

Dean Lane - Early Engagement Survey Report

March 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 Dean Lane. 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 737 completed responses were received from the survey, made up of 571 online and 166 paper copies. The headline findings are:

- 92% of respondents said they were a local resident and over 87% lived within one mile
- 93% of respondents walked, and 56% drive a car or van, to and around Dean Lane
- 72% of respondents visit the street over 3 to 4 times a week
- The key qualities respondents like about the current street environment on Dean Lane is its close proximity to Dame Emily Park (51%) and proximity to shopping areas (51%)
- Respondents identified the following to be the most problematic issues on Dean Lane:
 - The pavements are too narrow (75%)
 - The street is busy with traffic (64%)
 - The road feels unsafe to cycle on (58%)
 - There is not a dedicated space for cyclists on the road (59%)
- 63% of respondents agree or strongly agree with implementing a protected bike lane along Dean Lane, 23% disagree or strongly disagree
- Priorities for Dean Lane area:

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

- Widen pavements (66%)
- Make it easier to cross (64%)
- Cleaner air (54%)
- Prioritising more road space for cycling (54%)
- More greenery/planters (51%)

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

- More car parking in the area (69%)
- More places to stop and rest eg seating areas (53%)
- Cycle parking facilities (51%)

1.2 Getting Bristol Moving Map

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

This is an online interactive map that was created when COVID-19 social distancing measures were implemented in March 2020. The aim was to provide a platform for people to comment on where they would like to see improvements to walking and cycling infrastructure across the city. It was promoted via a press release and social media posts citywide during the first lockdown. It is a digital

tool and anyone without online access can request a paper copy of a form where they can add their comments which can be posted back in and uploaded for them. 20 comments were posted on the map specifically regarding Dean Lane: 11 for road closures, 4 for cycle lanes, 3 for pavements, and 2 other.

The 5 most 'liked' comment suggested:

- Closing Dean Lane from Coronation Rd, divert traffic along St Johns Rd/Catherine Mead St (56 likes)
- Close Dean Lane north of Stackpool Road, divert traffic along St Johns Rd/Catherine Mead St (26 likes)
- Widen pavements and remove guard railing on pavement (25 likes)
- Create School Street, with timed closures at school pick up/drop off (24 likes)
- Pavements are too narrow, create one-way route to provide space (21 likes)

2. Background

During summer 2020 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 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 Dean Lane. 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 Dean Lane, the council had identified one option of a temporary bike lane, and the survey period was an opportunity to ask the local community and businesses for feedback on this initial idea, 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. For more information including a list of roads under consideration for walking and cycling improvements, visit www.bristol.gov.uk/roadchanges.

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 idea of a temporary bike lane on Dean Lane, and get ideas from local people for walking and cycling improvements
- seek views from local businesses, local people living and working along and near the street at an early stage on the idea of a temporary bike lane on Dean Lane 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 or cycle – this project looks at the longer term solutions to provide better transport and an improved environment for Dean Lane and the immediate area around it.
- We have been talking to businesses, local people living and working along the street during December 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 (BCC) ward members
- Members of Parliament (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. The products included the online survey, the printed survey with a freepost return envelope, social media assets, and posters. All the information was accessible online and could be emailed out via editable pdfs on request.

The BCC Communication 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/deanlane that was promoted and publicised through social media channels, newsletters, and emails.

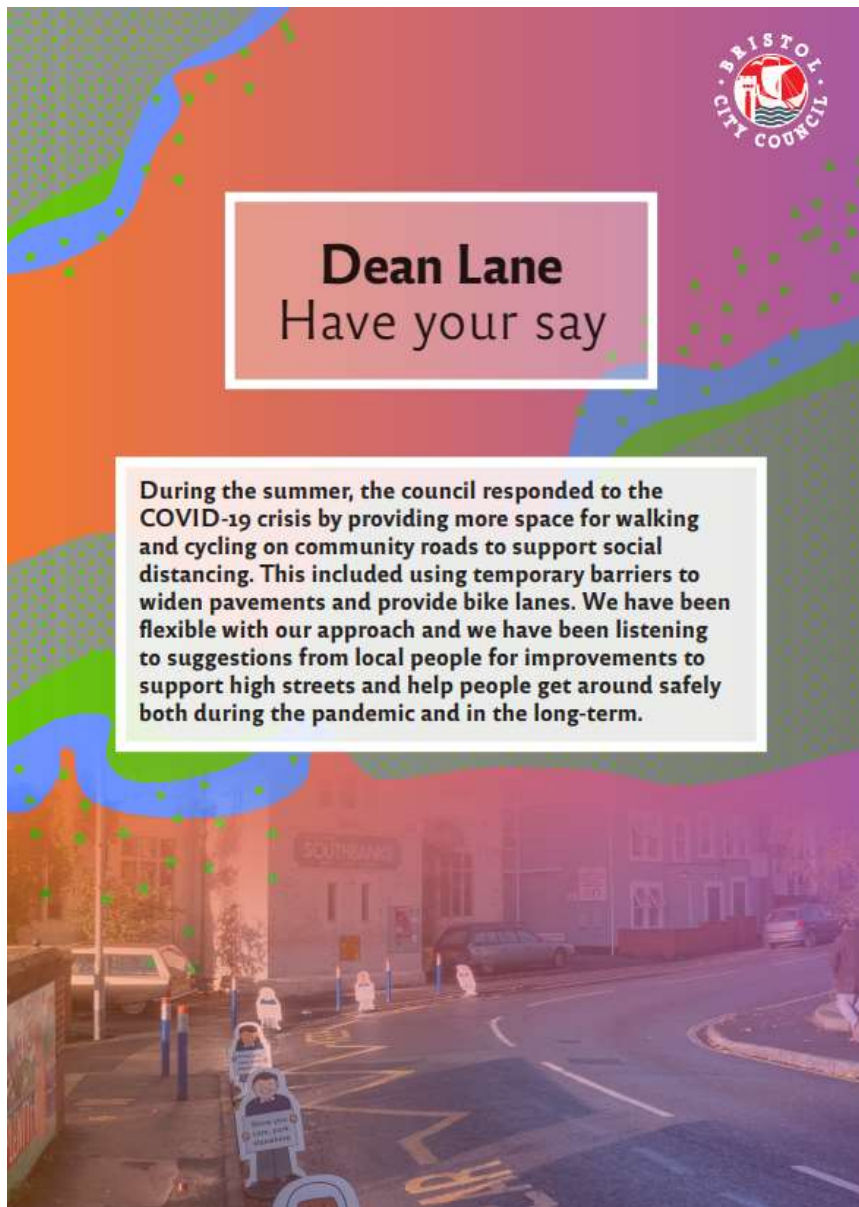
To ensure those who do not have online access were also included the team produced paper copies of the products that were mailed out to residents. These were also available on request to those who lived outside of the postal area.

