to be a disabled person?				
			Response Percent	Response Total
1	Yes		11.39%	18
2	No		80.38%	127
3	Prefer not to say		8.23%	13
			answered	158
			skipped	4

The disability rate for the city is around 8% so the 11.4% response rate is higher than the city average.

17. What is your sex?				
			Response Percent	Response Total
1	Female		39.62%	63
2	Male		54.09%	86









17. What is your sex?				
			Response Percent	Response Total
3	Prefer not to say		5.03%	8
4	Other (please describe):		1.26%	2
			answered	159
			skipped	3



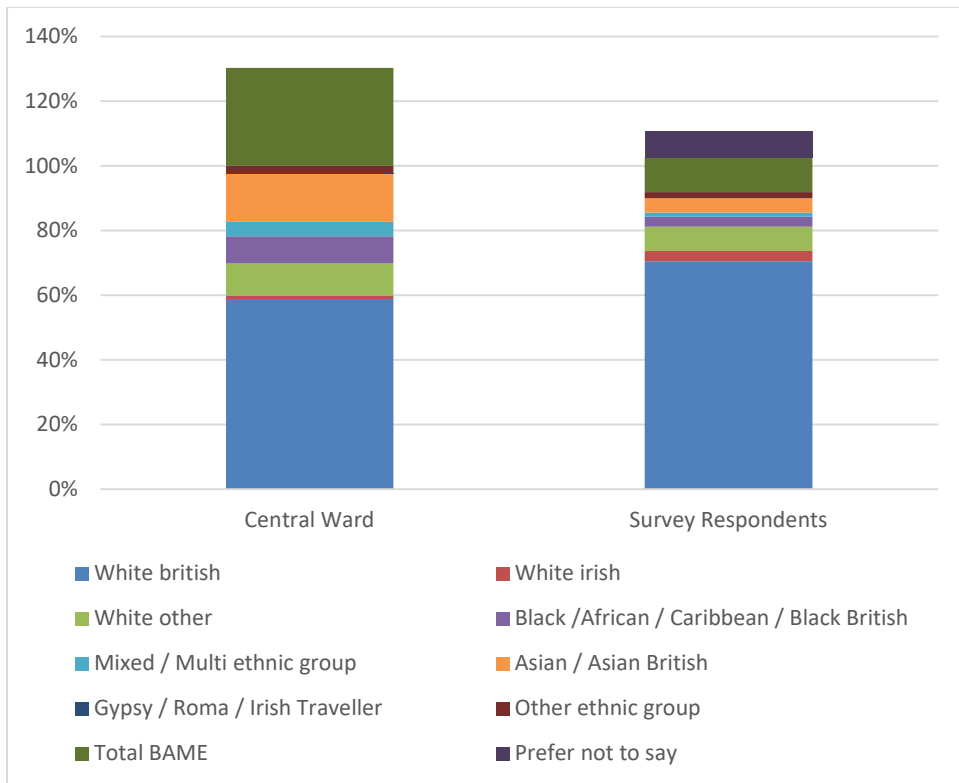
The majority of those who responded were male with 54% of the total which is in line with the ward average of 54%, however females were under slightly represented by 6%, as the Central Ward average 46%.

18. Have you gone through any part of a gender reassignment process or do you intend to?				
			Response Percent	Response Total
1	Yes		0.63%	1
2	No		90.51%	143
3	Prefer not to say		8.86%	14
			answered	158

18. Have you gone through any part of a gender reassignment process or do you intend to?		
	Response Percent	Response Total
	skipped	4

19. What is your ethnic group? (please tick one box only)		
	Response Percent	Response Total
1 White British		70.44% 112
2 White Irish		3.14% 5
3 White Other		7.55% 12
4 Black /African / Caribbean / Black British		3.14% 5
5 Asian / Asian British		4.40% 7
6 Mixed / Multi ethnic group		1.26% 2
7 Gypsy / Roma / Irish Traveller		0.00% 0
8 Prefer not to say		8.18% 13
9 Any other ethnic background (please describe):		1.89% 3
	answered	159
	skipped	3

Below is a bar chart showing the engagement responses compared to that of the population makeup of the ward. Respondents from non-white ethnicities are significantly underrepresented with only 11% compared to the Central Ward average of 30% being from Black, Asian and minority ethnic backgrounds, while White British respondents are slightly overrepresented in the survey respondents, when compared ward profile rate.



