

**Langton Court Bridge –
Early Engagement Survey Report
April 2021**



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1. Summary

Bristol City Council conducted early engagement through December 2020 to February 2021 on how to improve the street environment for Langton Court Bridge, and a proposal to close the bridge to motorised traffic. This has involved ongoing discussions with community groups and businesses, submissions to the interactive active travel map, and the distribution of a Community Survey and Business Operational survey.

1.1 Community survey

A total of 665 completed responses were received from the survey, made up of 389 online and 276 paper copies. The headline findings are:

- Over 92% of respondents said they were a local resident and over 90% lived within one mile
- 87% of respondents walked to and around Langton Court Bridge area and 72% drive a car or van in and around the area
- 70% of respondents visit the street over 3 to 4 times a week
- Most respondents around 69% like the area due to its vicinity to St Anne's Park
- 57% of respondents felt that narrow pavements are a serious or moderate problem
- 40% of respondents agree/ strongly agree with closing the bridge to motorised traffic, 55% disagree/ strongly disagree
- Priorities for Langton Court Bridge area:

*Significantly ranked as **essential/ high priority**:*

- Easier to cross the road (59% respondents)
- Maintain access for motorised vehicles (51% respondents)
- Wider pavements (51% respondents)

*Significantly ranked **low/ not a priority**:*

- More car parking (76% respondents)
- Cycle parking facilities (71% respondents)
- More places to stop and rest (68% respondents)
- Restricting motorised vehicle access to the street (58% respondents)
- Reduce traffic noise (58% respondents)
- More outdoor space for community amenities (56% respondents)
- Prioritise more road space for cycling (51% respondents)

1.2 Get Bristol Moving Map

[Bristol COVID-19 transport request form - Bristol - Citizen Space](#)

This is an online interactive map that was created when COVID19 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.

7 comments were posted on the Get Bristol Moving map: 3 for pavements, 1 for road closures, 1 for cycle lanes, 1 for speeding, and 1 other.

- 19 likes were posted against the 3 pavement comments which indicated support for widening the pavement and restoring the bridge for pedestrians on both sides.
- 11 likes were posted against the comment on cycle lanes, proposing a contra flow cycle lane.

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, in partnership with the West of England Combined Authority, has now secured further government funding to extend and strengthen the temporary work already done.

The council has been looking at ways to use this funding to make significant changes to several neighbourhood roads such as Langton Court Bridge. The aim is to improve walking and cycling journeys to create more local neighbourhoods free from traffic and congestion and to minimise rat running and maximise community enjoyment.

Many different options for the roads selected are available and the council remains flexible and open to suggestions for improvements to these roads. For Langton Court Bridge, the council had identified one option of a temporary closure of Langton Court Bridge to motorised vehicles, and we used this as an opportunity to ask the local community and businesses for feedback on this specific proposal and wider road improvement suggestions.

Other possible changes that could arise from the engagement work across the city could include closing a road to motorised through-traffic at one end while maintaining access for parking, residents, and deliveries; introducing consistent or timed traffic restrictions; changes to the road layout or direction; wider pavements, and new protected bike lanes. The council will engage with the local community and discuss the various options before anything is decided or implemented on any of the neighbourhood roads.

2.1 Objectives of engagement and communications

The main aim of the early engagement exercise was to:

- seek views from key stakeholders and the community on the proposed temporary closure of Langton Court Bridge to motorised vehicles and walking and cycling improvements
- seek views from local businesses, local people living and working along and near the street on the proposed closure of Langton Court Bridge and wider street improvements
- 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 across the city 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 Langton Court Bridge and the immediate area around it.

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

The target audiences for this project include stakeholders such as:

- Bristol City Council ward members
- MPs
- Internal stakeholders/project teams
- Local businesses and traders
- Local resident associations and community groups
- Local people who live on the street or on side roads
- People working on the street
- People visiting 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. This included the online survey, the printed survey with a freepost envelope, social media assets, and posters. All the information was accessible online and could be emailed out via editable pdfs on request.

The BCC Comms Team delivered a social media plan, to promote through BCC social media channels, and this was supported by Travelwest social media. The online survey had a shortened link www.bristol.gov.uk/langtoncourtbridge that was promoted and publicised through social media channels, newsletters, and emails.

To ensure those who do not have online access were also included the team produced paper copies of the products that were available on request and mailed out to residents.

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 30 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 1,040 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
- Offered virtual chats and phone appointments that were advertised on the products.



The team also provided different ways for the public to get in touch if anyone had a comment or required a survey in a different format. They could contact the Transport Engagement team on email at transport.engagement@bristol.gov.uk, by phone 0117 9036449 or by writing to Langton Court Bridge, Transport Engagement Team, PO BOX 3399, 100 Temple Street, Bristol, BS1 9NE. The survey also had a language template 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. **Respondent profile** - who is responding, travel habits, usage of the street
2. **Street experience** – respondents' likes, problems and priorities for Langton Court Bridge and the immediate area surrounding it
3. **Bridge closure and suggestions** - views on closing the bridge to motorised vehicles, and any other suggestions for improvement
4. **About you** – equalities monitoring of respondents

The first section asked about how you would describe yourself (e.g., local resident) and for a full postcode and how far you live from Langton Court Bridge. It also asked how people travel to the road and how often people visited the street. The second focused on their own experiences of the street such as likes, problems and what people think are the priorities. The third section asked

specifically for the individuals view on the closure of the bridge to motorised vehicles, and for any other ideas for street improvements. 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 11th January 2021 and closed on Sunday 7th 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/langtoncourtbridge.

See 'Appendix 6.1 – Langton Court Bridge Survey' for 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 engagement and text for use in their communications and suggested web friendly copy for website, Facebook posts, Twitter etc. 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 Langton Court 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. A business operational survey was created to record this information and can be split up into the following sections:

1. About the business
2. Deliveries
3. Waste collections
4. Customers/ clients
5. Transport modes
6. Comments/ suggestions

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 during December, prior to the community

survey going live. Other attempts have also been made during the January to encourage businesses to have their say, complete the operational survey, and share the community survey.

See 'Appendix 6.2 – Langton Court Road Business Operational Survey' for a copy of the business survey.

4. How we engaged

Before any final design proposals are put together for Langton Court Bridge the council wanted to engage with key stakeholders such as ward members and the local MP, residents, community groups and local businesses to see what appetite existed for the closure, and for any changes that could improve the local street environment. The team therefore put together a few different elements of the early engagement process which included:

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

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

A letter was sent out mid-December, one month 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 1,040 letters to local residential and commercial properties in advance of the survey.