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

- putting up 25 posters in the local area so that those using the road regularly can see there is a survey taking place
- posting out the survey to 1023 local properties to raise awareness of the survey and encourage local people to have their say
- contacting local groups and key stakeholders and ask them to help raise awareness of the survey

- offering virtual chats and phone appointments that were advertised on the posters and materials that were sent to residents

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



3.1 Community Survey

The survey was designed by the team to capture views from local residents, businesses and anyone who uses the street to help build a picture of what people would like to see improved in the street

environment and provide feedback on their own experiences. The survey was split into the following sections:

1. **Respondent profile** - who is responding, travel habits, usage of the street
2. **Street experience** - respondents' likes, problems and priorities for Dean Lane and the immediate area surrounding it
3. **Bike lane proposal and suggestions** - views on a temporary bike lane, and any other suggestions for improvement
4. **About you** - equalities monitoring of respondents

The first section asked about how you would describe yourself (for example local resident) and for a full postcode and how far you live from Dean Lane. 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 idea of a temporary bike lane, and for any other ideas for street improvements. The last section was optional and focused on the about you details 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 clear direct web link set up at www.bristol.gov.uk/deanlane.

See 'Appendix 6.1 Paper Survey' to 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 Dean Lane.

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 are. 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 such as the demand for disabled parking, cycle parking facilities and pavements 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 were also made during the January to encourage businesses to have their say, complete the operational survey, and share the community survey.

See Appendix 6.2 Business Operational Survey, which shows a copy of the business survey.

4. How we engaged

Before any final design proposals are put together for Dean Lane, the council wanted to engage with key stakeholders such as ward members and the local MP, local residents, community groups and local businesses to see what appetite existed for the bike lane, 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 was 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 1023 letters to local residential and commercial properties in advance of the survey.

The team also engaged with local businesses on Dean Lane 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.

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, 1023 surveys were sent to households and businesses in the local area. This was to let them know the engagement had started with a link to the webpage and with the contact details if more paper copies were required or a phone appointment or meeting was requested.

4.2 Seldom heard communities

Traditionally the younger population, those from ethnic minority groups and those living in the most deprived wards are often seldom heard from. To ensure those groups and those living close to the street environment were aware of the engagement process the team sent out 1023 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 Dean Lane and the potential temporary bike lane. The key stakeholder 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 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. Official responses were received from the Bristol Cycling Campaign, Bristol Walking Alliance, and the Civic Society. 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

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 any 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.

See Appendix 6.3 for full response from Bristol Walking Alliance.

Bristol Cycling Campaign

Bristol Cycling Campaign recognised that Dean Lane is a key cycle route in South Bristol, linking North St with Coronation Road and forming part of Malago Greenway route connecting Hartcliffe to the City Centre.

They identify that Dean Lane has been used as a 'rat run' by motor vehicles, and that the current layout of the road is unpleasant for cycling, and the footways are unsuitable for all. They also highlighted that further improvements are required at the Coronation Rd junction.

They are supportive of a temporary segregated cycle lane, however, recommend that this extends along the entire length of Dean Lane, address the issues with the Coronation Rd junction, and allows

safe turning into side roads. As the narrow road may not allow this, they propose modal filters to prevent rat running, or a one-way route for motor vehicles.

They welcome further communication with Bristol City Council to discuss the possible options

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

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 forms of travel. They feel it is commendable that the council is taking views on the issues that concern people in specific neighbourhoods, such as Dean Lane, 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 they feel 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 Dean Lane include all the local businesses but they will be 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:

- Action Greater Bedminster
- Lets Walk Bedminster
- Holy Cross Catholic Church
- The Elephant House (Community Centre)
- St Pauls Church
- Holy Cross Primary School

Let's Walk Bedminster

Let's Walk Bedminster started in 2015 and are part of the Bristol Walking Alliance. They welcome the plans to improve conditions for walkers and cyclists in Dean Lane and elsewhere.

In addition to this, the group identified Dean Lane as a key walking route in the BS3 area, and, recognising that the pavements are narrow in the area, ran an initiative in 2020 for residents to clear their rubbish bins off the pavement to remove obstructions for pedestrians.

The group distributed our survey among its network.

St Paul's Church

The church completed our operational survey and expressed their concern at how these changes could impact the business and community facilities along Dean Lane. The church is used throughout the week as a food bank and for community groups and like other businesses on the road receives a high number of visitors. The church is concerned that an ill designed scheme could have big repercussions for the area. The church also requires access for delivery vans to maintain the foodbank.

Elephant House

This mixed use community centre did not express any strong views on the temporary bike lane suggestion, however did fill in the operational survey, giving an insight into how they use Dean Lane. Most of their visitors travel to the centre on foot (some occasionally drive), and they require access for a van for deliveries to the kitchen twice a week.

Holy Cross Primary School

Holy Cross Primary School receive the most visitors per week on Dean Lane, and staff, students and parents travel by all modes; car, cycle, walk, bus. Those who drive park on side streets, on double yellow lines, or on the pavement, which can be busy at drop off and pick up. The school expressed its concerns over the pavements on Dean Lane, that they are too narrow, have too much street furniture, and are very dangerous. Additionally their view is that it is currently very dangerous to cycle on Dean Lane. The school therefore supports more significant changes, in making the road access only, and divert motorised traffic along Catherine Mead Street. The school need to maintain access for deliveries, and their loading takes place on the road.

Action Greater Bedminster

This community interest group did not provide specific comments however did circulate the public survey across their network.





5.2 Community Survey Results

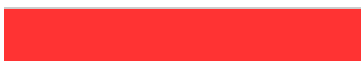




A total of 737 completed responses were received from the survey, made up of 571 online and 166 paper copies.

