

Cotham Hill – After Survey

March 2024



Contents

1. Summary 3

2. Background..... 4

3. After Survey Design 6

4. Survey launch..... 8

5. After Survey Results..... 8

6. Social media results 20

7. Local press coverage..... 22

1. Summary

The after survey was launched on 19 February and closed on 17 March 2024 which allowed four weeks for comment. The purpose of the survey was to see how people felt about the scheme once it had been completed. People were invited to take part in the survey through social media posts, emails to stakeholders including ward members, local MP, local traders on Cotham Hill and in surrounding roads such as Hampton Lane and other groups. The team also organised two on site roadshows asking people in the street to fill out the survey. The survey was hosted on the Consultation and Engagement hub on the council website and had a shortened link of www.bristol.gov.uk/cothamhillfeb24.

Survey

A total of 343 completed responses to the survey have been captured using the online Smart Survey platform over the engagement period. Of the responses the headline findings are:

- Over 55% of respondents said they were a local resident and 40% of respondents are a regular visitor to the area.
- When comparing how people travel to Cotham Hill before and after the pedestrianisation there has been a slight increase in those walking, cycling and scooting and a decrease in those driving a car/van or travelling as a car passenger.
- Of those who responded nearly 40% felt the street was 'much easier' to navigate and 23% felt it was 'slightly easier' with 17% finding it 'much harder'.
- Of those who responded nearly 65% felt the pedestrianisation had improved safety in the area with only 21% saying it had not.
- Over 73% of those who responded felt the ambiance and atmosphere of Cotham Hill was 'much nicer' and 'nicer' and only 15% thought it was 'worse' and 'much worse'.
- When asked 'How has pedestrianisation affected your overall experience of visiting Cotham Hill?' 347 comments were received and over 63% were positive statements of support.
- Overall, nearly 70% of responses think the impact of pedestrianisation on the local community has been 'very positive' and 'positive' compared to just 19% who felt it was 'negative' and 'very negative'.

Social Media response

On the X (formerly Twitter) post the content received 38 likes and 7 comments where the majority were supportive.

On the Facebook post the content received 80 reactions (40 likes, 15 loves, 10 laughs and 8 angry) with 110 comments with a mix of views both supportive and negative.

2. Background

In November 2020 the council carried out an engagement on Cotham Hill. People filled in a survey asking them about their street environment, what they liked about the street, what they would improve and what would they prioritise. The survey was open for 6 weeks and closed in January 2021. 2632 responses were received, and the responses showed strong support for pedestrianisation on Cotham Hill.

The feedback from the first survey was used to help produce a road layout design for two temporary road closures on Cotham Hill. The aim was to implement two temporary road closures by 12 April 2021 to allow several hospitality businesses to trade outside as COVID-19 restrictions started to lift, as well as providing improved journeys for pedestrians and cyclists. Two parts of the road have been closed to motorised traffic - between Whiteladies Gate and Hampton Lane: and between Hampton Park and Abbotsford Road. Whilst this was an urgent measure to support businesses and enable social distancing, the council committed to engaging the community on a more permanent scheme in the coming months which would look at a more holistic approach and could incorporate changes to the wider area.

In July 2021 the council installed new planters to replace the red and white barriers, improving the appearance of the road layout and provided new signs and road markings to advise people to cycle slowly through the shared area.

An on street survey was also carried out to provide a snapshot of how the temporary closure is working and the council asked almost 200 people over a few days. Nearly 80% of the responses were from residents and 6% were from local business owners. Of those who travelled over 85% walked to the street and 26% use a bicycle. In terms of the street environment of the respondents 65% felt the air is cleaner, 80% felt the street is cleaner, 80% felt the road was safer in terms of traffic movement and 75% felt the shared space was very easy and easy to use in the street compared to before the road closures.