The team also engaged with local businesses on Langton Court Road, Langton Road, and the adjoining streets at an early stage, letting them know about the community survey following in a few weeks, but also asking them to input on the specific business operational survey.

4.1 Survey launch

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

4.2 Seldom heard communities

Traditionally the younger population, those from ethnic minority groups and those living in the most deprived wards are often less heard from. To ensure those groups and those living close to the street environment were aware of the engagement process the team sent out 1,040 paper copies of the survey with a freepost envelope to all the properties in the local area. Social media posts also targeted this area and encouraged them to respond. The stakeholders contacted at the beginning

and during this engagement also represented many groups within the community and were asked to help encourage and engage members to have a say.

Prior to the pandemic, the team would have followed up the postal surveys with targeted door knocking in this area and would have carried out interview surveys on street to help boost responses from certain groups. If street events had been allowed the team would have held roadshows asking people to get involved and fill in the survey.

The team are very aware that not everyone has access to online resources which is why the team put up posters in the local streets to advertise the engagement and provided contact details in different forms. On all the paper and online copies of the engagement outputs the team provided a language template so that people could request the survey in a different language or in a different format as noted in the engagement tool section. The products also had a phone number which had an answerphone function. People could call and leave a message asking a question or leaving a comment and someone would get back to them. An email address was also provided along with a written address, so people had a choice of how they wished to communicate. The team also offered phone surgeries and virtual meetings to allow people to speak to the team if they had any questions and queries.

5. Results

5.1 Stakeholder engagement

The team identified key stakeholders who were contacted via email at the launch of the survey asking for their thoughts and comments on Langton Court Bridge and the potential temporary closure. 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.

5.1.1 Key stakeholders

Responses were received from the police service which recognised that reduced traffic over the bridge could be beneficial to residents, and they are keen to be kept involved in discussions once proposals emerge. Other organisations that have been briefed include Bristol Physical Access Chain who are keen to be involved to help guide on access for those with disabilities, Bristol Walking Alliance, and the Bristol Cycle Campaign.

Official responses were received from the Bristol Cycling Campaign, Bristol Walking Alliance, and the Civic Society.

Bristol Cycling Campaign

BCC recognised that Langton Court Bridge is an important local link for pedestrians and cyclists as an alternative to Newbridge Rd, and suggested that its current layout underserves them, and could present a safety issue and active travel barrier for the school with speeding motor vehicles. They are supportive of the bridge closure and believe this would provide a good example in the wider Brislington area of the benefits of a liveable neighbourhood. They also would encourage other public realm improvements such as increased cycle parking and celebrate the viewpoint from the bridge.

They are fully supportive of the closure and believe this would:

- improve the quality of active travel infrastructure in the area
- reduce noise and air pollution for residents and the school
- drastically reduce rat runs whilst retaining full access to local motor vehicles to the immediate area via adjacent roads.
- Provide opportunity for positive change in the area

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

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.

See Appendix 6.3 for full response from Bristol Walking Alliance

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.

See Appendix 6.5 for full response from Bristol Civic Society.

5.1.2 Local stakeholders

The local stakeholders for Langton Court Bridge include all the local businesses but they have been reported on in section 5.2 so this section will focus on the local stakeholders who represent local community groups.

The materials and information were shared with:

- Liveable Brislington (community group for liveable neighbourhoods)
- Greater Brislington Together
- Brislington Community Partnership
- St Anne's Church
- Wicklea Academy
- St Anne's Infants' School

Brislington Liveable Neighbourhoods

This group have remained engaged throughout the process and have shared the survey amongst other community groups in the area. We have received a letter of support from Brislington Liveable Neighbourhoods for the proposed road closure on Langdon Court Rd. The topic was discussed on the Brislington Liveable Neighbourhoods Facebook group and a vote showed a large majority in support.

The group recognises that the closure would

- It improves safety by the school
- It creates a safer route for walking and cycling away from rat running
- In turn this addresses a big barrier to cycling which is perception of poor road safety
- It will encourage behaviour change towards active travel
- It helps the neighbourhood be quieter and less polluted
- It should over time reduce the overall number of vehicle journeys as more people are encouraged to travel by other modes.

See Appendix 6.6 for full response from Brislington Liveable Neighbourhoods.

St Anne's Church

The church expressed concerns that the bridge closure could make it difficult for parishioners to access services, and that it could result in the displacement of traffic on Salisbury Road. Overall, they

were not supportive of the bridge closure, and were reluctant for improvements to be made with regards to social distancing as thought it was too far into the pandemic to make a start on this.

St Anne’s Infants’ School

The school completed our operational survey, however, did not express any strong views for or against the closure of the bridge to motorised vehicles. They were keen to instead share the community survey amongst their staff members who live locally and would be able to personally comment on their experience using the bridge.

The school has previously applied to participate in the School Streets programme.

Wicklea Academy

Wicklea Academy verbally expressed concerns over transferring the safety concerns for pupils of St Anne’s Infants’ to their own pupils, due to a displacement of traffic onto Wick Rd. However, the academy has not provided any additional comments since this initial concern was voiced.





5.2 Community Survey Results

A total of 665 completed responses were received from the survey, made up of 389 online and 276 paper copies.






Below is a summary for each section of the survey, including a breakdown of questions and responses.

5.2.1 Respondent profile

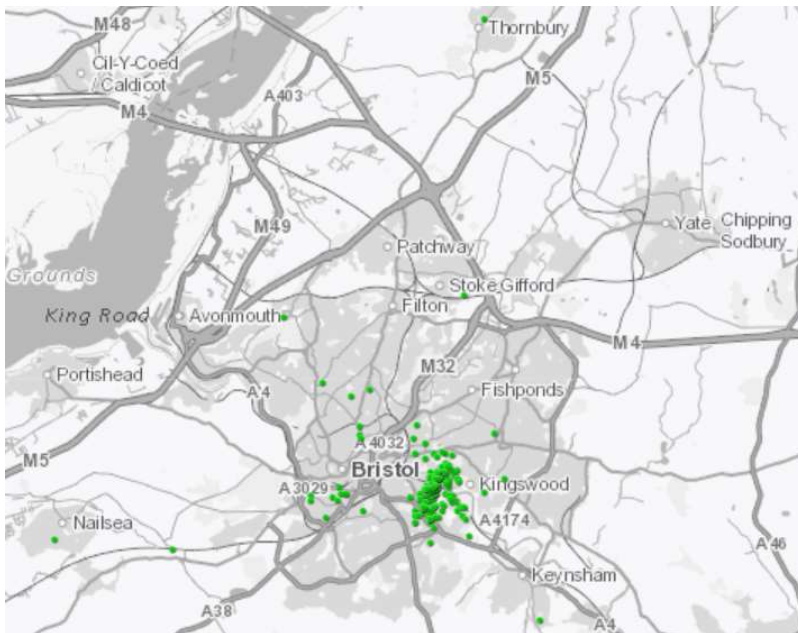
According to the survey results, over 90% of respondents said they were a local resident, and over 90% lives within 1 mile of Langton Court Bridge.