20. What is your sexual orientation?

		Response Percent	Response Total
1	Bisexual	2.61%	4
2	Gay Man	7.19%	11
3	Gay Woman / Lesbian	1.31%	2
4	Heterosexual / Straight	74.51%	114
5	Prefer not to say	11.11%	17
6	Other (please describe):	3.27%	5
		answered	153
		skipped	9

21. What is your religion/faith?

			Response Percent	Response Total
1	No Religion		49.03%	76
2	Buddhist		2.58%	4
3	Christian		28.39%	44
4	Hindu		0.00%	0
5	Jewish		0.00%	0
6	Muslim		3.23%	5
7	Pagan		1.29%	2
8	Sikh		0.65%	1
9	Prefer not to say		8.39%	13
10	Other (please describe):		6.45%	10
			answered	155
			skipped	7

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

			Response Percent	Response Total
1	Yes		1.28%	2
2	No		91.67%	143
3	Prefer not to say		7.05%	11
			answered	156
			skipped	6

23. Are you a refugee or asylum seeker?				
			Response Percent	Response Total
1	Yes		0.64%	1
2	No		91.03%	142
3	Prefer not to say		8.33%	13
			answered	156
			skipped	6

In the final section of the survey people were asked if they would like to receive updated and more information about the project. Over 58 people left their name and email or postal 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, Instagram, and LinkedIn and this was supported by paid Facebook posts aimed at local people.

The content of the posts was as follows:

“Have you got ideas for road improvements in Bristol? 🗨️

We are currently inviting views on the how we can improve walking, cycling, accessibility and the environment on these streets:



- *Dean Lane, Southville*
- *Langton Court Bridge, St Anne’s*
- *Overton Road, Bishopston*
- *Beaufort Road, Redfield*
- *Mina Road, St Werburgh’s*
- *Greville Road/Upton Road, Southville*
- *Redcliffe Mead / Prewitt Street, Redcliffe*


Complete the surveys and have your say: <https://www.bristol.gov.uk/streets-travel/proposed-changes-to-neighbourhood-roads-and-high-streets>”

Specific posts for the scheme were as follows:

“Should we make changes to Redcliffe Mead and Prewett Street?”

 *Calling Redcliffe!*

We are looking to improve walking, cycling, the environment and accessibility on Redcliffe Mead and Prewett Street  

 *Your ideas will help us design proposals that work for everyone*

Have your say before 28 Feb:

 www.bristol.gov.uk/redcliffmeadlane”

The results show a range of different measurements:

- Impressions – number of times a post has been viewed
- Reach – potential number of people who could have seen a post
- Engagement Rates – where people have acted on a post e.g., a link click, sharing it or liking it.

This is a summary of all the social media figures and channels used during this engagement process:

Dates	Roads being promoted	Channel	Reach
11 Jan	<ul style="list-style-type: none"> ▪ St Mark's Rd, Easton ▪ Princess Victoria St, Clifton ▪ Cotham Hill ▪ Park Row, city centre ▪ Picton Street, Montpelier ▪ Rosemary Lane, Eastville ▪ Greville Road, Southville ▪ Langton Court Bridge, St Anne's ▪ Overton Road, Bishopston 	Facebook	5163 Organic Reach 4999 Organic Impressions 3.02 Engagement rate 59 Clicks 58 Likes 4 Shares
13 Jan	<ul style="list-style-type: none"> ▪ St Mark's Rd, Easton ▪ Princess Victoria St, Clifton ▪ Cotham Hill ▪ Park Row, city centre ▪ Picton Street, Montpelier ▪ Rosemary Lane, Eastville ▪ Greville Road, Southville ▪ Langton Court Bridge, St Anne's ▪ Overton Road, Bishopston 	LinkedIn	1,026 Impressions 7 Reactions 4.09% Click-through rate 2 Shares 42 Clicks 5.17% Engagement rate
13 Jan	<ul style="list-style-type: none"> ▪ St Mark's Rd, Easton ▪ Princess Victoria St, Clifton ▪ Cotham Hill ▪ Park Row, city centre ▪ Picton Street, Montpelier 	Twitter	6812 impressions 362 total engagements 182 detail expands 68 link clicks 59 media engagements