In late 2021 the council developed designs for a permanent scheme, using feedback received in the first survey and since the temporary arrangements were implemented, and launched a survey asking for feedback on three options from 25 October to 30 November 2021. The temporary road closure remained in place during this process so that the temporary arrangement continued to be monitored. The overall the aim of the permanent scheme was to make it easier to walk and cycle within the local community for everyone including those with disabilities, support the local economy, and improve air quality with less pollution.

A total of 1527 responses were received and over 60% of responses were from residents with over 63% of responses selecting Option A as the preferred way forward for the permanent scheme. The results showed there was support for the overall scheme and the media coverage was positive.

After finalising the designs and taking on board the comments received, the scheme went through statutory consultation on specific aspects undertaken as part of the legal process relating to Traffic Regulation Orders (TROs). The Closures and Prohibition of Entry TROs were operational as of 11 April 2023, the Waiting Restrictions TRO was operational as of 1 August 2023, and the One Ways TRO operational as of 20 September 2023.

Cycle hangars were also implemented as part of the scheme and were operational on 1 August 2023. The cycle hangars were installed by Cyclehoop in October 2023 and are administered by Lifecycle UK. Construction for the permanent scheme began 21 June 2023 and was fully completed by 31 January 2024. The project has now achieved its objectives of facilitating safer pedestrian and cyclist movement, supporting local businesses, managing traffic flow, reducing pollution, and encouraging sustainable transport choices.

Below are some photos from the completed scheme:





3. After Survey Design

The main aim of the follow up survey was to:

- seek views from key stakeholders on the final scheme now that it has been completed.
- seek views from local businesses, local people living and working along and near the street.
- demonstrate that the 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.
- The council have been talking to businesses, local people living and working along the street throughout this process on what works well, what need to change and how people like to travel. This feedback helped to produce the final scheme that has now been implemented.

The target audiences for this project include stakeholders such as:

- Bristol City Council ward members, Members of Parliament
- Local businesses and traders
- Local people who live on the street or on side roads
- Local resident associations, faith, and community groups
- People working on the street.
- People who visit the street

The team agreed on an after survey as the best way to collate views from the community post construction. The products created for this process included the survey, business cards and social media content. All the information was provided online and was compatible with word reader software. The online survey had a shortened link www.bristol.gov.uk/cothamhillfeb24 that was promoted and publicised through social media channels and newsletters.

The team provided different ways for the public to get in touch if anyone had a comment or required a survey in a different format. They could contact the Transport Engagement team on email at transport.engagement@bristol.gov.uk, by phone 0117 9036449 or by writing to: Cotham Hill, Transport Engagement Team, PO BOX 3399, 100 Temple Street, Bristol, BS1 9NE.

The survey was designed by the team to capture views from residents, businesses and anyone who uses the street to help build a picture of what people thought about the final scheme. The survey was split into the following sections:

1. Details of who is responding, travel habits, usage of the street before and after the scheme.
2. Opinions on the pedestrianisation scheme looking at navigation, safety, look and feel and spending habits.
3. 'About you' details

The first section asked about how you would describe yourself and for a full postcode and how often you visited Cotham Hill before and after the pedestrianisation and how you travelled to the street. The second focused opinions on the final scheme in terms of whether it is easier to navigate, if it has improved safety in the area, and whether the ambiance and atmosphere has improved. The last focused on the 'about you' detail so that the team could monitor who responded to the survey.

The survey was launched on 19 February and closed on 17 March 2024 which allowed four weeks for comment. The survey was hosted on the consultation hub on the council website and had a shortened link of www.bristol.gov.uk/cothamhillfeb24.

4. Survey launch

A social media plan was created which included images and text for use in communications and web friendly copy for website, Facebook posts and X (formerly Twitter). These social media posts were also promoted by the Travelwest, Betterbybike and other transport social media accounts.

A stakeholder email letting people know about the after survey was sent to:

- Ward members
- Local MP
- local traders on Cotham Hill and in surrounding roads such as Hampton Lane
- emergency services and other transport related groups

The team also organised two active travel roadshows on site in Cotham Hill during the survey period to encourage those using the road to respond. The team had business cards that they could give out to those who wanted to spread the word and they hand delivered the business cards to local residential properties to help boost the response rate.

