

Overton Road – Early Engagement Survey Report February 2021



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1. Summary

Between Monday 11 January 2021 and Sunday 7 February 2021 Bristol City Council conducted an engagement survey on proposed changes for Overton Road. The engagement included consideration for a proposal to close Overton Road at the junction with Gloucester Road based on past feedback received.

Over 143 key stakeholders (including emergency services), 167 equality, Voluntary Community Sector, and faith groups plus more than 700 households and over 120 local businesses were engaged. Responses were received through emails, phone calls and in person and over 300 responses were received from the public through the survey.

Community survey

A total of 322 responses were received from the survey made up of 177 online and 145 paper copies. The headline findings are:

- 90% (266 respondents) were residents and 7% businesses (21 respondents)
- 96% of respondents live up to one mile and a further 5% between one and two miles
- 75% of respondents agreed with the proposed scheme to close access for motorists from Gloucester Road.
- Most respondents (92%) walk to or around Overton Road followed by cycling with 46.7% and driving with 43% of respondents.
- From the respondents most liked the closeness to Gloucester Road (89%) whilst 45% liked that it is easy to walk around and 45% liked the character of the street.
- Around 68% of respondents thought pavements were too narrow.
- Over 50% of respondents thought cycle parking was a moderate or serious problem with a similar number wanting dedicated space for cyclists.
- Almost 60% of respondents thought car parking was not a problem at all.

Summary of Businesses responses

- Access and loading area required for business and staff.
- Storage areas for bins are required for businesses.

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.

4 comments were posted on the map regarding Overton Road: 2 for road closure, 1 for cycling improvements and 1 pavement and crossing.

- 59 likes were posted against the 2 comments related to road closure of that section of Overton Road.

- 31 likes were posted against the comment that related to continuous pavements at the junction with Gloucester Road and Overton Road.
- 3 likes were posted on comments relating to improvements for cycling in the area.

2. Background

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

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

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

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

Overton Road sits just off Gloucester road (A38) which is one of the main arterial routes into Bristol from the north fringe and South Gloucestershire. The road is one way and can only be accessed if heading southbound on the A38.



2.1 Objectives of engagement and communications

The main aim of the 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 street environment including walking and cycling improvements
- seek views from local businesses, local people living and working along and near the street at an early stage to inform preliminary design of any proposals
- begin a constructive dialogue and create the environment where people can be involved throughout the process of design and implementation
- create a good understanding of the possible proposals and any benefits amongst stakeholders, local businesses, local people, and commuters

- demonstrate Bristol City Council is prioritising sustainable transport options to help Bristol become a sustainable city with a low impact on our planet, clean air, and a healthy environment for all

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

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

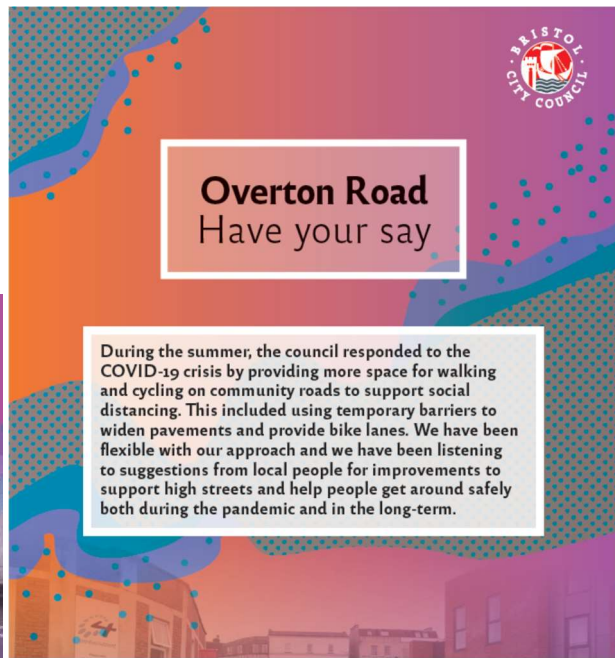
The target audiences for this project include stakeholders such as:

- Bristol City Council ward members, MPs
- Internal stakeholders/project teams
- Local businesses and traders, BIDs
- Local resident associations 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/OvertonRoad that was promoted and publicised through social media channels and newsletters. To ensure those who do not have online access were also included the team produced paper copies of the products. See the images of the postcard.



COVID-19

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

- Putting up posters in the local area so that those using the road regularly can see there is a survey taking place
- Posting out the survey to over 800 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
- Online campaign with links to the survey to remind people to have their say and offering free support to encourage sustainable travel for individuals and businesses.
- Offered virtual chats and phone appointments that were advertised on the consumables.

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, Overton Road Transport Engagement Team, PO BOX 3399, 100 Temple Street, Bristol, BS1 9NE. The survey also had a translation offer at the start in 12 different languages noting that 'if English is not your first language and you need a translation, we can get one for you'.

3.1 Community Survey

The survey was designed by the team to capture views from residents, businesses and anyone who uses the street to help build a picture of what people would like to see improved in the street environment and provide feedback on their own experiences. The survey was split into the following sections:

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

The first section asked about how you would describe yourself and for a full postcode and how far you live from Overton Road. It also asked you people travel to the road and how often people visited the street. The second focused on their own experiences of the street such as likes, problems and what people think are the priorities. The third section asked for their thoughts on changes to Overton before between north street and Gloucester Road. Fourth was any other ideas. The last section was optional and focused on the about you detail so that the team can monitor who responded to the survey for diversity purposes, to ensure responses come from people with a variety of backgrounds, reflecting the diversity in the city.

The survey was launched on Monday 11 January 2021 and closed on Sunday 7 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/OvertonRoad

See 'Appendix 1 –see the paper version of the 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 street and text for use in their communications and suggested web friendly copy for website, Facebook posts, Twitter etc, and copy for newsletters that were used for local organisations. The team also issued a press release to local news outlets which announced the plans to improve walking and cycling on all the roads under consideration, including Overton Road.

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.

The survey 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 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 2 – Business Operational Survey’ shows a copy of the survey.

4. How we engaged

Before the initial scheme was implemented letters went out to businesses and residents to inform them of the initial measures as part of the emergency active travel fund allocation. For the second phase further engagement is done to seek views about what is needed any proposals are put together for the council wanted to engage with key stakeholders such as ward members and the local MP, residents, community groups and local businesses to see views on the temporary scheme. The team therefore put together a few different elements of the engagement process which included:

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

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

A letter was sent out about two weeks before the survey was launched to give local people warning about the plans and ensure people know about the call to action to fill in the survey. We sent out 719 letters to residents in advance of the survey.