	<ul style="list-style-type: none"> ▪ Rosemary Lane, Eastville ▪ Greville Road, Southville ▪ Langton Court Bridge, St Anne's ▪ Overton Road, Bishopston 		<p>17 likes 14 profile clicks 13 retweets</p>
2 Feb	<ul style="list-style-type: none"> ▪ Greville Road, Southville ▪ Langton Court Bridge, St Anne's ▪ Overton Road, Bishopston ▪ Beaufort Road, Redfield ▪ Mina Road, St Werburgh's ▪ Greville Road/Upton Road, Southville ▪ Redcliffe Mead / Prewitt Street, Redcliffe 	Facebook	<p>5275 Organic Reach 5174 Organic Impressions 0.95 Engagement rate 14 Clicks 7 Likes, 1 love, 1 angry, 1 laugh 6 Shares</p>
2 Feb	<p>St Anne's, Southville, Bishopston Redfield St Werburgh's Redcliffe</p>	Twitter	<p>159660 Reach 7640 Impressions 1.2 Engagement rate 60 Clicks 11 Likes 13 Shares</p>
2 Feb	<ul style="list-style-type: none"> ▪ Greville Road, Southville ▪ Langton Court Bridge, St Anne's ▪ Overton Road, Bishopston ▪ Beaufort Road, Redfield ▪ Mina Road, St Werburgh's ▪ Greville Road/Upton Road, Southville ▪ Redcliffe Mead / Prewitt Street, Redcliffe 	Linked In	n/a
4 Feb	<ul style="list-style-type: none"> ▪ Greville Road, Southville ▪ Langton Court Bridge, St Anne's ▪ Overton Road, Bishopston ▪ Beaufort Road, Redfield ▪ Mina Road, St Werburgh's ▪ Greville Road/Upton Road, Southville ▪ Redcliffe Mead / Prewitt Street, Redcliffe 	Instagram	n/a
4 Feb	Redcliffe Mead / Prewitt Street, Redcliffe	Next Door	12 Impressions
22-28 Feb	Redcliffe Mead / Prewitt Street, Redcliffe	Paid for Facebook Post	<p>Link clicks 201 Reach 15,990 - 39.9% Women / 60.1% Men Cost per link click £0.49 4 shares</p>
26 Feb	Redcliffe Mead / Prewitt Street, Redcliffe	Next Door	28 Impressions
26 Feb	Redcliffe Mead / Prewitt Street, Redcliffe	Instagram	8 likes
28 Feb	Redcliffe Mead / Prewitt Street, Redcliffe	Facebook	<p>615 Organic Reach 616 Organic Impressions</p>

			0.49 Engagement rate 3 Clicks 0 Comments 0 Likes 0 Shares
28 Feb	Redcliffe Mead / Prewitt Street, Redcliffe	Twitter	108514 Reach 2276 Impressions 0.57 Engagement rate 10 Clicks 0 Likes 2 Shares 1 Comments

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.

5.3 Business survey results

12 local businesses were identified as part of the data gathering process that were located on/ adjoining Prewett Street and Redcliff Mead Lane or close by.

The team tried to contact all the businesses three times. First by phone call, followed by an email (where possible) which explained the engagement process and attached an editable pdf version of the business survey. This was followed up by an email detailing the community survey link, and another opportunity to fill in the business operational survey. The email also talked about the free advice and support that the team could offer business in terms of sustainable travel and a direct link was included for www.travelwest.info/businesses.

The team managed to get 7 email addresses and 10 phone numbers. When doing the phone calls the officers got through to 6 people and left 3 answerphone message and where an email address was available the survey was sent out.

6 businesses responded to the survey.

Business details

The number of staff members on average for all businesses who responded is 52, half the businesses had 5 employees or less and the highest number of employees is at the St Mary Redcliffe and Temple School with 220(including sixth form centre).

Staff at most businesses in the area drive, take public transport, walk to work, and commuter times cover most parts of the day from 6am to 10pm, and most operate every day of the week.

Deliveries

All businesses who responded to the survey receive multiple deliveries each week (minimum of 4 per week, maximum 30 deliveries across two sites in the area), primarily from vans and rigid lorries,

which are unloaded, sometimes onto caged trolleys, or carried in. The loading is conducted on in designated loading bays in parking areas behind Freeling House and in Hotel car park where available, though the parking bays on Prewett Street are used for deliveries to the Sixth Form centre and double yellow and zig zag lines are used outside the nursery.

Waste Collection

Pre-pandemic the hotel had daily waste collections from their car park accessed from Prewett Street, currently reduced under COVID-19 restrictions to 3 times per week (Tuesday, Wednesday, and Friday). The school and sixth form centre have daily collections, and the nursery, shop, residential home and Faithspace have weekly collections of recycling and general waste on Tuesdays, Wednesdays, and Thursdays. The shop and sixth form centre have waste collected at the back of Freeling house weekly for the shop and daily for sixth form centre, school, and nursery from back of kitchen on Mede Close and for the nursery from back of premises.

Customers

Most visitors to the hotel drive private vehicles and park in the car park accessed from Redcliffe Way. The school encourages parents to drop off away from school on Prewett St or Somerset Street, not in Somerset Square outside school entrance and pupils also use public transport, walk and cycle. Parents dropping off and picking up children from the nursery walk and drive, one parent commented that they park on Prewett Street near the shop and walk. The shop owner reported that 65% of customers walk, with 35% travel by car who are often taxi drivers and drivers using Prewett Street as a cut through to and from Temple Meads. Visitors to Faithspace walk or use public transport and visitors to Dr Whites mainly drive, though some walk.