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

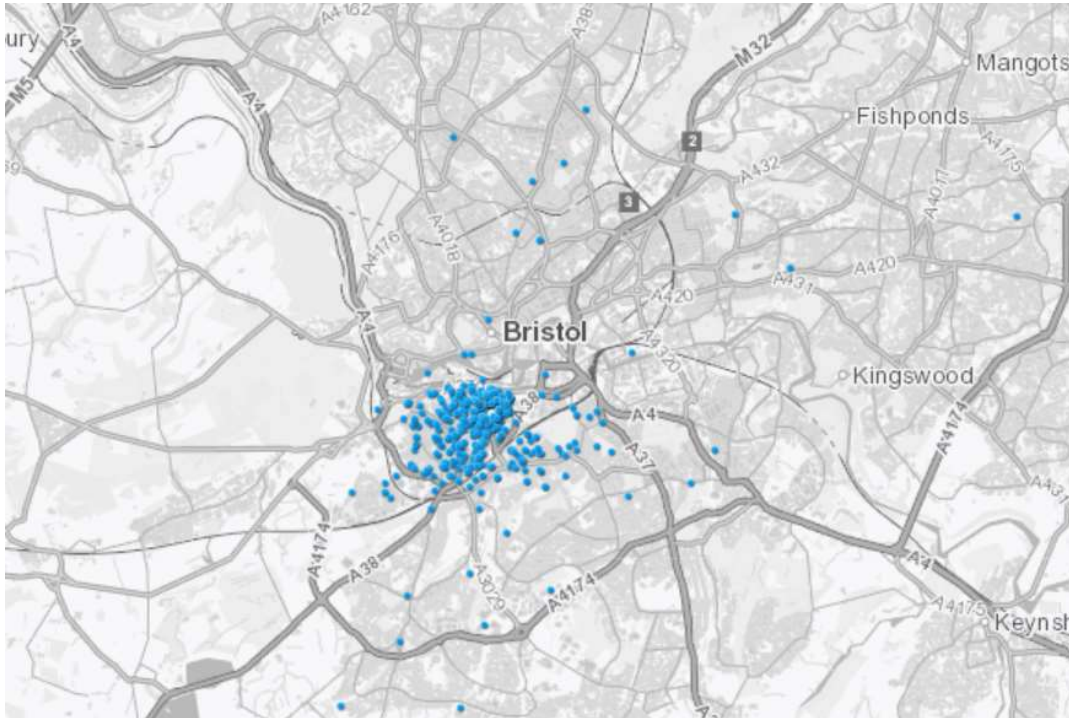
5.2.1 Respondent profile

According to the survey results, 92% of respondents said they were a local resident, and 87% lives within 1 mile of Dean Lane.

1. Which of the following best describes you? (Tick all that apply)			Response Percent	Response Total
1	I am a local resident		91.80%	672
2	I am a local business owner		1.64%	12
3	I work in the local area		4.78%	35
4	I am a regular visitor to the local area		10.66%	78
5	Other (please specify):		9.15%	67
			answered	732

3. How far do you live from Dean Lane?			Response Percent	Response Total
1	Up to one mile		87.41%	639
2	1 to 2 miles		9.17%	67
3	3 to 5 miles		2.05%	15
4	5+ miles		0.55%	4
5	I live outside of Bristol		0.82%	6
			answered	731










703 individuals left their full postcode, and these have been plotted onto the map below to show where the respondents live. Note that this shows 99% of respondents who left a postcode, as 7 respondents lived outside of Bristol.






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 Southville area, with a hotspot directly on Stackpool Road, who are likely to be directly impacted by any changes to Dean Lane.



Approximately 72% of respondents use Dean Lane at least 3 or 4 times a week, and the most popular way residents travel along Dean Lane is on foot (93%), followed by driving (56%), and cycling (55%).

4. How do you travel to and around Dean Lane? (Tick all that apply)			Response Percent	Response Total
1	I walk		92.63%	679
2	I use a bicycle		54.57%	400
3	I catch the bus		10.91%	80
4	I catch the train		2.18%	16
5	I use a taxi		8.87%	65
6	I use a motorcycle		1.77%	13
7	I drive a car / van		55.93%	410
8	I am a car passenger		16.92%	124
9	Other (please specify):		3.68%	27
			answered	733

5. How often do you visit / use Dean Lane?			Response Percent	Response Total
1	Daily		43.44%	318
2	3 to 4 times a week		28.69%	210
3	1 to 2 times a week		17.76%	130
4	Fortnightly		5.05%	37
5	Monthly		2.60%	19
6	A few times a year		1.91%	14

5. How often do you visit / use Dean Lane?				
			Response Percent	Response Total
7	Rarely		0.55%	4
			answered	732

5.2.2 Street experience

Respondents were asked the key things they liked about the existing street environment on Dean Lane, and the most popular response (51% of respondents) was its close proximity to Dame Emily Park, followed by its close proximity to shops (51% of respondents). The 20mph speed limit (43%) and character of the street (41%) was also popular response. The least valued characteristics of the street was its on-street car parking (8%) and good cycling routes (10%). A relatively low proportion of respondents (28%) said they liked how easy it was to walk around.

6. What are the key things that you like about the street environment on Dean Lane? (Tick all that apply)				
			Response Percent	Response Total
1	Personality and character of the street		31.65%	219
2	Close to shopping areas		51.01%	353
3	It is easy to walk around e.g. good walking routes		28.18%	195
4	Good cycling routes		10.40%	72
5	Close to leisure facilities		27.02%	187
6	On street car parking		7.95%	55
7	Good street lighting		11.99%	83
8	20mph speed limit		43.35%	300
9	Access to Dame Emily Park		51.30%	355
10	Close to local schools		13.58%	94
11	Other (please specify):		16.62%	115

**6. What are the key things that you like about the street environment on Dean Lane?
(Tick all that apply)**

	Response Percent	Response Total
	answered	692

There were also 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 1,150 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 on Dean Lane. 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 Dean Lane? -Other (please specify)

Total comments 115

Category	Theme	Number of comments	Summary of comments
Useful route	Good access to local roads	31	Access to people's homes on neighbouring roads, link to North Street and Southville, through route
Useful route	Good access to City Centre	12	Direct route to City Centre from Southville
Other	Issues with Dean Lane	11	Speeding, parking issues, unsafe (<i>opportunity to detail these in following questions</i>)
Local amenities	Harbourside	10	Close proximity to Harbourside area
Local amenities	Swimming pool	10	Use of the Swimming pool

Respondents were then asked to rate potential problems along Dean Lane from being a 'serious problem' to 'not at all a problem'. The issue identified as most problematic was that the pavements are too narrow (75% said it was a serious or moderate problem), followed by the street being busy with traffic (64%). Issues for cyclists also ranked as significant, with 58% respondents feeling that the road feels unsafe to cycle on, and 59% that there is not a dedicated space for cyclists on the road. The issues that were ranked most frequently as being 'not at all a problem' were; the street being busy with people (44%), not enough car parking (39%), lack of places to sit and rest (32%), traffic speeds are too high (32%).