The team also engaged with local businesses on Overton Road 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 Community Survey launch

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

There were regular social media posts from both the BCC Twitter and Facebook accounts and Facebook adverts were also used to target certain geographical locations to boost responses. These social media posts were also promoted by the Travelwest, Better By Bike and other transport social media accounts.

To ensure we heard from all communities over 846 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 as well as the paper copies 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 on 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 consumables 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 Overton road. The key stakeholders list includes:

- ward members and MPs,
- emergency service providers,
- equality groups,
- transport operators,
- transport board members,
- educational institutions,
- refuse firms,
- faith groups,
- Voluntary and Community Sector groups,
- Energy, water, and telecommunication providers.

Key stakeholders

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

Official responses were received from the Bristol Walking Alliance, Bristol Cycle campaign and the Civic Society.

Bristol Walking Alliance

BWA submitted general comments for all the projects. They support the improvements being proposed to high streets but urge they must be more than temporary interventions. They commented specifically on walking improvements and believe the changes should be designed to make those places more welcoming, safe, convenient, and inclusive for those on foot. They would like to see 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.

Bristol Cycling Campaign

Bristol Cycling Campaign submitted a response on Overton Road. They stated that they support the proposed changes to the street "Overton Road is currently one way, with no exemption for cyclists, requiring them to take a substantial detour. Additionally, the current 'in only' junction where Overton Road meets Gloucester Road leaves cyclists vulnerable to being 'left hooked' by motorists". The changes would make the roadway more desirable for cyclist and pedestrians. (see Appendix 6.3).

Bristol Civic Society

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

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

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

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

5.2 Community Survey Results

A total of 322 completed responses to the survey have been captured using the online Smart Survey platform over the engagement period. This was made up of 177 online respondents and 145 paper copies.

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

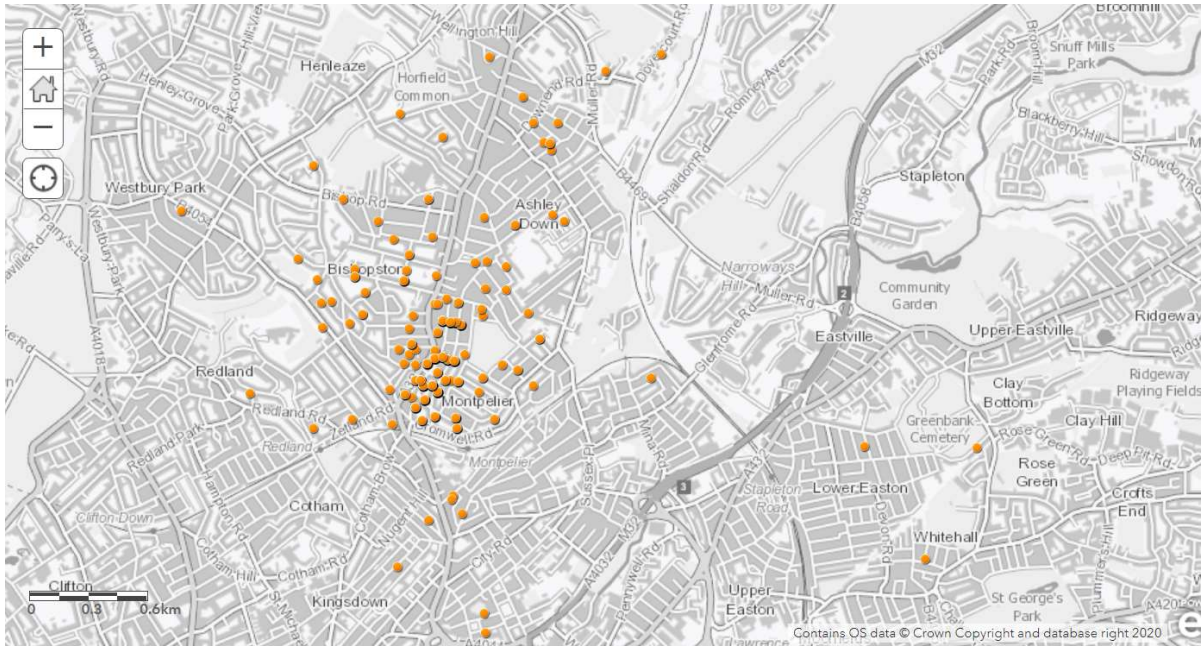
Below is a summary for each question with the breakdown of responses:

90% of respondents said they were a local resident and almost 12% of respondents are a regular visitor to the area and 7 % local business owner.

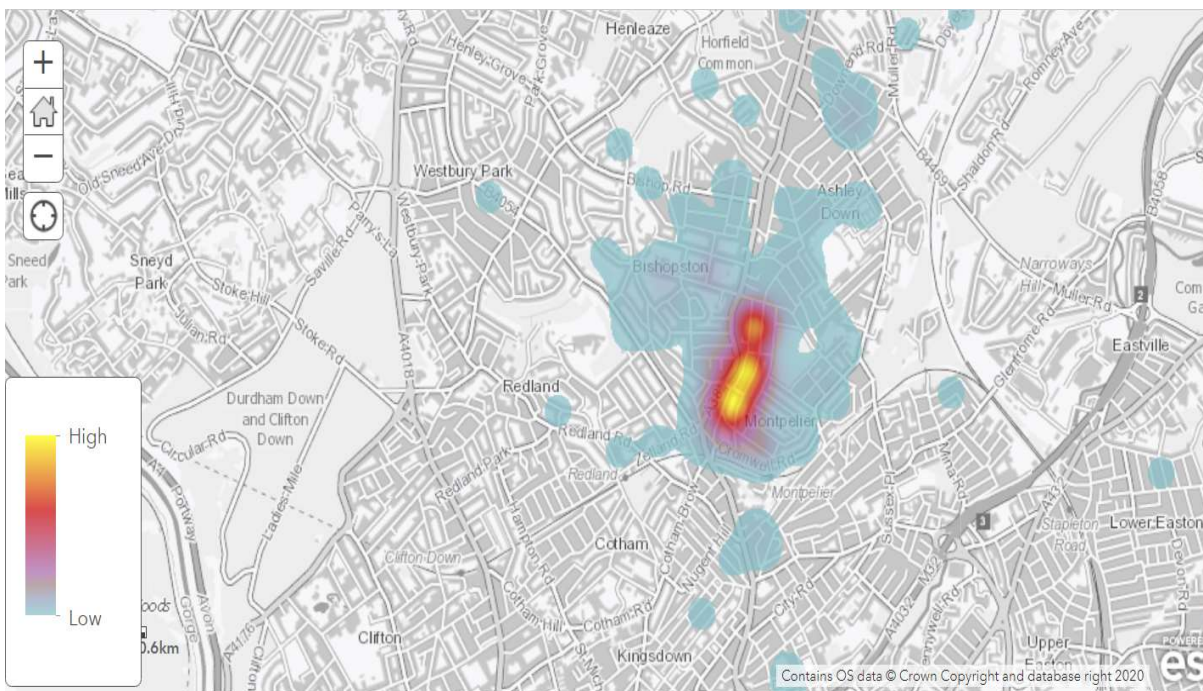
1. Which of the following best describes you? (Tick all that apply)