5. After Survey Results

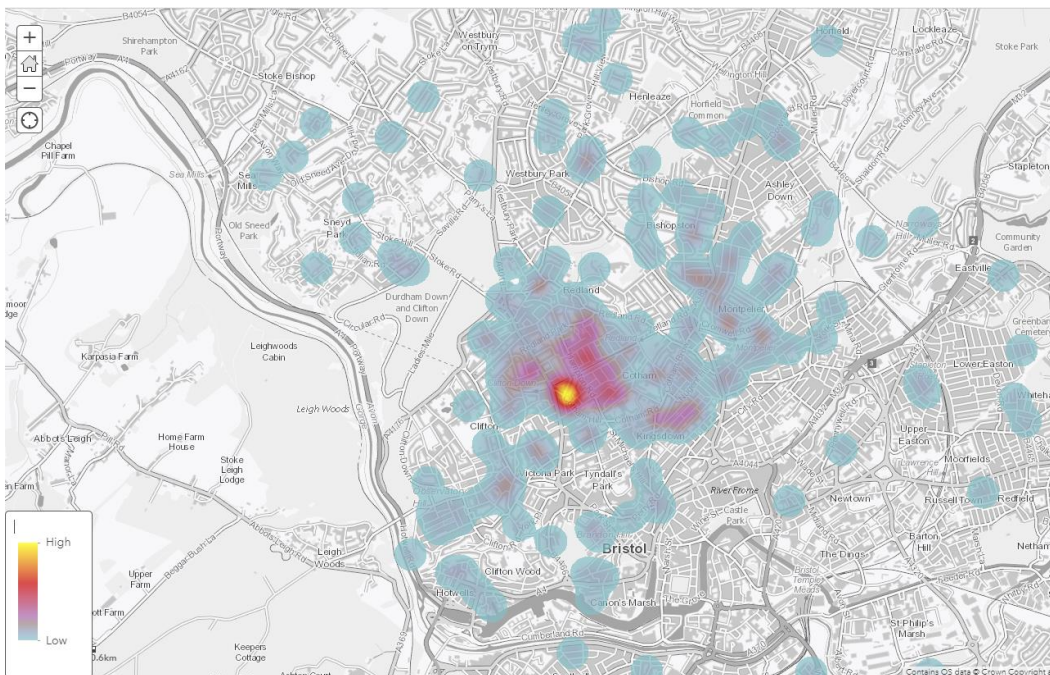
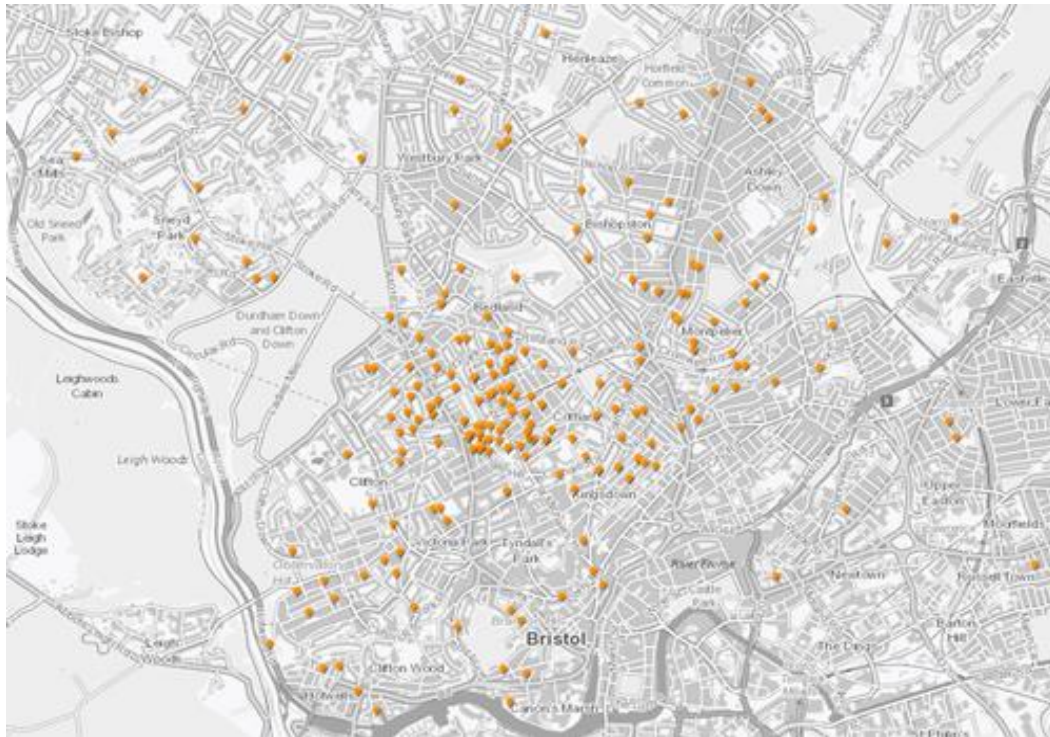
A total of 343 completed responses have been captured using the online Smart Survey platform over the survey period. Below is a summary for each question with the breakdown of responses:

1. Which of the following best describes you? Please select all that apply				
			Response Percent	Response Total
1	I am a local resident		55.39%	190
2	I am a local Business Owner		2.92%	10
3	I work in the local area		11.95%	41
4	I am a regular visitor to the local area		41.98%	144
5	Other (please specify):		4.66%	16
			answered	343
			skipped	1

Over 55% of respondents said they were a local resident and 40% of respondents are a regular visitor to the area.

2. What is your full postcode?

Of the responses, 338 left their postcode. The postcodes have been plotted on a map to show where the respondents live and a heat map to show the high levels on concentration of responses:



3. How often did you visit Cotham Hill before it was pedestrianised?			Response Percent	Response Total
1	Daily	<div style="width: 13.74%; height: 10px; background-color: red;"></div>	13.74%	47
2	Several times a week	<div style="width: 35.96%; height: 10px; background-color: yellow;"></div>	35.96%	123
3	Once a week	<div style="width: 21.35%; height: 10px; background-color: blue;"></div>	21.35%	73
4	Occasionally	<div style="width: 21.93%; height: 10px; background-color: green;"></div>	21.93%	75

3. How often did you visit Cotham Hill before it was pedestrianised?				
			Response Percent	Response Total
5	Rarely		4.97%	17
6	Never		2.05%	7
			answered	342
			skipped	2

4. How often do you visit Cotham Hill since it was pedestrianised?				
			Response Percent	Response Total
1	Daily		15.00%	51
2	Several times a week		32.94%	112
3	Once a week		19.71%	67
4	Occasionally		22.94%	78
5	Rarely		5.00%	17
6	Never		4.41%	15
			answered	340
			skipped	4

The comparison to how frequently people visited Cotham Hill before and after has not really changed.

5. How did you travel to Cotham Hill before it was pedestrianised?				
			Response Percent	Response Total
1	I walked		67.94%	231
2	I cycled		22.65%	77
3	I used a scooter		2.65%	9
4	I caught the bus		8.82%	30
5	I caught the train		4.41%	15
6	I used a taxi		2.65%	9
7	I used a motorbike		0.88%	3
8	I drove a car / van		27.35%	93
9	I was a car passenger		5.00%	17
10	Other (please specify):		1.76%	6
			answered	340
			skipped	4




6. How do you travel to Cotham Hill since it was pedestrianised?				
			Response Percent	Response Total
1	I walk		71.43%	245
2	I cycle		25.66%	88
3	I use a scooter		3.21%	11
4	I catch the bus		7.87%	27
5	I catch the train		4.96%	17
6	I use a taxi		1.46%	5
7	I use a motorbike		0.29%	1
8	I drive a car / van		14.87%	51
9	I am a car passenger		1.75%	6
10	Other (please specify):		7.29%	25
			answered	343
			skipped	1

When comparing how people travel to Cotham Hill before and after the pedestrianisation there has been a slight increase in those walking, cycling and scooting and a decrease in those driving a car/van or travelling as a car passenger.