7. Thinking about your current experiences of the street environment along Dean Lane, 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	4.8% (34)	23.2% (163)	26.1% (184)	44.2% (311)	1.7% (12)	704
The street is busy with traffic	26.4% (190)	37.9% (273)	18.5% (133)	16.9% (122)	0.3% (2)	720
There is too much noise pollution	14.6% (104)	26.9% (192)	25.1% (179)	25.1% (179)	8.3% (59)	713
The air quality is too poor	26.4% (188)	24.5% (175)	22.4% (160)	15.1% (108)	11.5% (82)	713
The pavements are too narrow	47.4% (342)	27.2% (196)	11.4% (82)	13.2% (95)	0.8% (6)	721
There are no places to sit and rest	13.5% (96)	21.4% (152)	26.3% (187)	31.6% (225)	7.2% (51)	711
The road feels unsafe to cycle on	32.1% (228)	26.2% (186)	11.8% (84)	14.2% (101)	15.8% (112)	711
There is not enough cycle parking	16.1% (114)	23.3% (165)	17.2% (122)	22.6% (160)	20.8% (147)	708
There is not a dedicated space for cyclists on the road	38.3% (273)	20.8% (148)	11.5% (82)	18.0% (128)	11.4% (81)	712
The traffic speeds are too high	27.3% (192)	20.3% (143)	18.0% (127)	31.5% (222)	2.8% (20)	704
Access for disabled people is poor	29.7% (211)	20.4% (145)	7.9% (56)	8.2% (58)	33.8% (240)	710
There is not enough disabled parking	11.2% (79)	14.2% (100)	11.2% (79)	13.7% (97)	49.7% (351)	706
There is not enough car parking	9.7% (68)	11.7% (82)	16.7% (117)	39.4% (276)	22.4% (157)	700
					answered	730

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 Dean Lane street environment

Total comments 400

Category	Theme	Number of comments	Summary of comments
Road safety	Unsafe to cross	113	Difficult to cross on bend by school, difficult to cross by Catherine Mead St, lots of pedestrians cross towards Stackpool Rd
Road safety	Speeding traffic	87	Cars drive too fast, cars break the 20mph limit
Pedestrian facilities	Pavements too narrow	82	Narrow pavements, people have to walk in road, difficult to social distance without compromising safety
Road safety	Blind corners	63	Double blind bend near school which is a natural crossing point
Parking	Parked cars	51	Makes it more difficult for pedestrians, make the road narrower and less safe for cyclists, parking on the blind corner, parents parking doing school drop off-pick up

When asked what key issues needed to be prioritised for Dean Lane, respondents identified the following as essential/highest priority:

- Widen pavements (66%)
- Make it easier to cross (64%)
- Cleaner air (54%)
- Prioritising more road space for cycling (54%)
- More greenery/planters (51%)

The following were identified as low/ not a priority:

- More car parking in the area (69%)
- More places to stop and rest eg seating areas (53%)
- Cycle parking facilities (51%)

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

	Essential	High priority	Medium priority	Low priority	Not a priority	Response Total
Cleaner air	28.9% (202)	25.8% (180)	25.2% (176)	12.9% (90)	7.2% (50)	698
Make it easier to cross the road	40.9% (291)	22.8% (162)	20.8% (148)	10.3% (73)	5.3% (38)	712
Wider pavements	42.3% (301)	23.2% (165)	15.9% (113)	10.7% (76)	8.0% (57)	712
Restricting traffic at certain times	19.5% (136)	15.7% (109)	21.8% (152)	18.0% (125)	25.0% (174)	696
Maintaining motorised vehicle access to the street	27.4% (191)	14.9% (104)	21.3% (148)	21.6% (150)	14.8% (103)	696
Restricting motorised vehicle access to the street	15.2% (106)	16.6% (116)	20.1% (140)	16.5% (115)	31.7% (221)	698
Prioritising more road space for cycling	30.8% (220)	22.8% (163)	16.9% (121)	13.1% (94)	16.4% (117)	715
Cycle parking facilities	10.0% (70)	14.3% (100)	24.3% (170)	25.3% (177)	26.1% (183)	700
More places to stop and rest eg seating areas	9.5% (67)	12.1% (85)	25.0% (176)	28.3% (199)	25.0% (176)	703
More outdoor space for community amenities	15.3% (108)	19.8% (140)	25.1% (177)	20.5% (145)	19.3% (136)	706
Reduced traffic noise	15.5% (108)	17.5% (122)	24.5% (171)	24.6% (172)	17.9% (125)	698
More car parking in the area	9.0% (63)	5.9% (41)	16.5% (115)	29.1% (203)	39.5% (276)	698
More greenery/planters	26.3% (186)	24.6% (174)	25.2% (178)	15.3% (108)	8.6% (61)	707
					answered	729

When asked to provide additional priorities for Dean Lane, the following key themes were most popular.

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

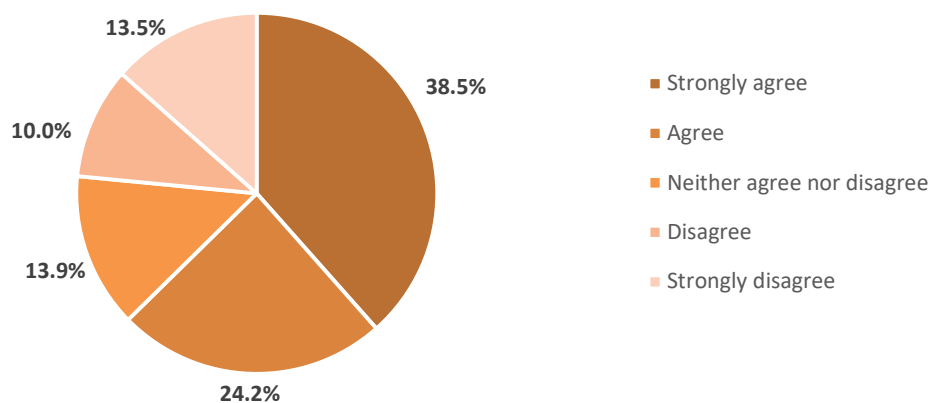
Total comments 278

Category	Theme	Number of comments	Summary of comments
Road safety	Pedestrian crossing	33	More crossing points, crossing point near school, crossing point at top of Dean Lane
Road closure	Impact on surrounding Street	31	Concern over diversion of traffic onto surrounding roads if restrictions are placed on motorised vehicle access on Dean Lane
Traffic	Traffic calming measures	28	Slow down traffic, speed bumps, traffic calming around the school bend
Road safety	Safety for walking	27	Road feels unsafe for pedestrians, reallocate space for pedestrians, prioritise pedestrians safety
Road closure	Maintain access for motorised vehicles	22	Important route for motor vehicles
Cycling	Improve cycling route	22	Safer cycling route, safer junction with Coronation Rd