		Response Percent	Response Total
1	I am a local resident	90.68%	292
2	I am a local business owner	7.14%	23
3	I work in the local area	4.66%	15
4	I am a regular visitor to the local area	11.80%	38
5	Other (please specify):	23.91%	77
		answered	322

Of the 322 responses, 314 left their full postcode and most lived within Bristol. The postcodes have been plotted on a map below to show where the respondents live. The second map is a heat map that shows that there is a high concentration of responses surrounding Overton Road area and the local ward.



Heat Map showing concentration in Overton Road area:



3. How far do you live from Overton Road?		Response Percent	Response Total
1	Up to one mile	91.88%	294






3. How far do you live from Overton Road?				
			Response Percent	Response Total
2	1 to 2 miles		5.31%	17
3	3 to 5 miles		1.56%	5
4	5+ miles		0.63%	2
5	I live outside of Bristol		0.63%	2
			answered	320

Just over 91% (294) of respondents live within 1 miles of the area and 97% live within 2 miles.









4. How do you travel to and around Overton Road? (Tick all that apply)				
			Response Percent	Response Total
1	I walk		94.10%	303
2	I use a bicycle		45.65%	147
3	I catch the bus		11.80%	38
4	I catch the train		3.42%	11
5	I use a taxi		4.04%	13
6	I use a motorcycle		0.93%	3
7	I drive a car / van		43.17%	139
8	I am a car passenger		10.87%	35
9	Other (please specify):		2.48%	8
			answered	322

Over 94% walk to the area, over 45% travel by bike and just over 43% travel by car / van. Of the 2.4% that selected other responses these were made up of one wheelchair user, two that live on the street and one runner.

5. How often do you visit / use Overton Road shopping area?				
			Response Percent	Response Total
1	Daily		34.78%	112
2	3 to 4 times a week		31.99%	103

5. How often do you visit / use Overton Road shopping area?				
			Response Percent	Response Total
3	1 to 2 times a week		22.05%	71
4	Fortnightly		5.28%	17
5	Monthly		2.80%	9
6	A few times a year		2.17%	7
7	Rarely		0.93%	3
			answered	322

Of those who responded 35% visit daily and 32% visit 3 to 4 times a week totalling over 60% of the respondents.

6. What are the key things that you like about the street environment on Overton Road? (Tick all that apply)				
			Response Percent	Response Total
1	Personality and character of the street		45.02%	140
2	Close to Gloucester Road shopping area		88.42%	275
3	It is easy to walk around e.g., good walking routes		45.98%	143
4	On street car parking		12.54%	39
5	Good street lighting		5.47%	17
6	20mph speed limit		27.97%	87
7	Close to local public transport		19.29%	60
8	Other (please specify):		18.97%	59
			answered	311

Most respondents (around 88%) like the area due to the “Gloucester Road shopping area”, 46% “It is easy to walk around e.g., good walking routes” and 45% because “personality and character of the streets”. 28% like “20mph speed limit” and 19% likes the fact that is “close to local public transport”.

Only 12.5% of respondents like the street for “on street car parking”

Of the 59 comments in the “other” section, 24 liked the connection to Gloucester road (not driving related and a further 5 mention for driving), 10 liked the shops on the street. The remainder were a mixture including disabled parking, art, parking on the street (in favour and not in favour) and wanting residents parking.

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

	A serious problem	A moderate problem	A minor problem	Not at all a problem	Don't know/ no opinion	Response Total
The street is busy with people	2.6% (8)	10.2% (31)	16.4% (50)	68.9% (210)	2.0% (6)	305
The street is busy with traffic	18.3% (57)	27.6% (86)	22.8% (71)	29.5% (92)	1.9% (6)	312
There is too much noise pollution	14.1% (44)	24.0% (75)	21.8% (68)	30.1% (94)	9.9% (31)	312
The air quality is too poor	30.6% (95)	21.9% (68)	17.7% (55)	15.5% (48)	14.2% (44)	310
The pavements are too narrow	33.5% (104)	33.2% (103)	17.1% (53)	14.8% (46)	1.3% (4)	310
There are no places to sit and rest	23.7% (74)	19.6% (61)	20.5% (64)	29.5% (92)	6.7% (21)	312
The road feels unsafe to cycle on	22.1% (68)	21.2% (65)	14.7% (45)	24.1% (74)	17.9% (55)	307
There is not enough cycle parking	22.0% (68)	26.9% (83)	13.9% (43)	18.8% (58)	18.4% (57)	309
There is not a dedicated space for cyclists on the road	28.2% (87)	22.0% (68)	14.2% (44)	23.3% (72)	12.3% (38)	309
The traffic speeds are too high	14.3% (44)	17.9% (55)	18.6% (57)	43.3% (133)	5.9% (18)	307
Access for disabled people is poor	26.7% (82)	22.1% (68)	9.4% (29)	12.4% (38)	29.3% (90)	307

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

	A serious problem	A moderate problem	A minor problem	Not at all a problem	Don't know/ no opinion	Response Total
There is not enough disabled parking	12.1% (37)	16.1% (49)	11.8% (36)	19.0% (58)	41.0% (125)	305
There is not enough car parking	11.4% (35)	8.2% (25)	11.1% (34)	57.2% (175)	12.1% (37)	306
					answered	318

The most serious problem identified with 66% of respondents was “pavements were too narrow”. This was followed by 51% thought that “air quality was too poor” and 50% thought not having a dedicated space for cyclist was an issue. 48% also noted disabled access was poor. 57% thought not enough car parking was a problem.