Parking

Dr Whites and Faithspace have their own car parks for visitors and is rare they are full. Visitors to the school use car park where there are 2-3 pre-bookable spaces, with 4 spaces in car parks for disabled visitors which are regularly used and a separate area for disabled students drop off/pick up. At the Nursery, parents and visitors use the double yellows, pavement and pay and display bays and demand for disabled parking is low overall. Those that drive to the shop park in eth pay and display bays on Prewett Street with a high turnover using the 30minutes free parking. There is one blue badge holder bay. Visitors to the hotel use the hotel's car park and demand for disabled parking bays is low.

Cycling

The school has 200 spaces for student cycling on the main site, 50-100 at the sixth form sit and 30-40 spaces for staff. There are no on street cycle parking facilities near the school or nursery. There are Sheffield cycle stands near the shops on Prewett Street though the shop owners would be concerned if the road space is reallocated to a cycle lane because the road already becomes single track with parking on both sides. Neither Faithspace or Dr Whites have cycle stands, though the former does not think is a problem as most visitors bring inside or lock to their railings. Most feel that cycle infrastructure is good in the area and not many cyclists use Prewett Street. The Hotel has cycle parking onsite.

Walking

Most agreed that walking in the area is good but would like the pavements to be wider and the uneven surface could be improved, with lowered at junctions (dropped kerbs), more lighting and CCTV.

Public transport

Excellent public transport service with bus stops on Redcliffe Hill and Temple Meads, including bus services for late closing times for staff. The train station easily accessible on foot.

Additional comments

Comments/ suggestions specific for Redcliff Mead Lane and Prewett Street included:

- Some were concerned about any road closure proposal and the effect on their businesses in terms of deliveries and passing trade which they feel they rely on. Customers use the parking bays on-street.
- More lighting and CCTV required
- Good to have cycle infrastructure, but not at the expense of a street being taken out, cycle parking is poor
- Pavements could be wider, bumpy, for people with mobility issues
- Some feel road is dangerous as drivers speed down the road, though doesn't seem to be quite as bad now they've changed the layout at Redcliff Mead Lane.

5.4 Getting Bristol Moving Map

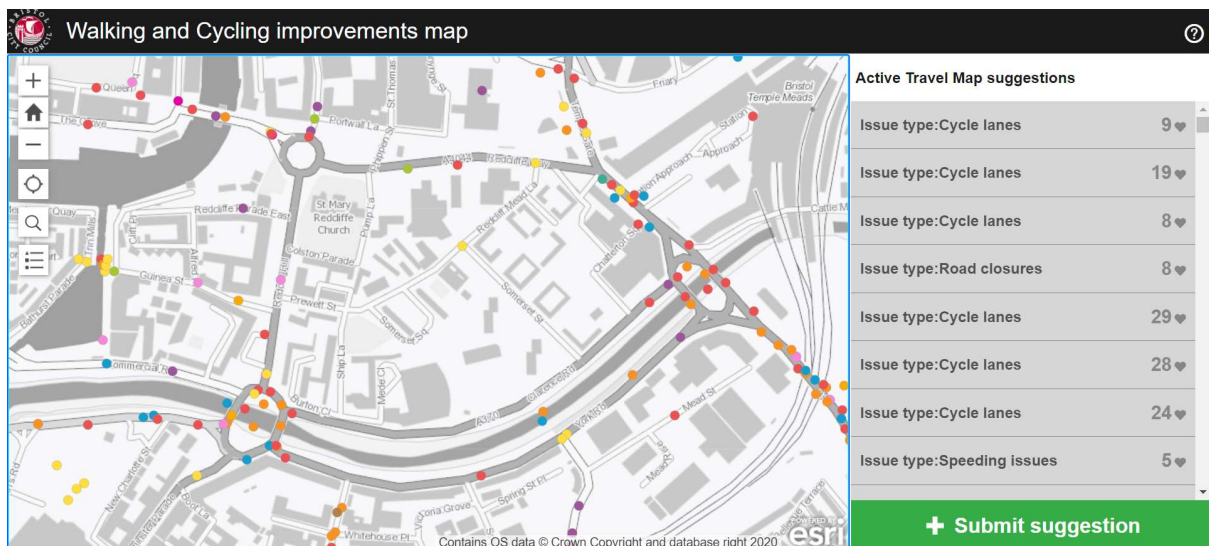
This online interactive map was created when COVID-19 social distancing measures were implemented in March 2020. The aim was to provide a platform for people to comment on where they would like to see improvements to walking and cycling infrastructure across the city. It was promoted via a press release 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. However, it is important to state that this map can be accessed by anyone, so the comments are not necessarily made by local people. This map allows people to leave suggestions of any changes to transport network they felt might improve their local area, and others can show support for the suggestions by liking them. They can choose from a range of categories such as: Road Closures, One Ways, Cycle Lanes, Pavements, Local Highway Streets and Other.