5.2.3 Bike lane proposal

The survey included a question directly asking peoples view on the proposal to implement a temporary bike lane on Dean Lane. The results showed 63% of respondents to be in favour of the bike lane, and 23% against, from which 13% were strongly against.

Please tell us the extent to which you agree or disagree with the following option: Protected bike lane along Dean Lane



One of the questions allowing free comment followed this question about the bike lane and asked for any additional suggestions or comments in general. The main themes from these comments are shown below:

Q14. Do you have any other comments or suggestions?

Total comments 325










Category	Theme	Number of comments	Summary of comments
Cycle facilities	Do not support bike lane	108	Concern over width of road, concern it will be poor quality, will make matters worse for pedestrians
Cycle facilities	Support bike lane	80	It's a good idea, could be more radical, make it permanent without bollards
Pavement	Widen pavement	43	Pavements are narrow, need widening
Road closure	Filter motorised vehicles	34	Remove access for cars (or on sections e.g. by bend), stop through traffic
Road safety	Cyclist behaviour	32	Cycle lane might not be used, cycling dangerous to pedestrians, cycling at dangerous speeds

5.2.4 Survey Demographics and Equalities analysis

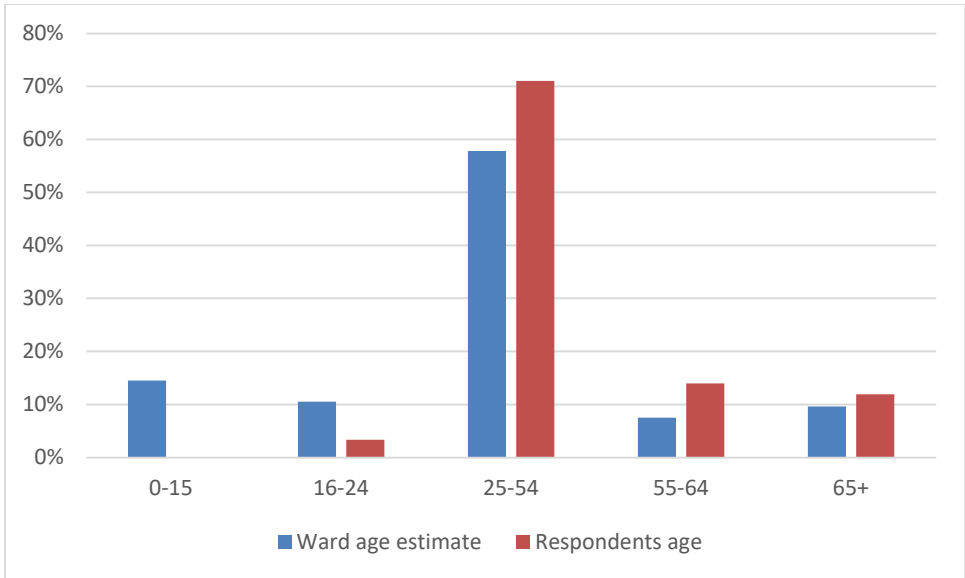
The questions below were asked to help us ensure that the survey has been responded to by a representative sample of the local ward population:

- 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, followed by 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
4	18-24		3.31%	24
5	25-34		26.76%	194
6	35-44		25.52%	185
7	45-54		18.76%	136
8	55-64		13.93%	101
9	65-74		6.48%	47
10	75-84		2.62%	19
11	85 +		0.28%	2
12	Prefer not to say		2.34%	17
			answered	725

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, 55-64, and 65+ age brackets were well represented, with fewer responses from the 16-24 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.





The disability rate for the city is around 8% so the 5.96% response rate is slightly lower than the city average.

16. Do you consider yourself to be a disabled person?				
			Response Percent	Response Total
1	Yes		5.96%	43
2	No		90.58%	654
3	Prefer not to say		3.46%	25
			answered	722

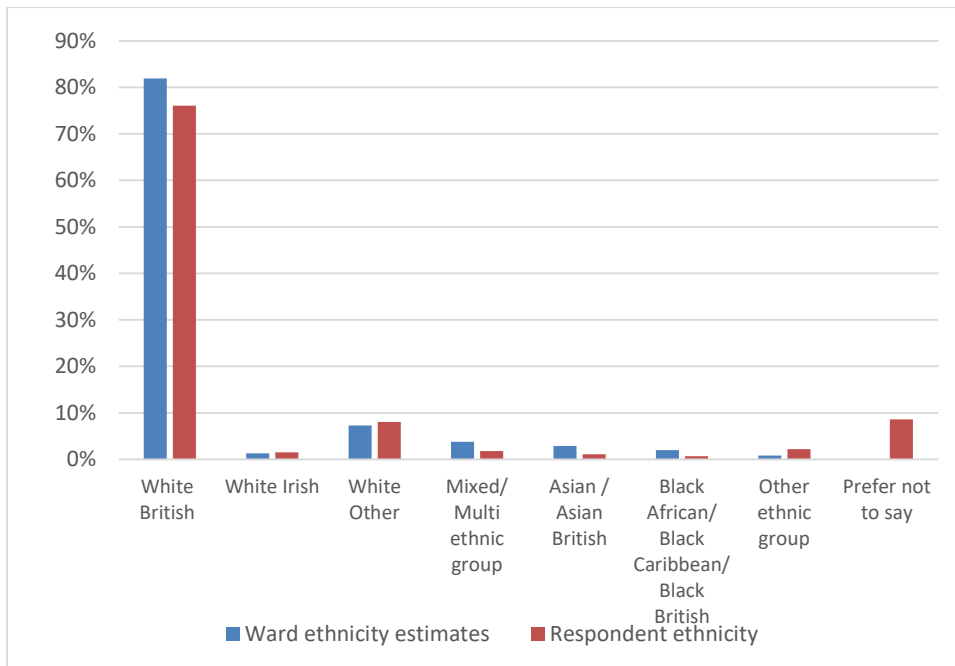
Females accounted for 53% of the responses, 39% male, and 1% identified as other, which suggests that the survey respondents were under-representative of the male demographic, as the ward estimate for Southville is 52% male and 48% female.