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

There were 143 responses who answered question 8. Most responses focussed on various issues related to the pavements particularly the blocking of pavements.

There were 33 responses focused on “pavements” responses are:

Pavement	Number of Comments	Summary of Comments
Parking	25	Pavements are blocked by cars parking on them. Narrow pavements for pedestrians.
Ques from shop	5	More space needed for Eat a Pitta due to queues outside the shop.
Drop kerb	3	Drop kerbs needed for better crossing and disabled access.

There were 33 responses mentioning “traffic pollution” responses are:

Category	Number of Comments	Summary of Comments
Other	25	Road used as a cut through to Gloucester Road for cars Road is needs improvements Section of road is a big car park

There were 26 responses mentioning “Safety” responses are:

Category	Number of Comments	Summary of Comments
Safety	26	Cars cutting through from Gloucester Road Unsafe for pedestrian crossing Speed on side road very high

There were 19 responses mentioning “bins” responses are:

Category	Number of Comments	Summary of Comments
Bins	19	Used as bin store for businesses Bins blocking the pavements

There were 15 responses mentioning “social space” responses are below.

Category	Number of Comments	Summary of Comments
Social space	15	Space should be turned into social space with seating. Road was closed for a year and had no impact so should stay closed. Open more space for pedestrians.

There were 11 responses mentioning it being “Leave alone” responses are below.

Category	Number of Comments	Summary of Comments
Leave alone	11	There is no problem with layout as is. Useful access if any other roads are blocked like Summerville road.

For the remainder of categories where we received less than 10 comments responses are below.

Other Categories	Number of Comments	Summary of Comments
Residents Parking Zone	7	Would like resident parking Zone
Too Polluted/reduce Traffic	7	Reduce traffic and parking on the street Too much pollution cause by cars
Pedestrianize	6	Remove traffic from the street Turn into play space for kids
Other parts of Area	4	Closing road will adversely impact other road in the area and limit access
Rat running	6	More cars will cut through other streets, Will stop cars from cutting through, on street parking needed, Make one way
Cycling	4	Increase cycle parking, Contraflow cycle lane, more greenery/planters, Close road at weekend but allow access during the week

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

	Essential	High priority	Medium priority	Low priority	Not a priority	Response Total
Cleaner air	41.8% (125)	21.7% (65)	19.7% (59)	7.4% (22)	9.4% (28)	299
Make it easier to cross the road	33.4% (101)	20.9% (63)	16.6% (50)	15.6% (47)	13.6% (41)	302
Wider pavements	37.8% (116)	26.7% (82)	16.6% (51)	9.8% (30)	9.1% (28)	307
Restricting traffic at certain times	36.8% (110)	17.1% (51)	11.7% (35)	13.4% (40)	21.1% (63)	299
Maintaining motorised vehicle access to the street	13.0% (39)	6.7% (20)	8.7% (26)	20.7% (62)	51.0% (153)	300
Restricting motorised vehicle access to the street	37.3% (113)	20.8% (63)	12.5% (38)	7.9% (24)	21.5% (65)	303
Prioritising more road space for cycling	30.6% (93)	22.0% (67)	16.4% (50)	12.5% (38)	18.4% (56)	304
Cycle parking facilities	20.2% (62)	20.5% (63)	24.1% (74)	16.6% (51)	18.6% (57)	307
More places to stop and rest e.g., seating areas	22.1% (68)	19.5% (60)	22.5% (69)	17.3% (53)	18.6% (57)	307
More outdoor space for community amenities	29.2% (89)	23.9% (73)	17.0% (52)	11.5% (35)	18.4% (56)	305
Reduced traffic noise	26.0% (78)	21.7% (65)	18.7% (56)	18.0% (54)	15.7% (47)	300
More car parking in the area	7.7% (23)	7.0% (21)	10.3% (31)	19.3% (58)	55.7% (167)	300

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

	Essential	High priority	Medium priority	Low priority	Not a priority	Response Total
More greenery/planters	37.9% (116)	19.6% (60)	21.2% (65)	12.1% (37)	9.2% (28)	306
					answered	316

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

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

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

There were 116 respondents that answered question 11. Most focused on full closure or changes that will require closure such as seating and greenery. A breakdown of responses is below.

There were 43 responses focussed on “Aesthetics” responses are below.

Aesthetic	Number of Comments	Summary of Comments
Greenery	19	Planters in space Plant trees Lay AstroTurf and greenify the space
Seating	24	Seating for community and local restaurants to use

There were 28 responses focussed on “pedestrianising or closure” responses are below.

Pedestrianising or closure	Number of Comments	Summary of Comments
Pedestrianise/ Close Road	28	Pedestrianise the street Close for all motorised traffic Remove all parking from the street

There were 25 responses focussed on “Parking” responses are below.

Parking	Number of Comments	Summary of Comments
Restrict parking Belmont road junction	6	Parking on the junction cuts off crossing
Cycle parking	6	More cycle parking
Residents Parking zone	7	Need resident parking zone
Loading	4	Loading area needed for shops
Disabled	2	Designated disabled parking bay

There were 15 responses that were categories as “other” responses are below.






Other	Number of Comments	Summary of Comments
Other	15	Cars driving the wrong way It is only a small section of road Enforce existing one-way system

For the remainder of categories where we received less than 10 comments responses are below.

Other Categories	Number of Comments	Summary of Comments
Rubbish Bin	6	Blocking the path Need area for storing bins
Cycle Lane	7	Cycle lane on both side of the road
Do Nothing/Leave alone	5	Road is short Motorised access is needed
Pavements	12	Pavements are narrow and blocked by cars Blocked by bins Better crossing needed
Traffic	6	Speeding along the road Access is needed
Bin storage for businesses	2	Area for storing bins
Done in isolation	1	Consider impact on other areas

13. Following initial conversations with the community, we are considering closing Overton Road at the Gloucester Road end. This change would prevent motorised through-traffic entering the road from the Gloucester Road end while maintaining most of the parking, as the road would remain accessible from North Road. The current one-way restriction on this section of Overton Road would be removed. This change is detailed on the map below: (Click to enlarge)

The benefits of this temporary road closure would include: Safer walking and cycling routes, Outdoor space for local businesses, an improvement in local air quality, Reduction in noise and air pollution, Reduction in speeding and rat running traffic. Any changes that are implemented will be temporary initially to give the local community a chance to see how changes may work. Please tell us the extent to which you agree or disagree with the following scheme: Road closure at Gloucester Road end of Overton Road (area highlighted on the map)

			Response Percent	Response Total
1	Strongly agree		54.98%	171
2	Agree		20.58%	64
3	Neither agree nor disagree		6.43%	20
4	Disagree		4.82%	15
5	Strongly disagree		13.18%	41
			answered	311

Over 75% of respondents agreed or strongly agreed with proposed change of closing off Overton road on the Gloucester Road end.