1. Which of the following best describes you? (Tick all that apply)				
			Response Percent	Response Total
1	I am a local resident		92.74%	613
2	I am a local business owner		2.27%	15
3	I work in the local area		3.63%	24
4	I am a regular visitor to the local area		9.53%	63
			answered	661

3. How far do you live from Langton Court Bridge?

			Response Percent	Response Total
1	Up to one mile		90.32%	597
2	1 to 2 miles		5.60%	37
3	3 to 5 miles		2.42%	16
4	5+ miles		0.45%	3
5	I live outside of Bristol		1.21%	8
			answered	661

615 individuals left their full postcode, and these have been plotted onto the map below to show where the respondents live. Please note that there were two additional responses to the survey mapped outside of the below area, close to London.



As multiple responses were received from postcodes in the immediate area, it is helpful to view this on the below heatmap. This shows that most responses were received from locals in the Brislington area, who are likely to be directly impacted by any changes to the road.



Approximately 70% of respondents use the bridge at least 3 or 4 times a week, and the most popular way residents use the bridge is for walking (87% of residents), followed by driving (72%), and cycling (39%).










4. How do you travel to and around Langton Court Bridge? (Tick all that apply)				
			Response Percent	Response Total
1	I walk		87.48%	580
2	I use a bicycle		39.52%	262
3	I catch the bus		4.07%	27
4	I catch the train		0.45%	3
5	I use a taxi		6.94%	46

4. How do you travel to and around Langton Court Bridge? (Tick all that apply)				
			Response Percent	Response Total
6	I use a motorcycle		3.62%	24
7	I drive a car / van		72.40%	480
8	I am a car passenger		26.09%	173
9	Other (please specify):		22.17%	147
			answered	663

5. How often do you visit / use Langton Court Bridge?				
			Response Percent	Response Total
1	Daily		41.18%	273
2	3 to 4 times a week		29.11%	193
3	1 to 2 times a week		15.84%	105
4	Fortnightly		5.28%	35
5	Monthly		3.92%	26
6	A few times a year		3.92%	26
7	Rarely		0.75%	5
			answered	663

5.2.2 Street experience

Respondents were asked the key things they liked about the existing street environment around Langton Court Bridge, and the most popular response (69% of respondents) was its proximity to St Anne's Park, followed by its 20mph speed limit (50% of respondents). Being easy to walk around (46%) and character of the street (41%) were also popular responses. The least valued characteristics of the street was its on-street car parking (10.5%) and street lighting (10%).

6. What are the key things that you like about the street environment on Langton Court Bridge? (Tick all that apply)				
			Response Percent	Response Total
1	Personality and character of the street		41.31%	264
2	Close to the school		28.33%	181
3	It is easy to walk around e.g., good walking routes		46.17%	295
4	It is easy to cycle in the local area		22.54%	144
5	On street car parking		10.49%	67
6	Good street lighting		10.02%	64
7	20mph speed limit		49.77%	318
8	Close to St Anne's Park		69.17%	442
9	Other (please specify):		17.68%	113
			answered	639

There were opportunities to add free text responses for some of the survey questions. These responses have been coded, so that we can group them into categories to help with analysis. There were 1,007 comments received, and some have been coded to multiple categories.

Question 6 allowed free comment responses for 'Other' things respondents like about the street environment around Langton Court Bridge. Below is a summary of popular themes received in the comments for this question.

Q6 What are the key things that you like about the street environment on Langton Court Bridge? - Other (please specify)
Total comments 110

Category	Theme	Number of comments	Summary of comments
Attractive route	Views from the bridge	31	Look at the view from the bridge, good view across the city
Good through route for...	All modes/ not specified	24	Easy access to Feeder Rd, local amenities, St Anne's Park
Good through route for...	Driving	15	Easy access to local roads and amenities

Facilities	Businesses/shops	12	Proximity to pub, supermarket, doctor's surgery, church
Attractive route	Trains	8	View of trains from the bridge

Respondents were then asked to rate potential problems on the bridge and its surroundings from 'serious problem' to 'not at all a problem'. The issue identified as most problematic was that the pavements are too narrow (57% a serious or moderate problem). Respondents said that the following issues were not at all a problem; the street being busy with people. (58%), noise pollution (50%), lack of places to sit and rest (50.5%), not enough car parking (52%), traffic speeds are too high (48%).

7. Thinking about your current experiences of the street environment along Langton Court Bridge and the immediate area around it, 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	4.7% (30)	17.1% (110)	17.4% (112)	58.2% (375)	2.6% (17)	644
The street is busy with traffic	14.9% (96)	22.3% (144)	20.3% (131)	40.9% (264)	1.7% (11)	646
There is too much noise pollution	8.3% (53)	13.4% (86)	20.0% (128)	49.8% (319)	8.4% (54)	640
The air quality is too poor	10.4% (67)	12.9% (83)	18.0% (116)	44.2% (284)	14.5% (93)	643
The pavements are too narrow	36.3% (235)	21.0% (136)	19.9% (129)	21.3% (138)	1.5% (10)	648
There are no places to sit and rest	9.2% (59)	15.4% (99)	16.2% (104)	50.6% (325)	8.6% (55)	642
The road feels unsafe to cycle on	14.2% (91)	12.8% (82)	10.6% (68)	41.4% (265)	20.9% (134)	640
There is not enough cycle parking	9.6% (61)	11.7% (74)	12.5% (79)	39.5% (250)	26.7% (169)	633
There is not a dedicated space for cyclists on the road	19.1% (122)	14.1% (90)	13.1% (84)	39.7% (254)	13.9% (89)	639
The traffic speeds are too high	19.0% (121)	13.3% (85)	16.3% (104)	48.3% (308)	3.1% (20)	638

7. Thinking about your current experiences of the street environment along Langton Court Bridge and the immediate area around it, how much of a problem do you think the following things are:

	A serious problem	A moderate problem	A minor problem	Not at all a problem	Don't know/ no opinion	Response Total
Access for disabled people is poor	21.2% (136)	16.7% (107)	14.7% (94)	20.4% (131)	27.0% (173)	641
There is not enough disabled parking	5.4% (34)	9.5% (60)	11.5% (73)	36.0% (228)	37.7% (239)	634
There is not enough car parking	6.3% (40)	7.8% (49)	15.6% (98)	52.2% (329)	18.1% (114)	630
					answered	659

Respondents were then provided another opportunity to provide a free text response for any additional experiences of the street environment, and the key themes are shown below.