17. What is your sex?				
			Response Percent	Response Total
1	Female		53.31%	386
2	Male		39.23%	284




17. What is your sex?

			Response Percent	Response Total
3	Prefer not say		6.77%	49
4	Other (please describe):		0.69%	5
			answered	724

Below is a graph showing the ethnicity of respondents compared to that of the population makeup of the ward. The response rates were slightly under representative across all of the ethnicity groups, apart from White Irish/ White Other/ Other ethnic groups. This could be explained by the proportion of participants (almost 9%) who chose not to specify their ethnicity.



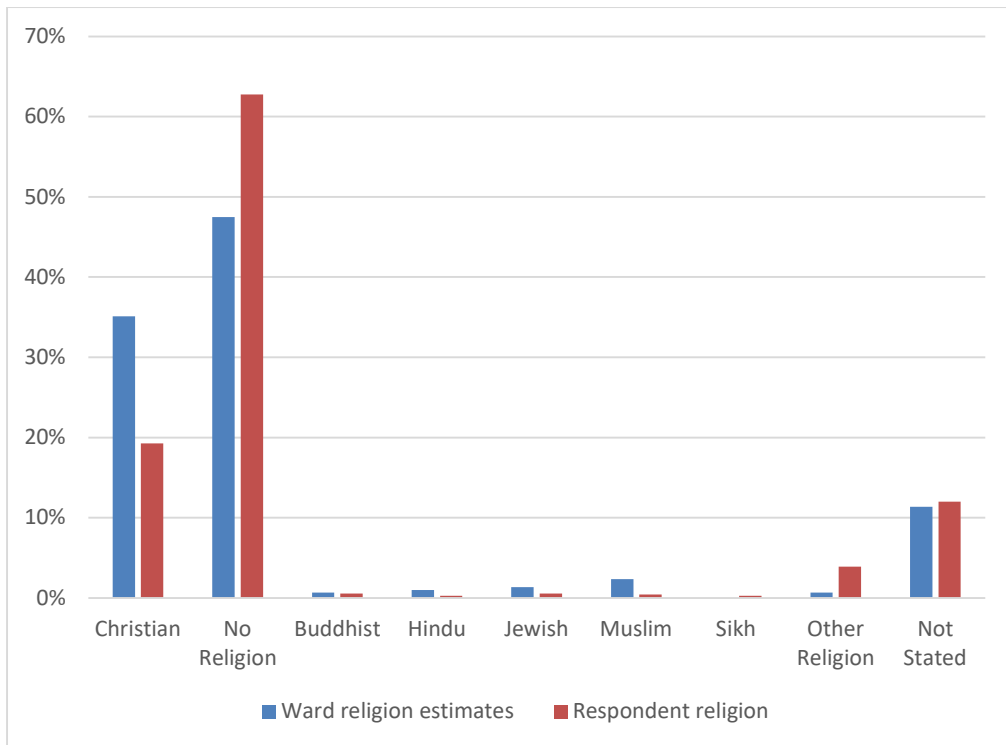
19. What is your ethnic group? (please tick one box only)

			Response Percent	Response Total
1	White British		76.07%	550
2	White Irish		1.52%	11
3	White Other		8.02%	58

19. What is your ethnic group? (please tick one box only)					
				Response Percent	Response Total
4	Black /African / Caribbean / Black British			0.69%	5
5	Asian / Asian British			1.11%	8
6	Mixed / Multi ethnic group			1.80%	13
7	Gypsy / Roma / Irish Traveller			0.28%	2
8	Prefer not to say			8.58%	62
9	Any other ethnic background (please describe):			1.94%	14
				answered	723




20. What is your sexual orientation?					
				Response Percent	Response Total
1	Bisexual			4.48%	32
2	Gay Man			4.06%	29
3	Gay Woman / Lesbian			1.26%	9
4	Heterosexual / Straight			72.27%	516
5	Prefer not to say			16.39%	117
6	Other (please describe):			1.54%	11
				answered	714


Looking at the below graph, respondents identifying as Christian are under-represented in the survey, and non-religious individuals are over-represented. Overall, the respondents are under-representative of Hindu, Jewish, and Muslim residents. Again, a large proportion (12%) selected 'prefer not to say'.



21. What is your religion/faith?

			Response Percent	Response Total
1	No Religion		62.76%	450
2	Buddhist		0.56%	4
3	Christian		19.25%	138
4	Hindu		0.28%	2
5	Jewish		0.56%	4
6	Muslim		0.42%	3
7	Pagan		0.56%	4
8	Sikh		0.28%	2
9	Prefer not to say		11.99%	86
10	Other (please describe):		3.35%	24
			answered	717

22. Are you pregnant or have you given birth in the last 26 weeks?					
				Response Percent	Response Total
1	Yes			3.11%	22
2	No			90.10%	637
3	Prefer not to say			6.79%	48
				answered	707

23. Are you a refugee or asylum seeker?					
				Response Percent	Response Total
1	Yes			0.28%	2
2	No			93.14%	665
3	Prefer not to say			6.58%	47
				answered	714

In the final section of the survey people were asked if they would like to receive updated and more information about the project and 328 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, Instagram 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>

Below 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 ▪ Park Row, city centre ▪ Picton Street, Montpelier ▪ Rosemary Lane, Eastville ▪ Dean Lane, Southville ▪ Langton Court Bridge, St Anne's ▪ Overton Road, Bishopston 	Facebook	5163 Organic Reach 4999 Organic Impressions 3.02 Engagement rate 59 Clicks 58 Likes 4 Shares
13 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 	LinkedIn	1,026 Impressions 7 Reactions 4.09% Click-through rate 2 Shares 42 Clicks 5.17% Engagement rate