Q14. Do you have any other comments or suggestions?

170 respondents answered question 14 the majority of which expressed support for road of both ends of Overton road between Gloucester Road and North Street.

For comments wanting "Road closure" we received 99 responses are below. Majority of respondents wanted a full closure with not vehicle access from road closed

Categories	Number of Comments	Summary of Comments
Pedestrianize	38	Make area for kids to play
Close Road	24	Drop kerbs on both ends of the road Supportive of road closure Ensure there is loading area
Seating area	17	Seating is for shops and residents
Cycle lanes	11	Cycle lane in both directions
Planters Bin store	6	Somewhere for bins to go off the pavements
Go Further	3	Plans not ambitious enough close other back roads as well.

There were 28 responses focussed on “Impact on other road” responses are below.

Categories	Number of Comments	Summary of Comments
Impact on other Roads	28	Consider the impact on other roads in the area Impact on emergency services access

There were 18 responses focussed on “other” responses are below.

Categories	Number of Comments	Summary of Comments
Other	18	Reduce noise Bike lockers Stop blocking footpaths Seating will increase noise from pub

There were 12 responses that were categorised as “other suggestion”.

Category	Number of Comments	Summary of Comments
Other suggestions	12	Road bumps instead on North Road Reverse the one-way system Stop allowing multiple residents buildings Narrow access way from Gloucester road to Overton

For the remainder of categories where we received less than 15 comments responses are below.

Category	Number of Comments	Summary of Comments
Not Beneficial	13	Do not so there is no issue Waste of money There is not much traffic on the road
Residents Parking Zone	7	Would like residents parking zone
Limit parking/ pavement parking	6	Stop cars parking on pavements Do not allow to turn into car park
Deliveries	1	Need access for deliveries

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		0.32%	1
3	16-17		0.00%	0
4	18-24		2.55%	8
5	25-34		17.52%	55
6	35-44		21.02%	66
7	45-54		18.15%	57
8	55-64		20.38%	64
9	65-74		15.61%	49
10	75-84		2.23%	7
11	85 +		0.00%	0
12	Prefer not to say		2.23%	7
			answered	314




16. Do you consider yourself to be a disabled person?				
			Response Percent	Response Total
1	Yes		5.77%	18
2	No		90.71%	283
3	Prefer not to say		3.53%	11
			answered	312

The disability rate for the city is around 8% so the 5.7% response rate is lower than the city average. However, disability groups will continue to be engaged during any possible design work.









17. What is your sex?				
			Response Percent	Response Total
1	Female		46.01%	144
2	Male		48.56%	152
3	Prefer not to say		5.11%	16
4	Other (please describe):		0.32%	1
			answered	313

The majority of those who responded were male with just under 50% of the total which is similar with the ward average of 52%.

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

			Response Percent	Response Total
1	Yes		0.66%	2
2	No		88.82%	270
3	Prefer not to say		10.53%	32
			answered	304







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

			Response Percent	Response Total
1	White British		78.85%	246
2	White Irish		1.28%	4
3	White Other		5.45%	17
4	Black /African / Caribbean / Black British		0.32%	1
5	Asian / Asian British		1.92%	6
6	Mixed / Multi ethnic group		2.24%	7
7	Gypsy / Roma / Irish Traveller		0.00%	0
8	Prefer not to say		8.01%	25
9	Any other ethnic background (please describe):		1.92%	6

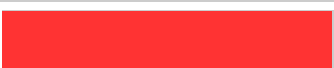



19. What is your ethnic group? (please tick one box only)

	Response Percent	Response Total
	answered	312






20. What is your sexual orientation?

	Response Percent	Response Total	
1	Bisexual	 3.01%	9
2	Gay Man	 2.01%	6
3	Gay Woman / Lesbian	 1.34%	4
4	Heterosexual / Straight	 73.91%	221
5	Prefer not to say	 18.39%	55
6	Other (please describe):	 1.34%	4
	answered	299	




21. What is your religion/faith?

	Response Percent	Response Total	
1	No Religion	 67.21%	205
2	Buddhist	 1.64%	5
3	Christian	 12.79%	39
4	Hindu	 0.33%	1


21. What is your religion/faith?



			Response Percent	Response Total
5	Jewish		0.66%	2
6	Muslim		0.66%	2
7	Pagan		0.00%	0
8	Sikh		0.33%	1
9	Prefer not to say		14.10%	43
10	Other (please describe):		2.30%	7
			answered	305

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

			Response Percent	Response Total
1	Yes		1.31%	4
2	No		89.51%	273
3	Prefer not to say		9.18%	28
			answered	305

23. Are you a refugee or asylum seeker?

			Response Percent	Response Total
1	Yes		0.33%	1

23. Are you a refugee or asylum seeker?					
				Response Percent	Response Total
2	No			90.23%	277
3	Prefer not to say			9.45%	29
				answered	307

In the final section of the survey people were asked if they would like to receive updated and more information about the project. Over 131 people left their name and email address so that they can be kept up to date with this project as it moves forward.

5.3 Social media

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

The content of the posts was as follows:

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

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





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 etc.