Q8. Please use the text box below to specify any other experiences you have of the Langton Court Bridge street environment:

Total comments 303

Category	Theme	Number of comments	Summary of comments
Pedestrians	Pavement on one side of bridge	92	Restore the old footbridge, lack of footpath for pedestrians
Bridge closure	Do not close the bridge	57	There are no problems on the bridge, will cause issues, do not waste money
Pedestrians	Pavements too narrow	55	Narrow pavements, people must walk in road, particularly a problem around school, difficult to social distance without compromising safety
Road safety	Speeding traffic	55	Exceed 20mph speed limit, drive too fast by the school, experienced near misses
Road safety	Busy at school/commuter times	42	Traffic at school/commuter times, the road is not busy outside school/commuter times
Road safety	Unsafe to cross	40	Difficult to cross due to parked cars, blind spot at main crossing point crossing when pavement ends opposite school, need of a dedicated crossing point

Respondents identified the following as the highest priority areas for improving the bridge and the surrounding area; maintaining motorised vehicle access to the street (38%), making it easier to cross the road (36%). More respondents identified issues that were not at all a priority; cycle parking

facilities (49%), more car parking (48%), more places to stop and rest (46%), restricting motorised vehicle access to the street (44.3%).

10. Please tell us what your priorities would be for improving Langton Court Bridge and the immediate area around it (Tick all that apply):						
	Essential	High priority	Medium priority	Low priority	Not a priority	Response Total
Cleaner air	19.0% (116)	19.0% (116)	20.4% (125)	21.1% (129)	20.6% (126)	612
Make it easier to cross the road	36.2% (227)	22.8% (143)	17.2% (108)	13.6% (85)	10.2% (64)	627
Wider pavements	32.2% (202)	18.7% (117)	20.3% (127)	15.6% (98)	13.2% (83)	627
Restricting traffic at certain times	18.5% (116)	16.8% (105)	14.4% (90)	16.8% (105)	33.5% (210)	626
Maintaining motorised vehicle access to the street	38.2% (240)	13.2% (83)	11.8% (74)	15.4% (97)	21.5% (135)	629
Restricting motorised vehicle access to the street	15.2% (94)	14.7% (91)	12.7% (79)	13.2% (82)	44.2% (274)	620
Prioritising more road space for cycling	19.0% (120)	12.7% (80)	17.7% (112)	19.6% (124)	31.0% (196)	632
Cycle parking facilities	7.1% (44)	8.3% (52)	13.3% (83)	21.8% (136)	49.5% (309)	624
More places to stop and rest e.g., seating areas	5.7% (36)	9.2% (58)	17.5% (111)	21.6% (137)	46.0% (291)	633
More outdoor space for community amenities	13.3% (82)	12.8% (79)	17.5% (108)	16.4% (101)	39.9% (246)	616
Reduced traffic noise	12.0% (75)	12.0% (75)	17.8% (111)	24.0% (150)	34.2% (214)	625
More car parking in the area	4.2% (26)	4.6% (29)	15.2% (95)	27.8% (174)	48.2% (301)	625
More greenery/planters	18.6% (116)	17.5% (109)	19.6% (122)	15.1% (94)	29.3% (183)	624
					answered	654

When asked to provide additional priorities for Langton Court bridge, the following key themes were most popular.

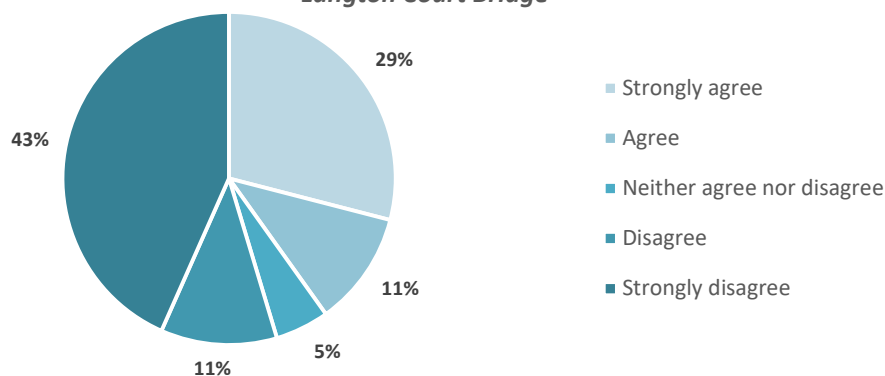
Q11. If you would like to suggest any other priorities for Langton Court Bridge, please specify below:
Total comments 213

Category	Theme	Number of comments	Summary of comments
Pavement	Restore pavement on bridge	56	Replace the footbridge, difficult to use bridge as pedestrian with only one pavement, would be safer at school times
Bridge closure	Do not close bridge	53	Against closure, essential route for locals, there are no issues
Bridge closure	Will create issues	28	Will divert traffic to surrounding roads, will increase pollution from longer routes, diversion routes are already dangerous
Alternative suggestion	One way	16	Make the bridge one way instead
Existing issues on surrounding roads	Issues on Newbridge Rd	16	Dangerous route, high traffic levels, speeding cars, difficult junctions
Road safety	Pedestrian crossing	16	Zebra crossing, improve crossing on blind bend by bridge, raised crossing

5.2.3 Bridge closure

The survey included a question directly asking peoples view on the proposal to close the bridge at both sides to motorised vehicles. The results showed 40% of respondents to be in favour of the bridge closure, and 55% against, from which 43% were strongly against.

Please tell us the extent to which you agree or disagree with the road closure at Langton Court Bridge



One of the questions allowing comments followed the question on the bridge closure and asked for any additional suggestions or comments in general. The main themes found in the comments are shown below.