	<ul style="list-style-type: none"> ▪ Dean Lane, Southville ▪ Langton Court Bridge, St Anne's ▪ Overton Road, Bishopston 		
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</p> <p>362 total engagements</p> <p>182 detail expands</p> <p>68 link clicks</p> <p>59 media engagements</p> <p>17 likes</p> <p>14 profile clicks</p> <p>13 retweets</p>
14 th Jan	Dean Lane, Southville	Next Door	159 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</p> <p>5174 Organic Impressions</p> <p>0.95 Engagement rate</p> <p>14 Clicks</p> <p>7 Likes, 1 love, 1 angry, 1 laugh</p> <p>6 Shares</p>
2 nd Feb	St Anne's, Southville, Bishopston Redfield	Twitter	<p>159660 Reach</p> <p>7640 Impressions</p> <p>1.2 Engagement rate</p> <p>60 Clicks</p>

	St Werburgh's Redcliffe		11 Likes 13 Shares
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 	Linked In	n/a
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	n/a
5 th Feb	Dean Lane	NextDoor	148 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	Dean Lane, Southville	Paid for Facebook Post	Link clicks 494 Reach 16,937 - 47.8% Women / 52.2% Men Cost per link click £0.20 11 likes 3 angry reactions 1 laugh reaction

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 online video calls. Emails from 19 residents were received and 1 call. The feedback from the emails and phone call varied, however the most common issues were:

- Impact of diverting traffic to other roads if motor vehicle access is limited
- Existing issues for pedestrians and cyclists on Gaol Ferry Bridge/Coronation Rd
- Support for closing the road and diverting traffic along Catherine Mead Street

5.5 Business survey results

17 local businesses were identified as part of the data gathering process that were located on Dean Lane or adjoining roads.

The team tried to contact all the businesses three times. First by phone call, followed by an email (where possible) which explained the engagement process and attached an editable pdf version of the business survey. This was followed up by an email detailing the community survey link, and

another opportunity to fill in the business operational survey. The email also talked about the free advice and support that the team could offer business in terms of enabling sustainable travel and a direct link with more information was included for www.travelwest.info/businesses.

The team managed to get 15 email addresses and 16 phone numbers. When doing the phone calls the officers got through to 11 people and left 1 answerphone message and where an email address was available the survey was sent out.

8 businesses responded to the survey, in addition to St Pauls Church, Elephant House and Holy Cross Primary School (discussed in Section 5.1 Stakeholder Engagement):

Business details

The number of staff members on average for all businesses is below 10, however a number of the sites have high volumes of visitors at one time (school, church, Southbank Club, Elephant House).

Staff and visitors at most businesses drive, take public transport, walk and cycle to work, and commuter times cover most parts of the day from 5am to midnight, and the majority operate every day of the week.

Deliveries

Most businesses receive multiple deliveries each week, primarily from vans and lorries, which are unloaded, sometimes onto trolleys, and carried in. Much of the loading is conducted on Dean Lane as there is no access to loading bays for most of the businesses. 1 business has access on site for unloading, and some others have access to parking spaces which are used for this purpose.

Waste Collection

Most businesses have weekly collections on Tuesday, Wednesday or Friday. 1 business identified an issue with waste collection, and this was the lack of a loading bay and so waste collection vehicles have to block the road.

Customers

Most sites' visitors mainly walk as people are travelling locally, but some use all forms of transport.

Parking

Where people do drive, most park on the street. Demand for disabled parking is low overall.

Cycling

Many businesses identified a need for additional cycle parking on Dean Lane. There are mixed views over the cycle lane facilities, some businesses had no comments to make, and others identified some safety concerns over the current infrastructure for cyclists.

Walking

Many businesses identified that the pavements on Dean Lane are narrow and could be improved.

Public transport

There were some suggested improvements for public transport such as removing cash payments entirely and having rear doors on all bus services for people to exit quicker. There was also some uncertainty on current services for accessing Dean Lane.

Additional comments

Comments/ suggestions specific for Dean Lane included:

- extend the kerb over on the corner of Dean Lane/ Kingston Road junction to prevent cars mounting it
- limited parking has had an impact on one business
- stop people speeding particularly on the bend by the school and make the whole area safer
- 20mph is slow enough, doesn't feel there is an issue with cars during day
- vehicular access should be retained at both ends of Dean Lane for clients, visitors and deliveries. Changes should not be at the expense of businesses being able to operate simply and safely.

5.6 Getting Bristol Moving Map

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

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, 20 comments were posted on the active travel map, specifically regarding Dean Lane: 11 for road closures, 4 for cycle lanes, 3 for pavements, and 2 other.

Issue Type	Issue	Suggestion	Likes (19/03/2020)
Road Closure	Closing Dean Lane from Coronation Rd. Narrow pavements, loads of pedestrians and cyclists heading to town. Cars can use St Johns Rd/Catherine Mead St which has much lower foot traffic and wider pavements	n/a	56


Road Closure	Massive bottleneck for foot and cycle traffic here due to Gaol Ferry Bridge crossing. Narrow pavements, plus a poorly thought out junction with Coronation Road. Chaotic at commuter times, lots of people cross Dean Lane here to reach Stackpool Rd.	Close Dean Lane north of Stackpool Road, cars can access area via St John's Rd/Catherine Mead Street where foot and cycle traffic is much lower and pavements are wider.	26
Road Closure	Dean Lane requires footway widening due to high volume of foot traffic. Remove guard railing which narrows further	n/a	25
Road Closure		Create 'school streets' around schools with timed closures at beginning and end of the day	24
Pavements	Pavements are too narrow at the bottom of Dean Lane which requires stepping into the road to pass somebody at a physical distance every time.	Suggest making this one way road to provide space. Recent closure for works at top of Dean road has made it a much more pleasant experience for cyclists and pedestrians.	21
Cycle Lanes	Potholes unsafe for cyclists, vehicle speeds too high/needs tabletop junction for mini-roundabout	n/a	18
Cycle Lanes	Zebra crossing in wrong place should connect to Dame Emily Park and Malago Greenway	n/a	17
Pavements	Difficult to cross the road here (on Catherine Mead Street), a zebra crossing should be added	n/a	17
Road Closure	major pedestrian crossing point on blind bend/danger to life	A point closure of Dean Lane at the right angle bend with Alpha Rd, preventing through motorised traffic. Make Acraman's Rd to	14