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

Date	Channel	Post	Link to post	Engagement
13 Jan	Facebook	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:	SCHEDULED ON ORLO https://www.facebook.com/BristolCouncil/photos/a.533536933346377/3986031961430173/	5163 Organic Reach 4999 Organic Impressions 3.02 Engagement rate 59 Clicks 58 Likes 4 Shares 30 Comments:

		<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 ▪ Dean Lane, Southville ▪ Langton Court Bridge, St Anne's ▪ Overton Road, Bishopston <p>Complete the surveys and have your say: https://www.bristol.gov.uk/streets-travel/proposed-changes-to-neighbourhood-roads-and-high-streets</p>		
13 Jan	LinkedIn	<p>Got ideas for road improvements in Bristol?</p> <p>We are currently inviting views on the how we can improve walking, cycling, accessibility and the environment on these streets:</p> <ul style="list-style-type: none"> ▪ St Mark's Rd, Easton ▪ Princess Victoria St, Clifton ▪ Cotham Hill ▪ Park Row, city centre ▪ Picton Street, Montpelier ▪ Rosemary Lane, Eastville ▪ Dean Lane, Southville ▪ Langton Court Bridge, St Anne's ▪ Overton Road, Bishopston <p>Complete the surveys and have your say: www.bristol.gov.uk/roadchanges</p>	https://www.linkedin.com/posts/bristol-city-council_got-ideas-for-road-improvements-in-bristol-activity-6755161764553355264-BgfR	<p>1,026 Impressions</p> <p>7 Reactions</p> <p>4.09% Click-through rate</p> <p>2 Shares</p> <p>42 Clicks</p> <p>5.17% Engagement rate</p> <p>2 Comments:</p> <ul style="list-style-type: none"> •

14 Jan	Next Door	<p>Should we make changes to Overton Road and Picton Street?</p> <p> Calling Montpelier and Bishopston!</p> <p>We are looking to improve walking, cycling, the environment and accessibility on Overton Road and Picton Street  </p> <p> Your ideas will help us design proposals that work for everyone</p> <p>Have your say before Sunday 24 Jan for Picton St:  www.bristol.gov.uk/PictonStreet</p> <p>Or by Sunday 7 Feb for Overton Road:  www.bristol.gov.uk/OvertonRoad</p>	<p>https://nextdoor.co.uk/post/17592197645107?init_source=copy_link_share</p>	419 Impressions
2 Feb	Facebook	<p>Have you got ideas for road improvements in Bristol? </p> <p>We are currently inviting views on the how we can improve walking, cycling, accessibility and the environment on these streets:</p> <ul style="list-style-type: none"> ▪ 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 <p>Complete the surveys and have your say:</p>	<p>SCHEDULED ON ORLO</p> <p>https://www.facebook.com/BristolCouncil/photos/a.533536933346377/4042727142427321/</p>	<p>5275 Organic Reach 5174 Organic Impressions 0.95 Engagement rate 14 Clicks 7 Likes, 1 love, 1 angry, 1 laugh 6 Shares 22 Comments</p>

		https://www.bristol.gov.uk/streets-travel/proposed-changes-to-neighbourhood-roads-and-high-streets		
4 Feb	Insta	<p>Have you got ideas for road improvements in Bristol? 💡</p> <p>We are currently inviting views on the how we can improve walking, cycling, accessibility and the environment on these streets:</p> <ul style="list-style-type: none"> ▪ 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 <p>Complete the surveys and have your say: https://www.bristol.gov.uk/streets-travel/proposed-changes-to-neighbourhood-roads-and-high-streets</p>	https://www.instagram.com/p/CK39NGrDAdU/	
2 Feb	LinkedIn	<p>Have you got ideas for road improvements in Bristol? 💡</p> <p>We are currently inviting views on how we can improve walking, cycling, accessibility and the environment on these streets:</p> <ul style="list-style-type: none"> ▪ Dean Lane, Southville ▪ Langton Court Bridge, St Anne's ▪ Overton Road, Bishopston 	https://www.linkedin.com/feed/update/urn:li:activity:6762341800301629440	

		<ul style="list-style-type: none"> ▪ Beaufort Road, Redfield ▪ Mina Road, St Werburgh's ▪ Greville Road/Upton Road, Southville ▪ Redcliffe Mead / Prewitt Street, Redcliffe <p>Complete the surveys and have your say: https://www.bristol.gov.uk/streets-travel/proposed-changes-to-neighbourhood-roads-and-high-streets</p>		
5 Feb	Next Door target to ward where the road is (include the neighbouring area if it goes super close)	<p>Last chance to give us your ideas for Overton Road!</p> <p>We are looking to enhance walking, cycling, the environment and accessibility on this street 🚲🧑</p> <p>💡 Your ideas will help us design proposals that work for everyone</p> <p>Have your say before the survey closes on Sunday 7 Feb 👉 www.bristol.gov.uk/OvertonRoad</p>	49 Impressions https://nextdoor.co.uk/post/17592198148167?init_source=copy_link_share	
7 Feb	Facebook	<p>🕒 [alarm clock emoji] Have your say on Bristol roads before the deadline today!</p> <p>Live, work or play in Southville, Bishopston or St Anne's?</p> <p>Help us to improve walking, cycling, accessibility and the environment on:</p> <ul style="list-style-type: none"> ▪ Dean Lane 	https://www.facebook.com/BristolCouncil/posts/4055432217823480	2880 Organic Reach 2889 Organic Impressions 1.11 Engagement rate 18 Clicks 5 Likes 3 Shares 6 Comments

		<ul style="list-style-type: none"> ▪ Overton Road ▪ Langton Court Bridge <p>👉 Complete the surveys and have your say: https://www.bristol.gov.uk/streets-travel/proposed-changes-to-neighbourhood-roads-and-high-streets</p>		
7 Feb	Twitter	<p>🕒 [alarm clock emoji] Calling Southville, Bishopston and St Anne's! Have your say on roads in your area before today's deadline</p> <p>Help us to improve walking, cycling, accessibility and the environment on:</p> <ul style="list-style-type: none"> ▪ Dean Lane ▪ Overton Road ▪ Langton Court Bridge <p>👉 More info: https://www.bristol.gov.uk/streets-travel/proposed-changes-to-neighbourhood-roads-and-high-streets</p>	<p>https://twitter.com/BristolCouncil/status/1358370211943055361</p>	<p>109245 Reach</p> <p>2605 Impressions</p> <p>0.69 Engagement rate</p> <p>16 Clicks</p> <p>0 Comments</p> <p>1 Likes</p> <p>1 Shares</p>

5.4 Emails, phone calls and virtual chats

During the engagement process the team offered three ways for people to contact the council outside of the survey and this was via email, phone calls or virtual chats. Over 7 emails were received from residents and businesses.

5.5 Business survey results

12 local businesses were identified as part of the data gathering process that were located on or close enough to Overton Road to have a direct operational impact.

The team did phone calls to all the businesses to discuss plans and fill in operational surveys. This was also followed up by postal letter and survey which 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 travelwest.info/business.

4 businesses responded to the survey, however some businesses also responded through the main survey including Hobgoblin. Added to these 23 respondents to the consultation indicated that they were local business owners.

Business details

The number of employees range from 1 to 10 and travel using a range of modes mainly walking, buses and cars. Most Operational times were between 8 and 5 pm but for food and drink establishment like Hobgoblin 11pm in the day and included weekends.