Q14. Do you have any other comments or suggestions?
Total comments 365

Category	Theme	Number of comments	Summary of comments
Bridge closure	Will create issues on surrounding roads	174	Will move the problem elsewhere, increase traffic on Newbridge/Wick/Salisbury/Arlington Rd, more will use the dangerous junction to turn out onto Newbridge Rd
Existing issues on surrounding roads	Issues on Newbridge Rd	79	Speeding, dangerous junction to turn onto Newbridge Rd, high traffic levels, higher priority than Langton Court Bridge
Existing issues on surrounding roads	Issues on surrounding roads (excluding Newbridge Rd)	52	High traffic levels on Wick Rd/Salisbury Rd, dangerous Salisbury Rd/Wick Rd junction, rat run on Arlington Road
Bridge closure	Close the bridge	51	Support bridge closure to motorised vehicles
Bridge closure	Do not close the bridge	51	Keep access for motorised vehicles










5.2.4 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:

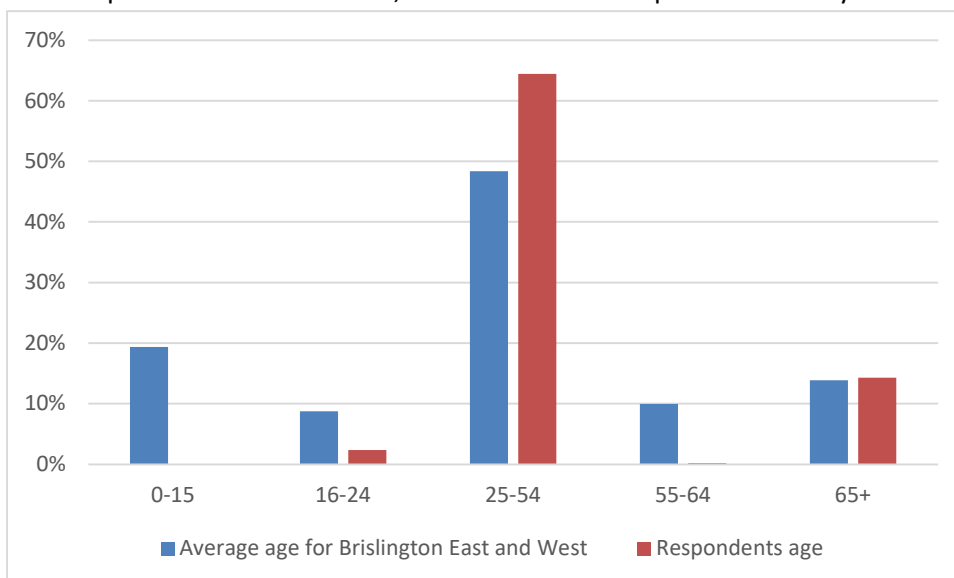
- What is your age?
- Do you consider yourself to be a disabled person?
- What is your sex?
- Have you gone through any part of a gender reassignment process or do you intend to?
- What is your ethnic group?
- What is your religion/faith?
- What is your sexual orientation?
- Are you pregnant or have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

Below we will look at how representative the responses were, including a breakdown of the questions and answers.

15. What is your age?				Response Percent	Response Total
1	0-10			0.00%	0
2	11-15			0.00%	0
3	16-17			0.00%	0

15. What is your age?					
				Response Percent	Response Total
4	18-24			2.32%	15
5	25-34			21.05%	136
6	35-44			28.64%	185
7	45-54			16.10%	104
8	55-64			14.86%	96
9	65-74			9.13%	59
10	75-84			4.18%	27
11	85 +			0.93%	6
12	Prefer not to say			2.79%	18
				answered	646

The highest proportion of responses were from the 35-44 age group. However, to assess whether this is representative of the area, the below chart compares the survey results to the ward data.







As expected, the 0-15 age bracket wasn't represented in the survey responses, assuming that parents in the household were responsible for completing the survey. The 25-54 and 65+ categories were well represented, with fewer responses from the 16-24 and 55-64 age bracket than expected.

Looking at the range of ages that responded, we can infer that the survey was accessible to all and that our approach of using posted paper surveys alongside an online survey worked well.




16. Do you consider yourself to be a disabled person?			Response Percent	Response Total
1	Yes		7.33%	47
2	No		87.52%	561
3	Prefer not to say		5.15%	33
			answered	641

The disability rate for the city is around 8% so the 7.33% response rate is close to the city average.

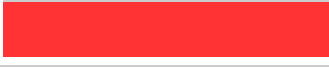







17. What is your sex?			Response Percent	Response Total
1	Female		49.38%	318
2	Male		42.08%	271
3	Prefer not to say		7.45%	48
4	Other (please describe):		1.09%	7
			answered	644

The survey respondents were slightly under-representative of the male demographic, as the average for Brislington East and West is 48% male and 52% female.

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

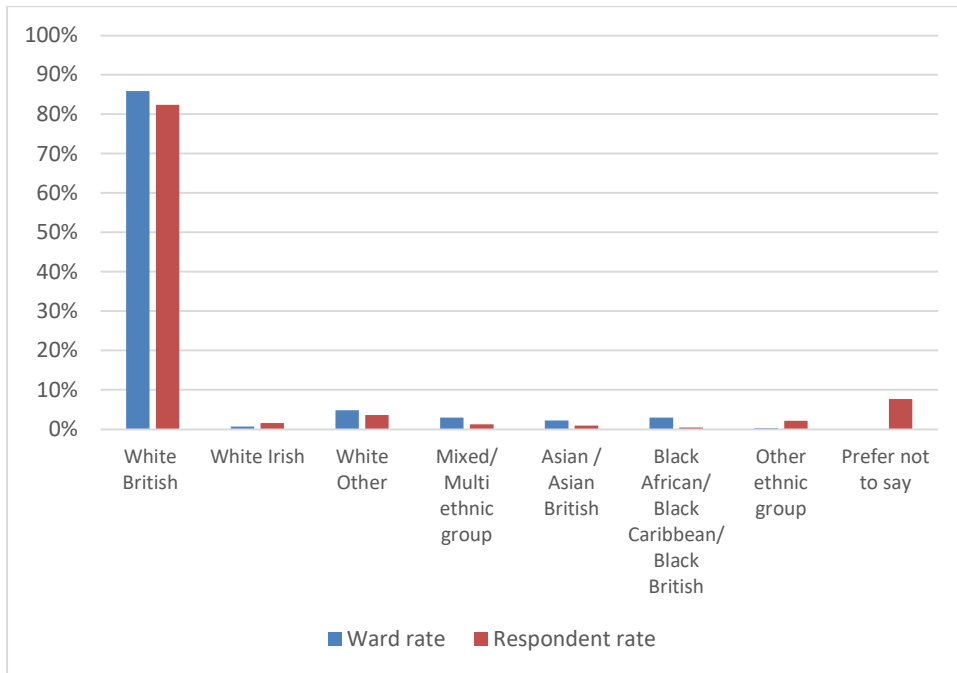
			Response Percent	Response Total
1	Yes		0.32%	2
2	No		89.26%	557
3	Prefer not to say		10.42%	65
			answered	624