Only one comment was made for Redcliff Mead Lane and Prewett Street which focused on improving crime prevention and was concerned that the proposed road closures may lead to increased issues with crime related activity. They proposed that more CCTV and police presence in the area may be a potential solution.

Further suggestions were made on all the main roads surrounding the area:


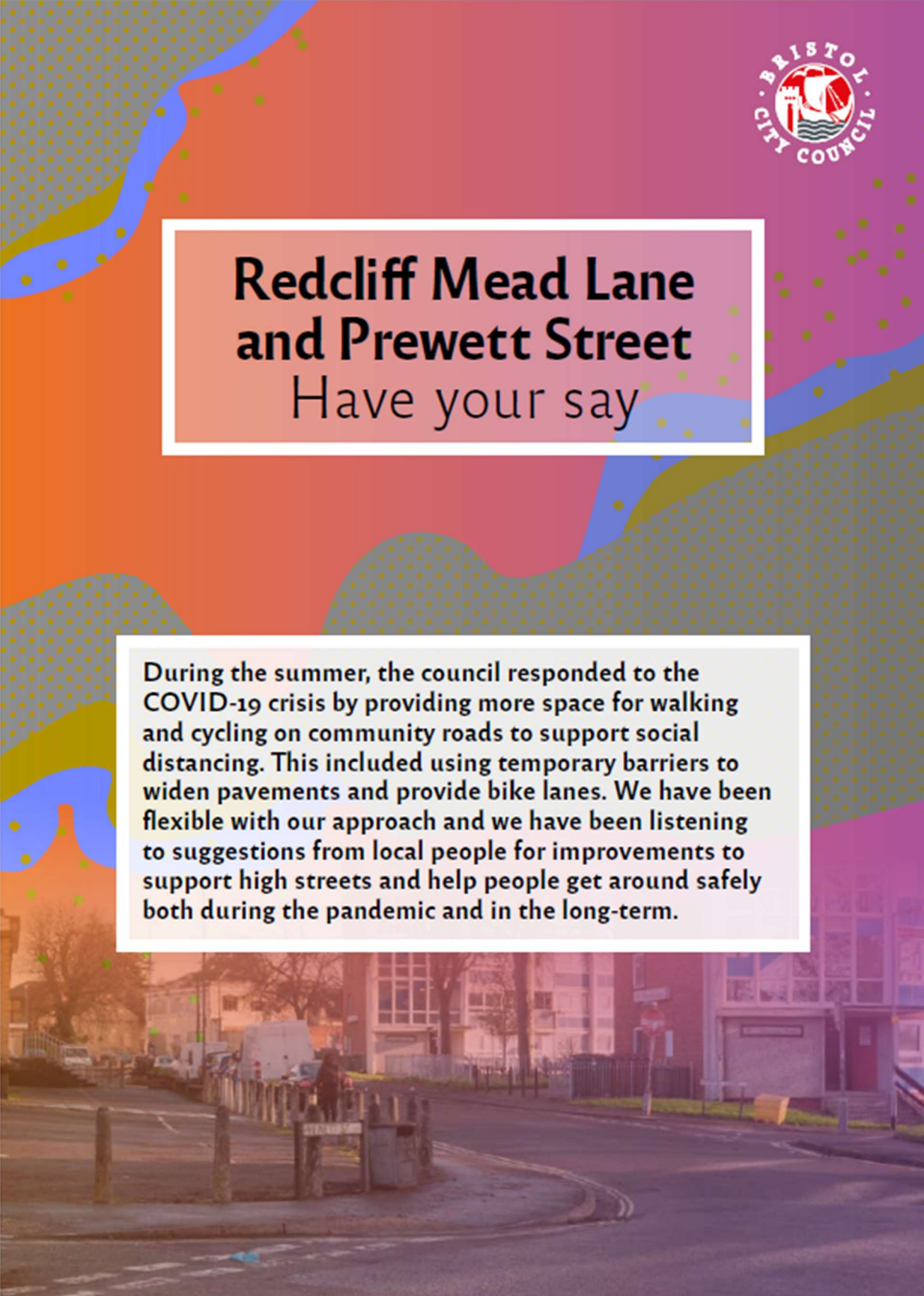
- 9 suggestions for cycle lane improvements on Clarence Road, Temple Gate, Redcliffe Way and Redcliff Hill/Bedminster roundabout, these include:

- a drop kerb and surface improvements at the entrance of Chatterton Sq and Temple Gate so cyclists can access Temple Meads Rail Station and Clarence Road Cycle lane safely.
- Crossing over the central reservation on Redcliffe Way for cyclists
- Segregated cycle lane directly from Commercial Road to Clarence Road
- Ramp for cycles and accesibility for wheelchairs and puchchairs over the yellow pedestrian Langdon Street Bridge (locally known as the ‘Banana Bridge’)
- 5 suggestion for Pavements and Walking
 - specifying clearer cycling and walking provison on westside of Redcliff Hill;
 - to change the pedestrian crossing timings to favour cyclists and pedestrians at Redcliff Hill
 - cycle parking on Temple Gate near the turning for Chatterton Square makes the shared pavement as it is too narrow for bikes and pedestrians to avoid conflict;
 - Pedestrian crossing over Temple Gate (nr Holiday Inn) to allow pedestrians to cross Temple Gate in one cycle of the lights
- 2 bus stop suggestion requesting one closer to the rail station, specifying reinstating a stop for the No. 2 bus.
- 2 suggested Road Closures:
 - 1 for westbound traffic on A370 Clarence Road to make a wider pavement on the westbound lane.
 - 1 suggesting closing the A4044 Redcliffe Way to reduce traffic to the Queen Square area of the city
- 1 suggestion to allow right turn into Temple Meads Station from south, then close the road outside St Mary Redcliffe to traffic




6. Appendices

6.1 Community survey (paper version)



Redcliff Mead Lane and Prewett Street 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.



TRANSLATIONS

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

ALBANIAN

Nëse anglishtja nuk është gjuhë juaj amtare dhe keni nevojë për një përkthim, ne mund t'ju 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 आपकी पहली भाषा नहीं है और आप को अनुवाद की आवश्यकता है तो यह हम आपकी प्रदान कर सकते हैं।

KURDISH

Hekê Ingilîzî zimanê we yê yekem nîne û pêwîstiya we bi wargêr heye, em dikarin yekî ji we re bibînin.

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 ਫ਼ਾਰਸੀ ਪਹਿਲੀ ਭਾਸ਼ਾ ਨਹੀਂ ਅਤੇ ਫ਼ਾਰਸੀ ਦੁਆਰਾ ਵੀ ਜ਼ਰੂਰਤ ਹੈ ਤਾਂ ਫ਼ਾਰਸੀ ਲਈ ਅਸੀਂ ਇਸਦਾ ਪ੍ਰਬੰਧ ਕਰ ਸਕਦੇ ਹਾਂ।

SOMALI

Haddii Ingilisku aanu ahayn afkaaga kowaad oo aad u baahan tahay furtumad, annagaas iuu samayn kama.

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.

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 Redcliff Mead Lane and Prewett Street.

We are aiming to:

- Reduce speeding and rat running traffic
- Maximise enjoyment of the areas being considered
- 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

We know from discussions with the community that Redcliff Mead Lane and Prewett Street have suffered from issues with speeding traffic. We are therefore considering two options for restricting access to motorised traffic on these streets, to reduce speeding and rat running traffic.

We are now seeking local views on these suggestions and your views of the street environment as a whole. We would particularly like to hear your views on traffic speeds. We aim to ensure that any changes benefit the local community and any local businesses.

Below is a survey asking local people to think about Redcliff Mead Lane and Prewett Street. What would you change about the streets, what is working well and what could be improved?

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

Please complete the survey and return it in the freepost envelope provided before Sunday 28 February 2021.

Alternatively, go online and complete the survey www.bristol.gov.uk/RedcliffMeadLane

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

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

Other (please specify):

2) What is your full postcode?

3) How far do you live from Redcliff Mead Lane and Prewett Street?

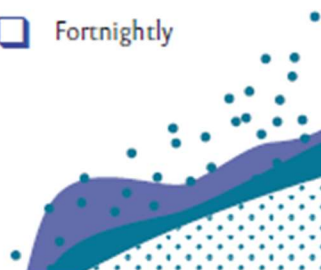
- Up to one mile 1-2 miles 3-5 miles 5+ miles I live outside of Bristol

4) How do you travel to and around Redcliff Mead Lane and Prewett Street? (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 Redcliff Mead Lane and Prewett Street?

- 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 in Redcliff Mead Lane and Prewett Street? (tick all that apply)

- | | |
|--|--|
| <input type="checkbox"/> Personality and character of the street | <input type="checkbox"/> On street car parking |
| <input type="checkbox"/> Close to shopping areas | <input type="checkbox"/> Good street lighting |
| <input type="checkbox"/> It is easy to walk around - there are good walking routes | <input type="checkbox"/> 20mph speed limit |
| <input type="checkbox"/> Good cycling routes | <input type="checkbox"/> Access to Somerset Square green space |
| <input type="checkbox"/> Close to leisure facilities | <input type="checkbox"/> Close to local schools |
| <input type="checkbox"/> Other (please specify): | |

7) Thinking about your current experiences of the street environment along Redcliff Mead Lane and Prewett Street, 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 streets are busy with people	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The streets are 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 roads feel 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 Redcliff Mead Lane and Prewett Street: (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 roads	<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"/>
Restricting traffic at certain times	<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 such as 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) We know from discussions with the community that Redcliff Mead Lane and Prewett Street have suffered from issues with speeding traffic.