7. Do you find it easier to navigate the area now that it's pedestrianised?				
			Response Percent	Response Total
1	Much easier		39.47%	135
2	Slightly easier		23.10%	79
3	No difference		12.28%	42
4	Slightly harder		8.19%	28
5	Much harder		16.96%	58
			answered	342
			skipped	2






Of those who responded nearly 40% felt the street was 'much easier' to navigate and 23% felt it was 'slightly easier' with 17% finding it 'much harder'.

8. Do you believe the pedestrianisation has improved safety in the area?

			Response Percent	Response Total
1	Yes		64.04%	219
2	No		21.35%	73
3	Not sure		14.62%	50
			answered	342
			skipped	2

Of those who responded nearly 65% felt the pedestrianisation had improved safety in the area with only 21% saying it had not.

9. What do you think about the ambiance and atmosphere of Cotham Hill since the pedestrianisation?

			Response Percent	Response Total
1	Much nicer		53.55%	181
2	Nicer		20.41%	69
3	No difference		10.65%	36
4	Worse		8.28%	28
5	Much worse		7.10%	24
			answered	338
			skipped	6

Over 73% of those who responded felt the ambiance and atmosphere of Cotham Hill was 'much nicer' and 'nicer' and only 15% thought it was 'worse' and 'much worse'.

10. How has pedestrianisation affected your overall experience of visiting Cotham Hill?

Of the 303 responses received these have been broken down into the following categories:

- Positive comments
- Visits more often
- Community feel
- Negative comments
- Road layout
- Restricted car access
- Safety concerns
- Deliveries
- Rubbish
- Other

Some comments have been split over more than one category, so the total comments registered for each category totals 347 comments, see a summary of comments below:

Category	Number	Summary of comments
Positive comments	194	It's fabulous. I love Cotham Hill and letting the businesses splurge out onto the pavement and road is great for them and for us. A tremendous improvement. Nicer to stroll and spend time in the shops. I would be more likely to choose to visit the restaurants and bars in the area since pedestrianisation because the ambience is nicer, and it is good to have outside seating. Much better ambience, it is much livelier and safer. More of these schemes should be pursued in other high streets in Bristol. It's made it a much more pleasant, lively atmosphere. Is a nicer environment. Previously there was always traffic trying to pass on narrow stretches of road. I loved it. It felt safer, calmer, cleaner and more people centric. It was like a little oasis in the middle of town. It's good that the situation has been formalised. We need much more of this all around Bristol. Feeling of safety, more space for walking, enjoy the place, visit the local shops.
Visit more often	13	It feels like a destination not pass-through. I want to spend more time there and stop and enjoy it, rather than moving on/going home once I've finished. It's more pleasant to walk in the area, it has encouraged me to go there and use the local shops and restaurants. Visit more often and spent time in the bars, cafes with outside seating before and after the changes.
Community feel	10	So much nicer - calmer, safer, more space to enjoy the shops and restaurants, planting is wonderful, feels like a real community. More of a community feel. I think it creates more of a community feel. I love the pedestrianisation. I am sick of cars taking over the roads and pavements! Ambience is great.
Negative comments	27	There has been a significant drop in footfall to the local shops because of all the changes made. I hate the way everything is being pedestrianised; it was fine before. The whole scheme is wrong & I would like it to return to its original use. It has affected our business because donations have gone down dramatically ,again due to lack of access for vehicles. Everywhere you pedestrianize, you ruin business, you restrict access, and you make things more annoying for everyone. What a huge waste of taxpayers' money
Road Layout	16	The general mess of the road system in that area is an absolute pain. I avoid at all costs now. My trade has dropped since the one way system has been put in place. The number of vehicles completely ignoring the new road system is beyond belief. Every day people park on the pavement at the junction of Hampton Park and Cotham Hill ignoring the double yellow lines.
Restricted car access	32	It has made my life awkward. Certainly, more difficult for me to reach other parts of the city when I needed to use a car as the road itself was useful. Stopped most of my visits. Used to post parcels at post office, too bulky and heavy to walk them