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








		Response Percent	Response Total
White British		82.40%	529
White Irish		1.56%	10
White Other		3.58%	23
Black /African / Caribbean / Black British		0.47%	3
Asian / Asian British		0.93%	6
Mixed / Multi ethnic group		1.25%	8
Gypsy / Roma / Irish Traveller		0.00%	0
Prefer not to say		7.63%	49
Any other ethnic background (please describe):		2.18%	14
		answered	642

To assess if the above responses are representative of the ethnicity of residents in the area, the below graph compares this to that of the population makeup of the ward. The response rates were

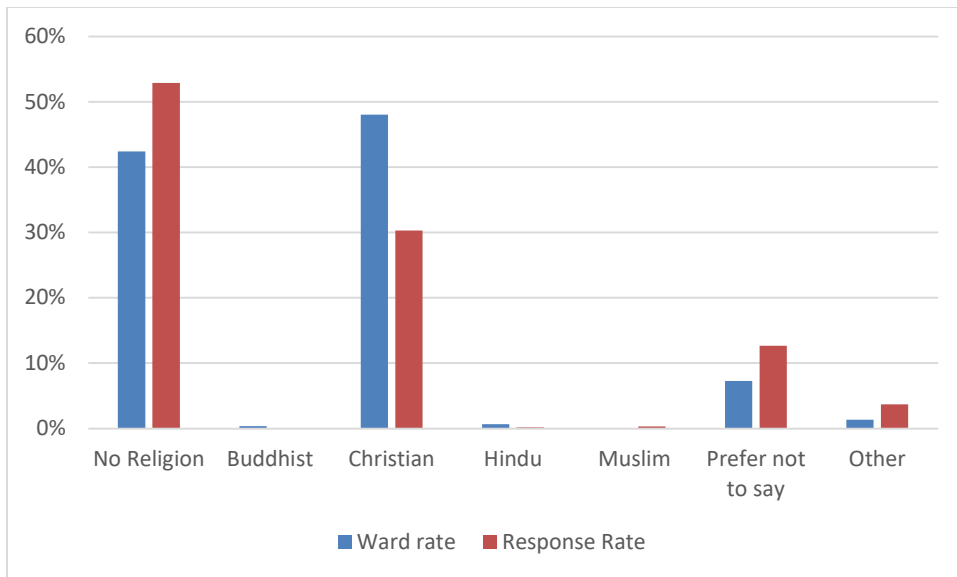
slightly under representative across all the ethnicity groups, apart from White Irish. This could be explained by the proportion of participants (almost 8%) who chose not to specify their ethnicity.



20. What is your sexual orientation?			Response Percent	Response Total
1	Bisexual		2.58%	16
2	Gay Man		2.10%	13
3	Gay Woman / Lesbian		1.29%	8
4	Heterosexual / Straight		76.13%	472
5	Prefer not to say		15.32%	95
6	Other (please describe):		2.58%	16
			answered	620

21. What is your religion/faith?				
			Response Percent	Response Total
1	No Religion		52.96%	331
2	Buddhist		0.00%	0
3	Christian		30.24%	189
4	Hindu		0.16%	1
5	Jewish		0.00%	0
6	Muslim		0.32%	2
7	Pagan		0.48%	3
8	Sikh		0.00%	0
9	Prefer not to say		12.64%	79
10	Other (please describe):		3.20%	20
			answered	625

The above results for the religion of the respondents have been plotted against the ward average in the below graph. Respondents identifying as Christian are under-represented in the survey, and non-religious individuals are slightly over-represented. The ward area has a very small proportion of individuals who identify as Buddhist (0.3%) and Hindu (0.7%), and the survey only received 0.16% responses from individuals identifying as Hindu. Again, a large proportion (almost 13%) selected 'prefer not to say'.



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

			Response Percent	Response Total
1	Yes		2.91%	18
2	No		89.00%	550
3	Prefer not to say		8.09%	50
			answered	618

23. Are you a refugee or asylum seeker?

			Response Percent	Response Total
1	Yes		0.00%	0
2	No		92.39%	583
3	Prefer not to say		7.61%	48
			answered	631
			skipped	35

In the final section of the survey people were asked if they would like to receive updated and more information about the project. Over 300 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:

“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:

- *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*

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

The results show a range of different measurements:

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

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

Dates	Roads being promoted	Channel	Reach
11 th Jan	<ul style="list-style-type: none"> ▪ St Mark's Rd, Easton ▪ Princess Victoria St, Clifton ▪ Cotham Hill 	Facebook	5163 Organic Reach 4999 Organic Impressions 3.02 Engagement rate