We are therefore considering restricting access for motorised traffic to the streets to remove rat running traffic and bring traffic speeds down. We would like to gather feedback on this suggestion. At this stage this is just an idea and we will consider all other suggestions for improvements.

We are considering making one of the following options:

Option A: Close Redcliff Mead Lane where it meets Prewett Street

This would be implemented by closing Redcliff Mead Lane to motorised traffic where it meets Prewett Street, to the east of the junction with Somerset Street. Access would be retained to Redcliff Mead Lane via Redcliffe Way for residents, parking and deliveries. Access would be retained to Prewett Street via Redcliff Hill or Somerset Street. Motorists would not be able to access Redcliff Mead Lane from Prewett Street or vice versa. Motorists would not be able to access Redcliff Mead Lane from Somerset Street or vice versa. Pedestrians and cyclists would still be able to use the road as a through-route.

This suggestion is detailed on the map below:



Option B: Close Prewett Street at Proctor House

This would be implemented by closing Prewett Street to motorised traffic at a point to the east of Somerset Square, next to Proctor House. Motorised vehicles would be able to access Somerset Square and the western section of Prewett Street via Redcliff Hill, but not via Redcliffe Way and Redcliff Mead Lane. The closure point would be to the east of the entrance to the Dr White's car park. Access to this car park would therefore be retained via Redcliff Hill, but would no longer be possible via Redcliff Way and Redcliff Mead Lane, or Somerset Street. Pedestrians and cyclists would still be able to use the road as a through-route.

This suggestion is detailed on the map below:



The benefits of these proposed road closures would be:

- Safer walking and cycling routes
- Reduction in traffic speed
- Removal of through traffic

Any changes will be implemented will be temporary initially to give the local community a chance to see how changes may work. Either closure could be implemented using planters.

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

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
Option A: Close Redcliff Mead Lane where it meets Prewett Street (as shown on the map)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Option B: Close Prewett Street at Proctor House (as shown on the map)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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
- **Phone:** 0117 903 6449 and leave a message on the answerphone.
- **Write to:** Mina Road,
Transport Engagement Team, PO BOX 3399,
100 Temple Street, Bristol, BS1 9NE.

6.2 Business Operational Survey



Business Operational Survey – Redcliff Mead Lane and Prewett Street businesses

Name of business	
Name of owner/ manager	
Address of business	
No. of employees	
How do you and your employees travel to the business?	
Operational times e.g., 8am to 8pm	
Operational weekdays e.g., Mon to Sat	
Deliveries	
How many deliveries do you get a week?	

What types of vehicle are used for the deliveries?	
How are goods brought into the shop/ business?	
Do you have access to any loading bays? And how frequently are they used? If not, where do you do most of the loading/unloading?	
Waste collections	
How frequent is your waste collection e.g., weekly and on what day?	
Where is the waste collected from e.g., front / back of premises?	
Do you have any issues with your refuse collection?	
Customers and clients	
How do most of your customers travel to your premise?	
If they drive, where do they park?	
Parking	
What do you think the demand for disabled parking is?	
Is there a high turnover of parking outside of the premise?	

Cycling	
What do you think about cycle parking facilities?	
What do you think about cycle infrastructure on the road?	
Walking	
What do you think about the pavements? Any improvement?	
Public Transport	
Are there any and if so, what would you improve?	

Any other comments

Please return this survey using the contact details below.

If you have any queries relating to this survey or you would like this information in another format such as a different 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 and reference the title of your street in the subject box

Write to: Transport Engagement Team, PO Box 3399, 100 Temple Street, Bristol, BS1 9NE

Phone: 0117 9036449 and leave a message on the answerphone

Translations

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

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

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

Hindi

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

Kurdish

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

Kosovan

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

Polish

Jeżeli ulocka ta wymaga dodatkowego wyjaśnienia, prosimy o skontaktowanie się z najbliższym biurem odpowiedniego regionu.

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 ਦੁਬਾਰੀਏ ਦੀ ਜ਼ਰੂਰਤ ਹੈ ਤਾਂ ਤੁਹਾਡੇ ਲਈ ਅਸੀਂ ਇਸਦਾ ਪ੍ਰਬੰਧ ਕਰ ਸਕਦੇ ਹਾਂ।

Somali

Haddii Ingiriisku aanu ahayn afkaaga kowaad oo aad u baahan tahay fujumaad, annaga kuu samaysa kama.