		there. Makes parking difficult since I'm a disabled badge holder. I rarely ever visit Cotham Hill due to this and used to visit every week. Pedestrianisation has destroyed road access to Whiteladies Rd coming from Glos Rd side of town. I can no longer just "pop in" because parking and generally driving are now much more difficult which means that I will often go elsewhere instead.
Safety concerns	43	The cyclists and scooters are a real issue. The road is not safe to walk down because of the bikes / scooters flying through. The speed with which bicycles, ebikes, scooters and escooters come through the area is ridiculous but there's never anyone there to do anything about it. There is still sometimes an issue with the large lorries going into the builder's merchants near the zebra crossing.
Deliveries	6	Vans turning at end is dangerous. It's harder for delivery vehicles and Royal Mail so they park at the end of the zone where they can.
Rubbish	3	There is too much rubbish and litter left around. Rubbish bags also left around. There seem to be far more (and maybe smellier) bins around, possibly because the eateries have more custom but no more bin area.
Other	10	At present vocal opposition from a minority of car users' floors social media and gives a false sense of perspective on what people in other areas would like. The bike hub at the end of Aberdeen road in a parking space is under used, cumbersome and a waste of money. Low quality of work. Lots of bumps and divots plus flooding in rain.

12. How has the pedestrianisation of Cotham Hill influenced your spending habits on the street?






Of the 279 responses received these have been broken down into the following categories:

- Spend more.
- Spend less.
- No change / Same
- Don't know.
- Other

Some comments have been split over more than one category, so the total comments registered for each category totals 281 comments, see a summary of comments below:

Category	Number	Summary of comments
Spend more	134	I have visited it more and spent more money since. I regularly visit for coffees and food. A selling point of the area. Increased spending habits. Increased them. I'm more likely to spend time on the street now, and a longer amount of time per visit.

		Spend more - more likely to get a table at restaurants, more likely to stop for a coffee or a drink, more likely to think of it as a place to go.
Spend less	41	Reduced them dramatically. I can't spend money somewhere if it has been made inaccessible. Less likely to spend money. I rarely visit now so spend much less
No change/ same	96	It hasn't yet, but it has made it a nicer place to visit. The pedestrianisation hasn't changed my spending habits at all. No not really. Encouraged to come down but not necessarily spend. Very little. I am always on foot anyway. No change. Made no difference.
Don't know	2	I don't know that I spend more but I loiter more. Not sure.
Other	8	It hasn't affected it. I'm a sensible driver. Don't find it easy. The timing of the pedestrianisation severely hit Christmas spending.

13. What impact do you think the pedestrianisation has had on the local community?				
			Response Percent	Response Total
1	Very positive		35.82%	120
2	Positive		34.03%	114
3	No difference		10.75%	36
4	Negative		12.54%	42
5	Very negative		6.87%	23
			answered	335
			skipped	9











Overall, nearly 70% of responses think the impact of pedestrianisation on the local community has been 'very positive' and 'positive' compared to just 19% who felt it was 'negative' and 'very negative'.

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:







14. What is your age?				
			Response Percent	Response Total
1	0-10		0.00%	0
2	11-15		0.00%	0
3	16-17		0.31%	1
4	18-24		7.65%	25
5	25-34		14.37%	47
6	35-44		10.70%	35
7	45-54		15.29%	50
8	55-64		19.57%	64
9	65-74		14.07%	46
10	75-84		11.01%	36
11	85 +		0.31%	1
12	Prefer not to say		6.73%	22
			answered	327
			skipped	17

The largest response is from those aged 55 to 64 years old followed by 45 to 54 years old.