	<ul style="list-style-type: none"> ▪ Park Row, city centre ▪ Picton Street, Montpelier ▪ Rosemary Lane, Eastville ▪ Dean Lane, Southville ▪ Langton Court Bridge, St Anne's ▪ Overton Road, Bishopston 		<p>59 Clicks 58 Likes 4 Shares</p>
13 th Jan	<ul style="list-style-type: none"> ▪ St Mark's Rd, Easton ▪ Princess Victoria St, Clifton ▪ Cotham Hill ▪ Park Row, city centre ▪ Picton Street, Montpelier ▪ Rosemary Lane, Eastville ▪ Dean Lane, Southville ▪ Langton Court Bridge, St Anne's ▪ Overton Road, Bishopston 	LinkedIn	<p>1,026 Impressions 7 Reactions 4.09% Click-through rate 2 Shares 42 Clicks 5.17% Engagement rate</p>
13 th Jan	<ul style="list-style-type: none"> ▪ St Mark's Rd, Easton ▪ Princess Victoria St, Clifton ▪ Cotham Hill ▪ Park Row, city centre ▪ Picton Street, Montpelier ▪ Rosemary Lane, Eastville ▪ Dean Lane, Southville ▪ Langton Court Bridge, St Anne's ▪ Overton Road, Bishopston 	Twitter	<p>6812 impressions 362 total engagements 182 detail expands 68 link clicks 59 media engagements 17 likes 14 profile clicks 13 retweets</p>
14 th Jan	Langton Court Bridge, St Anne's	Next Door	167 impressions
2 nd Feb	<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 	Facebook	<p>5275 Organic Reach 5174 Organic Impressions 0.95 Engagement rate 14 Clicks 7 Likes, 1 love, 1 angry, 1 laugh 6 Shares</p>
2 nd Feb	St Anne's, Southville, Bishopston Redfield St Werburgh's Redcliffe	Twitter	<p>159660 Reach 7640 Impressions 1.2 Engagement rate 60 Clicks 11 Likes 13 Shares</p>
2 nd Feb	<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 	Linked In	16 Likes

	<ul style="list-style-type: none"> ▪ Redcliffe Mead / Prewitt Street, Redcliffe 		
4 th Feb	<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 	Instagram	49 Likes
5 th Feb	Langton Court Bridge	NextDoor	182 Impressions
7 th Feb	Dean Lane Overton Road Langton Court Bridge	Facebook	2880 Organic Reach 2889 Organic Impressions 1.11 Engagement rate 18 Clicks 5 Likes 3 Shares
7 th Feb	Dean Lane Overton Road Langton Court Bridge	Twitter	109245 Reach 2605 Impressions 0.69 Engagement rate 16 Clicks 0 Comments 1 Likes 1 Shares
1-7 th Feb	Langton Court Bridge	Paid for Facebook Post	525 clicks Reach 12,349 - 52.4% Women / 47.6% Men Cost per link click £0.19 22 shares 11 likes 12 angry reactions

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. Emails from 14 residents were received, 2 from businesses, 1 letter from a local resident, 1 call and email exchange with a local community group and 1 call with a local resident.

The feedback from the emails and phone calls varied, however the most common issues were:

- Potential impact of the bridge closure on surrounding roads
- Existing issues on Newbridge Rd
- Requests to leave the bridge open to motorised vehicles
- Queries about the engagement work

5.5 Business survey results

10 local businesses, 1 church, and 2 schools were identified as part of the data gathering process that were located on the surrounding roads around Langton Court Bridge.

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

The team managed to get 9 email addresses and 12 phone numbers. When doing the phone calls the officers got through to 4 people and left 2 answerphone messages and where an email address was available the survey was sent out. 2 businesses responded to the survey.

Business details

The number of employees for both is similar, however both have high numbers of visitors. Staff at both businesses drive, walk and cycle to work, and commuter times are similar (7-8am until 6-6:30pm), apart from one business operating on Saturdays in addition to Monday-Friday.

Deliveries

Both businesses receive multiple deliveries every day, from lorries and vans, which are unloaded onto trolleys or carried in.

Waste Collection

Both businesses receive weekly deliveries.

Customers

Visitors to both sites walk or cycle, and mainly park on street.

Parking

Demand for disabled parking is mixed, and both have a high turnover of parking, though the schools is limited to pick up and drop off times.

Cycling

Both have adequate cycle parking for their own staff and customers, though one business highlighted that the amount of on street parking on local roads could be problematic for cyclists.

Walking

Both businesses were satisfied with the pavements and didn't identify any improvements.

Public transport

Both commented on the poor bus provision in the area and low frequency of services.

5.6 Get Bristol Moving Map

This online interactive map was created when COVID19 social distancing measures were implemented in March 2020. The aim was to provide a platform for people to comment on where they would like to see improvements to walking and cycling infrastructure across the city. It was promoted via a press release and social media posts citywide during the first lockdown. It is a digital tool and anyone without online access can request a paper copy of a form where they can add their comments which can be posted back in and uploaded for them.

Below is table showing comments that have been collected over the last six months on the 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, and others can show support for the suggestions by liking them. Over this period, 7 comments were posted in total, and 48 likes were received.


The most comments received related to pavements, and comments relating to pavements also were the most liked.

Issue Type	Issue	Suggestion	Likes
Pavements	Footpath is only on one side of the road; it is narrow, and this is a route to a primary school	n/a	17
Cycle lanes	Install a contra flow cycle way here to allow better route through at Anne's and connect to feeder road.	n/a	11
Pavements	Only one pavement by the road which is very narrow and is right by a school	n/a	10
Speeding Issues	Cars speed along this route	Closing the Bridge at one end to stop through traffic. Installing a central bollard/flower box on bridge.	5
Pavements	The pavement on the approach to St Anne's Primary School is currently too narrow	Widening the pavement on the school side of the bridge and narrowing the road with a priority approach as per New Bridge Road, with associated speed humps. Network Rail should also restore the other pavement on the bridge.	2

Road Closures	Narrow pavement for social distancing	TEMPORARILY make road one way away from school. Do not make it permanent as this would cause issues outside the school.	1
Other	Langton Road is currently no entry from Wick Road. Cyclists should be able to enter.	Provision for cyclists to enter Langton Rd from Wick Rd to create a better route to Feeder Rd	2

6. Appendices

Appendix 6.1 – Paper survey



Langton Court Bridge

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 Langton Court 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 we are considering is a closure of Langton Court Bridge to motor vehicles - cyclists and pedestrians would still be able to use the bridge. This would be implemented temporarily initially with the intention of making it permanent if it's successful. We are committed to ensuring any changes to the street environment benefit the whole community and enable the school and local businesses to thrive in the area.

We are now seeking your local views on this scheme and your views of the street environment as a whole.

Below is a survey asking local people to think about Langton Court Bridge and the immediate area. 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 temporary road closure at the bridge.

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 अँग्रेज़ी आप की पहली भाषा नहीं है और आप की 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 bibinin

POLISH

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

PORTUGUESE

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

PUNJABI

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

SOMALI

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

URDU

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

VIETNAMESE

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

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

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/LangtonCourtBridge

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:** Langton Court Bridge, Transport Engagement Team, PO BOX 3399, 100 Temple Street, Bristol, BS1 9NE.

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 Langton Court Bridge?

- 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 Langton Court Bridge? (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 Langton Court Bridge?