		Kingston Rd one-way, allowing access including to the school.	
Road Closure	There is a school on a blind bend on Dean Lane and a dangerous junction where Dean Lane meets Coronation Road.	Close Dean Lane to motor traffic	13
Cycle Lanes	Pedestrians in road around parked vehicles, drivers exiting Alpha Rd too speedily/not paying enough attention	n/a	12
Cycle Lanes	This mini roundabout is a death trap if you're a cyclist, cars drive way too fast here. Clear cycle lanes needed and wider pavements for pedestrians	Cycle lanes and widen pavements for pedestrians	12
Road Closure	Very tortuous road with hidden entrances and a primary school. Narrow pavements mean people walk in the road and cross the road at the blind bends to access Acramanas Road. Always feels dangerous. People constantly park illegally outside the school.	Close Dean Lane to through traffic from coronation road to Catherine Mead street. Widen pavements.	11
Road Closure	Filter Dean Lane on the bend and only allow foot and cyce traffic to pass	n/a	11
Road Closure	DO NOT PEDESTRIANISE DEAN LANE!As a resident of Alpha Road I am concerned that pedestrianising Dean Lane will result in increased traffic on Alpha Road - which is already used as a rat run by speeding cars and heavy goods vehicles	n/a	9
Road Closure	Close to through traffic. This is a long dogleg/rat run used by drivers from North Street and West Street as a commute route and access to Asda. Dense residential area. Busy all day. Also a bus route.	Close at the dog leg bend in Catherine Mead Street.	6

Other	<p>With the pandemic going the coronation has no outside space and the pavement is so small. Made the pavement wider for customers and people to walk</p> <p>There no room for people to stand outside and people illegally park there all the time. Bring the pavement out and no more illegal parking or people having to stand in the road or walkers by having to cross the road to pass by.</p> <p>It would also make people in cars have to slow down on the corner of Kingston road/ dean lane.</p>	<p>Bring the pavement out and making the street one way for traffic. The pub would then have a bigger, safer outside area and cars would have to drive safer on the corner meeting dean lane and Kingston road. Two meters extended out would solve that</p>	5
Pavements	<p>Due to covid staggered start the bend on Dean Lane outside Holy Cross School is becoming more dangerous. The parents and children are walking in the road. The pavement would benefit from being widened or the road changed to one way.</p>	<p>Wider pavement like on North Street or one traffic system put in operation. Access only for Dean Lane and traffic redirected down Catherine Mead Street.</p>	3
Other	<p>Really dangerous to get to Holy Cross school for anyone coming from the other side of the river: nowhere to safely cross. This stretch of road motorists can't see beyond the corners and children are crossing multiple times a day.</p>	<p>Zebra crossing, or somewhere where motorists have to pause instead of gaining speed from (or for) the hill.</p>	3
Road Closure	<p>Do not close Dean Lane to traffic. Urban traffic congestion will only be eased by better public transport.</p> <p>Closing Dean Lane to vehicles would only create rat-runs elsewhere. Divert resources into public transport to get people out of private cars.</p>	<p>More emphasis on Public Transport</p>	0


6. Appendices

Appendix 6.1 Paper survey



Dean Lane 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 Dean Lane.

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 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

Following initial conversations with the community, we are considering installing a temporary bike lane along Dean Lane to improve cycling journeys.

We are now seeking your local views on this suggestion and on the street environment as a whole. We aim to ensure that any changes benefit the whole community and any local businesses.

Below is a survey asking local people to think about Dean Lane. 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 suggested temporary cycling improvements.

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

TRANSLATIONS

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

ALBANIAN

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

BENGALI

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

CHINESE

如果英文不是您的第一語言，而您需要翻譯的話，我們可以為您安排。

GUJARATI

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

HINDI

यदि अंग्रेज़ी आप की पहली भाषा नहीं है और आप की अनुवाद की आवश्यकता है तो यह हम आपकी 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 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 turjumaad, annagaa kuu samayn karraa.

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 give us your feedback by Sunday 7 February 2021 and return the survey in the freepost envelope.

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

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:** Dean Lane, 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 Dean Lane?

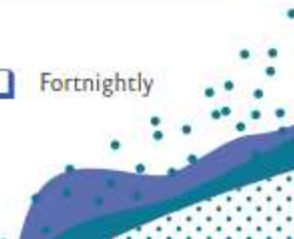
- Up to 1 mile 1-2 miles 3-5 miles 5+ miles I live outside of Bristol

4) How do you travel to and around Dean Lane? (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 Dean Lane?

- 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 Dean Lane? (tick all that apply)

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

7) Thinking about your current experiences of the street environment along Dean Lane, 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 Dean Lane:
(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 eg 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 implementing a protected bike lane along Dean Lane, protected from traffic by temporary bollards initially. We want to know what you think about this idea before we do any technical work and decide on the location or size of the bike lane.

The benefits of this temporary protected bike lane would be:

- Safer cycling routes
- Reduction in traffic speed by reducing the road width

Any changes that are implemented will be temporary to give the local community a chance to see how changes may work. There would be further public consultation before any change is made permanent.

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

Protected bike lane along Dean Lane

- 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

– Dean Lane 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 eg 8am to 8pm	
Operational weekdays eg 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 eg weekly and on what day?	
Where is the waste collected from eg front / back of premises?	
Do you have any issues with your refuse collection?	
Customers/Clients	
How do most of your customers travel to your premise?	

If they drive, where do they park?	
Parking	
What do you think the demand for disabled parking is?	
Is there a high turnover of parking outside of the premise?	
Cycling	
What do you think about cycle parking facilities?	
What do you think about cycle infrastructure on the road?	
Walking	
What do you think about the pavements? Any improvement?	
Public Transport	
Are there any and if so what would you improve?	

Any other comments

Please return this survey using the contact details below.

If you have any queries relating to this survey or you would like this information in another format such as a different language, Braille, audio tape, large print, easy English, BSL video or CD Rom or plain text please contact us:

Email: Transport.engagement@bristol.gov.uk and reference the title of your street in the subject box

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

Phone: 0117 9036449 and leave a message on the answerphone

Translations

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

Bengali

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

Chinese

如果英文不是您的第一語言，而您需要翻譯的話，我們可以為您安排。

Gujarati

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

Hindi

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

Kurdish

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

Kosovan

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

Polish

Jeżeli utocka ta wymaga dodatkowego wyrażenia, prosimy o skontaktowanie się z najbliższym biurem odpowiedniego regionu.

Portuguese

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

Punjabi

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

Somali

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

Urdu

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

Vietnamese

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

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

Appendix 6.4 Bristol Cycling Campaign submission



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.

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.

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

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.