15. Do you consider yourself to be a disabled person?				
			Response Percent	Response Total
1	Yes		8.26%	27
2	No		82.57%	270
3	Prefer not to say		9.17%	30
			answered	327
			skipped	17

16. What is your ethnic group? (Please select one only)				
			Response Percent	Response Total
1	Asian or Asian British		3.11%	10










16. What is your ethnic group? (Please select one only)

			Response Percent	Response Total
2	Black, Black British, Caribbean or African		0.93%	3
3	Gypsy, Roma or Traveller		0.00%	0
4	Mixed or multiple ethnic groups		3.73%	12
5	White British		70.81%	228
6	Other White background		6.52%	21
7	Prefer not to say		13.98%	45
8	Other ethnic background (please specify):		0.93%	3
			answered	322
			skipped	22

17. What is your sex?(If unsure you can use the sex recorded in your official documents.)

			Response Percent	Response Total
1	Female		39.38%	128
2	Male		48.00%	156
3	Prefer not to say		12.62%	41
4	Other (please describe):		0.00%	0
			answered	325
			skipped	19

18. What is your religion/faith?

			Response Percent	Response Total
1	No Religion		58.64%	190
2	Buddhist		1.23%	4
3	Christian		16.67%	54
4	Hindu		0.93%	3
5	Jewish		0.62%	2
6	Muslim		1.23%	4
7	Pagan		0.31%	1
8	Sikh		0.31%	1
9	Prefer not to say		18.21%	59

18. What is your religion/faith?

			Response Percent	Response Total
10	Other (please describe):		1.85%	6
			answered	324
			skipped	20

19. What is your sexual orientation?

			Response Percent	Response Total
1	Bi		3.74%	12
2	Gay / Lesbian		3.74%	12
3	Heterosexual / Straight		67.29%	216
4	Prefer not to say		24.30%	78
5	I use another term (please specify):		0.93%	3
			answered	321
			skipped	23



20. Do you consider yourself to have a gender identity different from your sex recorded at birth?

			Response Percent	Response Total
1	Yes (e.g., trans or non-binary)		1.90%	6
2	No		83.23%	263
3	Prefer not to say		14.87%	47
			answered	316
			skipped	28



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

			Response Percent	Response Total
1	Yes		0.31%	1

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

			Response Percent	Response Total
2	No		88.40%	282
3	Prefer not to say		11.29%	36
			answered	319
			skipped	25

22. Are you a refugee or asylum seeker?

			Response Percent	Response Total
1	Yes		0.00%	0
2	No		87.58%	282
3	Prefer not to say		12.42%	40
			answered	322
			skipped	22

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

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Response Total	
There is enough information for me to answer the questions	28.0% (85)	47.4% (144)	13.5% (41)	7.6% (23)	3.6% (11)	304	
The questions make it easy for me to give my views	28.9% (87)	48.2% (145)	11.6% (35)	7.0% (21)	4.3% (13)	301	
The survey meets my accessibility needs	33.8% (100)	40.5% (120)	19.6% (58)	3.0% (9)	3.0% (9)	296	
						answered	306
						skipped	38

6. Social media results

The social media content created for both Twitter / X and Facebook for this survey asked people:

Cotham Hill – what do you think. Now that construction work is finished on the pedestrianisation of Cotham Hill, we're keen to know how locals, visitors & businesses in the area feel about the scheme. Please help us by filling in the survey.



From the Twitter/X post on 21 Feb we received 7 comments, 18 shares, 38 likes and 9113 views.