- 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 Langton Court Bridge? (tick all that apply)

- Personality and character of the street
- Close to the school
- It is easy to walk around e.g. good walking routes
- It is easy to cycle in the local area
- Other (please specify):
- On street car parking
- Good street lighting
- 20mph speed limit
- Close to St Annes Park

7) Thinking about your current experiences of the street environment along Langton Court Bridge, 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 Langton Court Bridge and the immediate area around it: (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 Langton Court Bridge to motorised traffic. At this stage this is only a suggestion which we would like your feedback on. Other options for improvements will still be considered.

The suggested scheme would involve closing Langton Court Road at either end of Langton Court Bridge so that motorists can still access the road from either end, but only cyclists and pedestrians would be able to use Langton Court Bridge as a through route.

This suggestion is detailed on the map below:



The benefits of this temporary road closure include:

- Safer walking and cycling routes
- Safer route to school for the children
- 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 Langton Court Bridge (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.



Appendix 6.2 Business Operational Survey



Business Operational Survey

– Langton Court Bridge 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: #f0f0f0; 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: #f0f0f0; 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: #f0f0f0; 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: #f0f0f0; 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: #f0f0f0; text-align: center; padding: 2px;">Gujarati</div> <p>જો તમારી પહેલી ભાષા અંગ્રેજી ન હોય અને તમને ભાષાંતરણી જરૂર હોય તો અમે તમને તે આપી શકીએ છીએ.</p>	<div style="background-color: #f0f0f0; text-align: center; padding: 2px;">Punjabi</div> <p>ਜੇਕਰ ਇੰਗਲਿਸ਼ ਤੁਹਾਡੀ ਪਹਿਲੀ ਭਾਸ਼ਾ ਨਹੀਂ ਅਤੇ ਤੁਹਾਨੂੰ ਦੁਕਾਈਏ ਦੀ ਜ਼ਰੂਰਤ ਹੈ ਤਾਂ ਤੁਹਾਡੇ ਲਈ ਅਸੀਂ ਇਸਦਾ ਪ੍ਰਬੰਧ ਕਰ ਸਕਦੇ ਹਾਂ।</p>
<div style="background-color: #f0f0f0; text-align: center; padding: 2px;">Hindi</div> <p>यदि आंग्रेज़ी आप की पहली भाषा नहीं है और आप को अनुबाद की आवश्यकता है तो यह हम आप को प्रदान कर सकते हैं।</p>	<div style="background-color: #f0f0f0; text-align: center; padding: 2px;">Somali</div> <p>Haddii Ingiriisku aanu ahayn afkaaga kowaad oo aad u baahan tahay fujumaad, ahaagaa kuu samayn kama.</p>
<div style="background-color: #f0f0f0; text-align: center; padding: 2px;">Kurdish</div> <p>Heke inglîzî zimanê we yê yekem nîne û pêwîstiya we bi wergêr heya, em dikarin yekî ji we re bibînin</p>	<div style="background-color: #f0f0f0; 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 ترجمہ کر سکتے ہیں۔</p>
<div style="background-color: #f0f0f0; text-align: center; padding: 2px;">Kosovan</div> <p>Nëse anglishtja nuk është gjuha juaj amtare dhe keni nevojë për një përkthim, ne mund t'ua sigurojmë atë.</p>	<div style="background-color: #f0f0f0; 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



travel route alternative to Newbridge Rd, making walking and cycling a more appealing mode of transport for local residents. Furthermore, the restrictions to motor vehicle access to the bridge would provide a possibility to improve the public realm on the bridge - which provides a fantastic viewing point onto the city, and additionally in the immediate area adjacent to St Anne's Infant School with possible improvements such as increased bike parking facilities.

We believe that the proposed improvements to the bridge offer an opportunity to improve the quality of active travel infrastructure in the area, reduce noise and air pollution for residents and the school, drastically reduce rat runs whilst retaining full access to local motor vehicles to the immediate area via adjacent roads.

We fully support the scheme being proposed and believe it provides a great opportunity for positive change in the area, putting people before cars and making vital improvements to the everyday life of the local community.

Dean Lane

Dean Lane is a key cycle route in South Bristol, forming part of the Malago Greenway cycle route from Hartcliffe to the city centre, and linking North Street with Coronation Road. It is a largely residential road but is also home to a primary school, two pubs, Bristol South swimming pool and the Southbank Centre.

Despite all these factors it is currently used as a 'rat run' by lots of motor vehicles, to reach both Coronation Road and Asda. It's narrow but winding carriageway is unpleasant for cycling and not suitable for use by all, and the footways are also very narrow. The junction with Coronation Road is especially in need of improvement.

In the current consultation, Bristol City Council are considering implementing a temporary cycle lane along this route (segregated from traffic by bollards) of undetermined length and direction. Bristol Cycling Campaign strongly support and campaign for the installation of segregated infrastructure for cycling, such as what appears to be proposed. However, we caution that for the route to be desirable and accessible for all, this needs to extend along the full length of Dean Lane. The route will also need to address the issues with the current junction with Coronation Road, and allow safe turning movements to side roads such as Stackpool Road.

We observe that due to the narrow width the above appear difficult to achieve without restricting motor traffic. We propose that a suitable alternative would be to use modal filters such as planters or bus gates to stop rat running motor vehicles, along with other street interventions which would make the environment much more pleasant for all users. Alternatively, one way operation could be introduced to make space for segregated cycle lanes. We would welcome a discussion with Bristol City Council about what the proposals could involve.

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

Appendix 6.6 Brislington Liveable Neighbourhoods submission



I would like to offer a letter of support from Brislington Liveable Neighbourhoods for the proposed road closure on Langdon Court Rd.

This proposal has been discussed on the Brislington Liveable Neighbourhoods Facebook group and with members and a vote was taken to decide if we support the proposal as a group, which showed a large majority in support.

As the admin of the group I can't speak for everyone individually but there has been a good majority that agree this is a good idea for a number of reasons:

- It improves safety by the school
- It creates a safer route for walking and cycling away from rat running
- In turn this addresses a big barrier to cycling which is perception of poor road safety
- It will encourage behaviour change towards active travel
- It helps the neighbourhood be quieter and less polluted
- It should over time reduce the overall number of vehicle journeys as more people are encouraged to travel by other modes.

Many people in the local area really welcome the proposal for the above reasons.

On behalf of the majority of members I would like to offer our support.

Many Thanks
Sam Marsh

Brislington Liveable Neighbourhoods