Deliveries

In terms of deliveries, range from none to 16 a week and most use vans and lorries up to 7.5 tonnes and unload using trollies and pallets or by hand. Delivery consolidation is not possible for most of the business's dues to the nature of the deliveries particularly food. It is paramount that Hobgoblin has access for deliveries through the week and on weekends.

Waste Collection

The days and number of collections vary from site to site, but most are serviced from the front of their premises.

Customers

Most businesses who responded think their customers use a mix of transport methods to get to the businesses including driving.

Parking

Parking is not an issue, but laundrette was worried about not have area for staff to park. There is a need for disabled parking close by.

Cycling

There is a need for additional cycle parking as there is none on the street.

Walking

Pavements are narrow making it difficult for customers

Public transport

Generally ok.

Any other comments

Supportive of the scheme but having loading is key for business.

Summary of Businesses responses

- *Space for customers outside eat a pitta since ques block pavements*
- *Loading area needed for businesses 7 days a week.*

- *Bin storage required for businesses and Flat by North Street.*

5.6 Getting Bristol Moving Map results [Bristol COVID-19 transport request form](#)


This 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.

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

Road Closure	Comment	Recommendation	Support
North Road	North Road is a cramped rat run and car store. Block it off to motor vehicles halfway down, control the parking and put in a contra flow cycle lane		17
Overton Road between North and Belmonth Road	Overton Road is vital to the4 functioning of Belmont Road. Without nan exit halfway along traffic would build up in the road whenever it was blocked - roadworks, emergencies, street parties, etc. Traffic cannot reverse or turn round on Belmont Rd. Overton Road is very lightly trafficked and is not a rat run. In no way does it fit the criteria	Keep it open and see sense. Closing it benefits nobody.	2
between Gloucester and North Street	Overton Road could easily be closed to all traffic except cyclists and pedestrians. It was closed for months due to building work and very few people noticed from a traffic perspective! We've already done the trial.		43

6. Appendices


Appendix 6.1 Community survey (paper version)



Overton Road

Have your say

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



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

We are aiming to:

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

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

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

One possible change that is being considered is closing the road to motorised through-traffic at the Gloucester Road end while maintaining access for parking, residents and deliveries. This would be implemented temporarily initially with the intention of making it permanent if it's successful. Any permanent change would be subject to further public consultation.

We are now seeking local views on this suggestion and on the street environment as a whole. 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 Overton Road. What would you change about the street, what is working well and what could be improved in terms of the street environment? We would also like your views on the potential road closure.

We are keen to work with the community to co-design a scheme and there will be further engagement this year on any detailed proposals.

TRANSLATIONS

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

ALBANIAN

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

BENGALI

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

CHINESE

如果英文不是您的第一語言，而您需要翻譯的話，我們可以為您安排。

GUJARATI

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

HINDI

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

KURDISH

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

POLISH

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

PORTUGUESE

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

PUNJABI

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

SOMALI

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

URDU

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

VIETNAMESE

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

Please complete the survey and return it in the freepost envelope provided before Sunday 7 February 2021.

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

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 Overton Road?

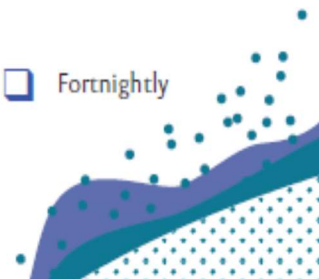
- Up to one mile 1-2 miles 3-5 miles 5+ miles I live outside of Bristol

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

- I walk I use a bicycle I catch the bus
- I catch the train I use a taxi I use a motorcycle
- I drive a car / van I am a car passenger Other (please specify):

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

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

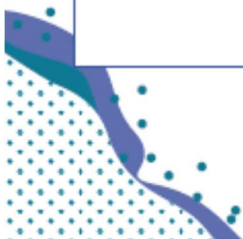


6) What are the key things that you like about the street environment on Overton Road? (tick all that apply)

- | | |
|---|--|
| <input type="checkbox"/> Personality and character of the street | <input type="checkbox"/> On street car parking |
| <input type="checkbox"/> Close to Gloucester Road shopping area | <input type="checkbox"/> Good street lighting |
| <input type="checkbox"/> It is easy to walk around e.g. good walking routes | <input type="checkbox"/> 20mph speed limit |
| <input type="checkbox"/> Other (please specify): | <input type="checkbox"/> Close to local public transport |

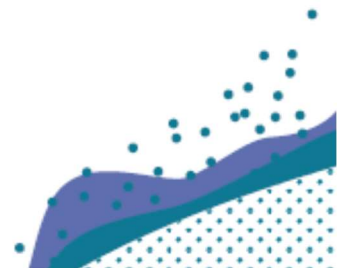
7) Thinking about your current experiences of the street environment along Overton Road, how much of a problem do you think the following things are:

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



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

	Essential	High priority	Medium priority	Low priority	Not a priority
Cleaner air	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Make it easier to cross the road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wider pavements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 e.g. seating areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More outdoor space for community amenities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reduced traffic noise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More car parking in the area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More greenery/planters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



- 9) Following initial conversations with the community, we are considering closing Overton Road at the Gloucester Road end. This change would prevent motorised through-traffic entering the road from the Gloucester Road end while maintaining the majority of parking, as the road would remain accessible from North Road. The current one-way restriction on this section of Overton Road would be removed.

This change is detailed on the map below:



The benefits of this temporary road closure include:

- Safer walking and cycling routes
- Outdoor space for local businesses
- An improvement in local air quality
- Reduction in noise and air pollution
- Reduction in speeding and rat running traffic

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

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

Road closure at Gloucester Road end of Overton Road (area highlighted on the map)

- Strongly Agree Agree Neither agree nor disagree Disagree Strongly disagree

- 10) Do you have any other comments or suggestions?

About You

We would like to receive feedback from people with as wide a variety of views and needs as possible. It would be very helpful if you could complete the following 'About You' questions. This will help ensure that no-one is discriminated against unlawfully. All questions are optional. You do not have to answer any of them if you prefer not to.

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

Our privacy policy, which explains how we will process your personal information, how long we will retain it and your rights as a data subject are available on request.

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

11) What is your age?

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

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

- Yes No Prefer not to say

13) What is your sex?

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

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

- Yes No Prefer not to say

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

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

16) What is your sexual orientation?