Comment on post	This is wonderful a "European city" feel to a hidden gem looking forward to seeing the street buzz during spring and summer
	Open it back up and the other roads around Bristol that have been closed/pedestrianised so as people can travel easily and support local businesses and communities.
	This is a great improvement
	Basic but still fantastic. And lots of planters! Woo!
	The picture is the idealised version. The reality is somewhat different!
	Won't be visiting anytime soon
Shared with message	Me and @carla_denyer have been working hard with traders, residents and council officers since April 2021 on this - looks great now it's finished and has totally transformed the area 🌳🚲👤🛠️👤

	There are some strong views (for and against) on this change to #CothamHill in #Bristol
	It's a lovely street, loads of great shops/eateries, it's nice having a space safe from cars and pavement parkers.
	Would encourage people to fill this out if like me you think the Cotham Hill pedestrianisation has been a big success. I'm already thinking about where else locally might benefit from a similar scheme - a car free Chandos Road would be lovely for example!
	I see this and think this is what the top end of @AmazingMoorland could look like, completely revitalising the space, but not while @JunePlayer1 or @ColinBlackbur20 are councillors. It takes vision to make something like this happen, not just very good litter picking skills.
	More schemes like this would be welcome!

From the Facebook post on 21 Feb, 110 comments were received, 7 shares and 80 reactions (40 likes, 15 loves, 10 laughs, 8 angry)

Below is a summary of some of the comments:

Won't be visiting anytime soon.
I like the changes! It adds to both the pedestrian and retail experience. Developing a far more humane city, plus reducing on pollution . 👍
There's no evidence that there even was a problem, so all they've done is fix an issue that did not exist to appease an imaginary peloton of cyclist.
Love it and use this street nearly every day, much improved since pedestrianisation!
It's a pleasure to walk through there now, though some cyclists do race through there with no regard.
What a mess
Business won't last long you will see big mistake
I like it and use it weekly. I can amble along without any cars around me for a change. I wish the whole city was car-free to be honest, but for that to happen Bristol would need to up its public transport game by about 150%. I'm sure I'll get lots of remarks here but I'm not a car driver, so I don't really feel wedded to cars or driving.

I do Wonder how the local businesses will fare now its closed - let's see in the next year or so -.it may be great for the local people to walk around but a lot of small businesses go bust when people can't drive there and park to shop or eat. I hardly bother to visit that area now and never go to Clifton village any more due to parking problems and no direct buses . BCC is shutting off our city.. one street at a time! Then what... the multi-nationals and online shopping sites rule! 😞

Zero planning for disabled people needing disabled parking. Now can't access the post office, pharmacy or many of the nice little shops there. Too much hassle trying to find anywhere safe to park with blue badge.

More traffic now must go all the way round to get back onto White ladies, creating more fuel usage and pollution. The roads leading to Whiteladies should have been left open. It's ridiculous. These shops will suffer even more due to this

Simple, I don't visit the shops there anymore, not so much as it's not possible to drive through the road, but I will not support this council's narrow agenda on traffic. Sorry, little shops, you have lost my custom.

7. Local press coverage

Following on from the completion of the pedestrianised scheme the Bristol Post ran an article on it where they spoke two residents who had opposing opinions and to a local business owner Karla Flaherty from Flux who said:

“It feels much nicer now. Having the pedestrianisation zone in place means it has been less busy without cars, and it makes the area feel more like a community and it feels much nicer now. It is safer for children and buggies too. We've seen a bigger footfall and better sales since the pedestrianisation scheme commenced. The Bristol City Council has revamped the original zone and it slowly is turning into a proper shopping area, especially in summer it will be amazing.”

The article went on to say: “When the temporary changes first came in years ago, some traders [said it had been a "huge lifeline"](#) while others felt it was "designed for a few businesses and [not for the whole community"](#).”

For further quotes and comments please visit:

[Cotham Hill pedestrianisation is still dividing opinion years after it was introduced - Bristol Live \(bristolpost.co.uk\)](#)

[We visit the Bristol street that has been permanently pedestrianised and asked the traders what impact it has had \(bristolworld.com\)](#)