Urdu

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

Vietnamese

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

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

Active Travel Fund Consultation Response

January 2021

Scope

This is a response to the following street improvement consultations from Bristol City Council:

- Cotham Hill, Cotham
- Princess Victoria Street, Clifton
- St Marks Road, Easton
- Rosemary Lane, Eastville
- Picton Street, Montpellier

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

General Response

Bristol Cycling Campaign strongly supports the creation of better environments for pedestrians, cyclists, residents, and businesses by reducing the impact of car travel and storage. Whilst any kind of change is always going to be concerning for locals, evidence has shown time and time again that reduction or removal of motor traffic increases the quality of life for residents and produces a better trading environment for businesses.

Orford Road, Walthamstow - Before & After (Photos: WF Council; [Joe Dunckley](#))

6.5 Bristol Civic Society submission



an independent force for a **better Bristol**

25 January 2021

Dear Sir,

I am writing, on behalf of the Bristol Civic Society, in response to the engagement surveys on Tranche 2 Active Travel Fund schemes.

The Bristol Civic Society (BCS) welcomes street changes that seek to make places more welcoming for people on foot and on bike, and therefore encourage active travel. BCS applauds the city council's commitment to improve people's ability to move around the city, aiming to improve the environment, particularly with regard to air quality and climate change as well as promoting public health. It is commendable that the city council is taking views on the issues that concern people in particular neighbourhoods and seeking local opinion on specific suggestions for pavement widening and traffic restrictions (Princess Victoria St, Park Row, Rosemary Lane, Leyton Court Rd and Overton Rd). However, we need more information to fully assess the impact of the schemes

Strategic vision/ network effects

However, it is not clear to BCS how, precisely, the proposed and specific interventions contribute to delivering the Bristol Transport Strategy (BTS) or what particular improvements they aim to deliver. The BTS is clear: "new developments" are "to be innovative in their approach, to prioritise sustainable transport options and address the impact on the existing network". It would be useful to explain each specific suggestion in terms of its impact on the existing network, in particular how it reduces air pollution and promotes public health.

We await with interest the strategic vision to bring these proposals together, demonstrating how the changes taken together or individually will affect the wider transport network as well as the environment. Some of the temporary cycle lanes and traffic restrictions already in place represent an improvement over the previous state of affairs, yet some of our members report longer trips by car as well as congestion occurring on roads and at times, which was not previously experienced.

Lack of data/information

While the Council provides air pollution data on a user-friendly platform, these data and information sources are not explicitly linked to the transport changes. Such links could underpin more widespread support for these changes,

in particular, although the first-round ATF schemes have been in place since Summer 2020, it is not clear how experience with those schemes has been used to inform choices on the second-round proposals. How successful were they at increasing walking and cycling, reducing travel by car and improving air quality? Were there any unintended consequences? All of this information would be useful for an informed public debate, particularly in light of changes in travel mode and patterns due to Covid-19 and the associated lockdowns.

In addition, we are concerned that the answers to the engagement surveys have been constrained by the selection of issues provided. By guiding respondents towards certain issues, the outcome of any consultation will contain a degree of bias and may miss issues of real concern or potential adverse effects



an independent force for a **better Bristol**

Impacts and Consequences

It would have made for a more rounded consultation on the specific suggestions involving traffic restrictions if the impacts and consequences of the individual and cumulative changes had been set out. The most contentious effects of traffic restrictions are that traffic can be displaced onto neighbouring streets. Nobody would want to see pollution displaced from one street to another, particularly onto residential streets. It would be useful to address any such concerns upfront with data and solutions where possible and/or appropriate.

Street scene and heritage

Given the value to the city of the beauty of its built environment, it is disappointing that amongst the aims and objectives set for the scheme there are none on visual amenity or conservation of heritage assets. Some of the specific suggestions for traffic restrictions are in conservation areas, where there is a statutory duty on the city council to preserve or enhance. Do the gains outweigh the visual impacts in sensitive locations?

One of the suggestions in the engagement surveys is for "more greenery/planters" but that is about as far as it goes. We are concerned that greenery and planters will not be a particular gain in practice when maintenance budgets are so constrained. Landscaping needs to be kept up and it may be that communities are not well placed to take this on themselves.

Conclusion

We appreciate that the funding awarded was piecemeal and came with a short deadline. Given the good work on the BTS, we would have liked to have seen greater specific engagement between the ATF interventions and the transport strategy and work on ending air quality breaches. The proposals do not explicitly engage with broader transport policy and lack specific information on the benefits and consequences for both the city and individual neighbourhoods. We are particularly concerned that schemes do not explicitly aim to preserve or enhance the street scene, as, for example, the King Street scheme sets out to achieve. BCS is happy to discuss any aspect of this policy further with the city council to improve proposals going forward.

Yours faithfully,

S. G. Ellis.

Mrs S G Ellis