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

17) What is your religion / faith?

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

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

- Yes No Prefer not to say

19) Are you a refugee or asylum seeker?

- Yes No Prefer not to say

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

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

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

If you have a comment, question or you would like this information in another language, Braille, audio tape, large print, easy English, BSL video or CD rom or plain text, please contact us:

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

Appendix 6.2 Business Operational Survey



Business Operational Survey

– Overton Road 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.

<div style="background-color: #cccccc; text-align: center; padding: 2px;">Bengali</div> <p>ইংরেজী আপনার মাতৃভাষা না হলে এবং আপনার কোন অনুবাদের প্রয়োজন হলে আমরা তা প্রদান করতে সক্ষম।</p>	<div style="background-color: #cccccc; text-align: center; padding: 2px;">Polish</div> <p>Jeżeli ulotka ta wymaga dodatkowego wyjaśnienia, prosimy o skontaktowanie się z najbliższym biurem odpowiedniego regionu.</p>
<div style="background-color: #cccccc; text-align: center; padding: 2px;">Chinese</div> <p>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。</p>	<div style="background-color: #cccccc; text-align: center; padding: 2px;">Portuguese</div> <p>Se o Inglês não é a sua língua materna e precisa de uma tradução, nós podemos obtê-la.</p>
<div style="background-color: #cccccc; text-align: center; padding: 2px;">Gujarati</div> <p>એ તમારી પહેલી ભાષા અંગ્રેજી ન હોય અને તમને ભાષાંતરણી જરૂર હોય તો અમે તમને તે આપી શકીએ છીએ.</p>	<div style="background-color: #cccccc; text-align: center; padding: 2px;">Punjabi</div> <p>ਜੇਕਰ ਇੰਗਲਿਸ਼ ਤੁਹਾਡੀ ਪਹਿਲੀ ਭਾਸ਼ਾ ਨਹੀਂ ਅਤੇ ਤੁਹਾਨੂੰ ਦੁਬਾਰੀਏ ਦੀ ਜ਼ਰੂਰਤ ਹੈ ਤਾਂ ਤੁਹਾਡੇ ਲਈ ਅਸੀਂ ਇਸਦਾ ਪ੍ਰਬੰਧ ਕਰ ਸਕਦੇ ਹਾਂ।</p>
<div style="background-color: #cccccc; text-align: center; padding: 2px;">Hindi</div> <p>यदि अंग्रेज़ी आप की पहली भाषा नहीं है और आप को अनुवाद की आवश्यकता है तो हम हम आप को प्रदान कर सकते हैं।</p>	<div style="background-color: #cccccc; text-align: center; padding: 2px;">Somali</div> <p>Haddii Ingiriisku aanu ahayn afkaaga kowaad oo aad u baahan tahay tujumaad, annagaa kuu samayn karo.</p>
<div style="background-color: #cccccc; text-align: center; padding: 2px;">Kurdish</div> <p>Heke inglîzî zîmanê we yê yekem nîne û pêwîstiya we bi wergêr heye, em dikarin yekî ji we re bibînin.</p>	<div style="background-color: #cccccc; text-align: center; padding: 2px;">Urdu</div> <p>اگر انگریزی آپ کی پہلی زبان نہیں ہے اور آپ کو ترجمہ کی ضرورت ہے تو ہم آپ کے لئے (م) کر سکتے ہیں۔</p>
<div style="background-color: #cccccc; text-align: center; padding: 2px;">Kosovan</div> <p>Nëse anglishtja nuk është gjuhë juaj amtare dhe keni nevojë për një përkthim, ne mund t'ua sigurojmë atë.</p>	<div style="background-color: #cccccc; text-align: center; padding: 2px;">Vietnamese</div> <p>Nếu quý vị không thạo Anh văn và cần bản dịch, chúng tôi sẽ giúp quý vị một bản.</p>

Appendix 6.3 Bristol Walking Alliance submission

Comments by Bristol Walking Alliance on Active Travel Fund site improvements



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

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

Improvements for walking

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

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

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

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

Community engagement

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

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

We have the following concerns.

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

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

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

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

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

Bristol Walking Alliance

17 January 2021

enquiries@bristolwalkingalliance.org.uk



Active Travel Fund Consultation Response

February 2021

Scope

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

- Dean Lane, Southville
- Langton Court Bridge, Brislington
- Overton Road, Bishopston

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](#))

As a general principle, we believe any measures taken should retain full access for cycling. Where road space is recovered, some should be dedicated to cycle parking provision for those visiting local businesses and homes. Planting and other "parklet" features will also make good use of the space and make it a pleasant environment for people.

For businesses, appropriate arrangements should be made for deliveries to ensure that these can be made without inconveniencing pedestrians and cyclists. It should also be possible for sustainable deliveries and collections to be made using cargo bikes.

In the following section, we look at each of the consulted locations in turn and propose why they would benefit from these measures.

Local Responses

Langton Court Bridge, Brislington

Langton Court Bridge is an important local link for pedestrians and cyclists connecting St Annes to Brislington. However, it is also used as a rat run by motorists bringing traffic close to the adjacent St Anne's Infant School, and making it less safe for school children to travel to school using active travel alternatives. The current layout on Langton Court Bridge crucially underserves pedestrians and cyclists, with only one small pavement to one side of the bridge. The bridge is also open to two-way traffic creating further risk to cyclists and pedestrians.

We believe that restricting vehicle access to the bridge would provide a major shift in quality of travel in the local area for cyclists and pedestrians and provide a good example in the wider Brislington area of the benefits of a liveable neighbourhood. It would also provide a safer active

Overton Road

Overton Road is a short link between Gloucester Road and North Road in Bishopston. It is in an area busy with pedestrians and cyclists, many visiting some of the many shops, cafes, restaurants and pubs on offer nearby.

Overton Road is currently one way, with no exemption for cyclists, requiring them to take a substantial detour. Additionally the current 'in only' junction where Overton Road meets Gloucester Road leaves cyclists vulnerable to being 'left hooked' by motorists. The footways are narrow with most space dedicated to motor vehicles.

Bristol City Council propose placing planters in the road at the Gloucester Road end of Overton Road to prevent motorists using this as a through route, but still allow cyclists and pedestrians to pass through. The current one way would also be removed. Bristol Cycling Campaign strongly support this change, which would make the road safer and more desirable for cyclists and pedestrians alike, and also create space for outdoor seating for local businesses.



Photo: Martin Fodor

Appendix 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