

**Rosemary Lane –
Early Engagement Survey Report
January 2021**

Rosemary Lane
Have your say



Contents

1. Summary	3
2. Background	5
2.1 Objectives of engagement and communications	5
3. Engagement Tools.....	6
3.1 Community Survey.....	8
3.1.1 Supporting communications.....	8
4. How we engaged.....	8
4.1 Community Survey launch	9
4.2 Seldom heard communities	9
5. Results.....	10
5.1 Stakeholder engagement.....	10
5.2 Community Survey Results	11
5.2.1 Survey Demographics and Equalities analysis	30
5.3 Social media	30
5.4 Emails, phone calls and virtual chats	38
5.5 Getting Bristol Moving Map	38
6. Appendices.....	38
Appendix 6.1 Community survey (paper version)	39
Appendix 6.2 Bristol Walking Alliance submission	47
Appendix 6.3 Bristol Cycling Campaign.....	49
Appendix 6.4 Bristol Civic Society submission	51

1. Summary

Between Monday 16 November 2020 and Sunday 24 January 2021 Bristol City Council conducted an early engagement survey on how to improve walking, cycling and the street environment for Rosemary Lane. The survey also sought people's views on a suggestion to close the road at one end to make it access-only, which was an idea submitted by local people.

How we engaged

To ensure the survey reached as wide an audience as possible in a multi-cultural ward where English is not the first language the team did the following:

- Paper copies of the community survey with a translation offer in 12 languages were posted along with a free post envelope to 4137 local properties
- 25 posters were put up in the local area to raise awareness of the survey
- Online survey was compatible with word reader software
- Local stakeholders and community groups were asked to help raise awareness of the survey
- Promoted the survey via online social media platforms which appeal to different age ranges
- Due to Covid19 restrictions the team offered virtual chats and phone appointments to anyone who didn't want to submit a written response but wanted to ask questions and provide feedback.

Stakeholders

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

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

Community survey

A total of 569 responses were received from the survey made up of 172 online and 397 paper copies. The headline findings are:

- Over 92% (516) of respondents live up to one mile from Rosemary Lane.
- 82% of respondents walk to the road with 47% riding a bike and 57% driving a car or van.
- Nearly 80% of respondents like Rosemary Lane due to the "open green space". Over 50% like Rosemary Lane because "it is easy to walk around e.g., good walking routes" and because it has "playground and children's amenities". Just under 50% like the "20mph speed limit" and the "large trees" on Rosemary Lane.
- The most serious and moderate problem identified was that "the street is busy with traffic" (45.4%) followed by "traffic speeds are too high" (43%) and "there is not a dedicated space for cyclists on the road" (40%).

- Over 50% of respondents think “cleaner air”, “traffic calming measures to slow traffic” and “more greenery/planters” are essential and high priorities when totalled together.
- Over 35% of respondents answered that closing the road to reallocate road space to the local community was of “very high importance” and around 12% felt it was of “high importance” totalling 47% (252 respondents). Whereas 29% felt it was “not at all important” and 10% felt it was of “low importance” totalling 39% (210 respondents).
- The largest age group who responded were aged between 35-44yrs with 28% and 51% who responded were female compared to 41% who identified as male.
- 64% of respondents were White British and 7% were Asian/Asian British which reflects the ward population.

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

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

For Rosemary Lane 5 comments were posted on the map. This map allows people to leave suggestions of any changes to the transport network they felt might improve an area. However, it is important to state that this map can be accessed by anyone, so the comments are not necessarily made by local people. They can choose from a range of categories such as: Road Closures, One Ways, Cycle Lanes, Pavements, Local Highway Streets and Other. Of the 5 comments:

- 3 comments were left under ‘Road Closures’. Two comments supported the road closure. One comment that got 47 likes wanted to prevent rat running through the Greenbank area and had 47 likes. The other comment was against the road closure and had 0 likes.
- 2 comments were left under ‘Other’ with 0 likes. Two of these comments were about managing the traffic for cyclists by using yellow lines.

2. Background

Rosemary Lane goes through Eastville and Easton wards. Most of the street is in Eastville with a small section of the lower part in Easton. This project is focusing on the lower section of the road which crosses through both wards.

This road is two way for motorised vehicles with a 20mph speed limit. The nearest car club bay is located Bellevue Road and the street does not have any electric charging points. It is also not a bus route but there are several regular services located on the A432. There is also a playing field on the street with a children's play area and several trees nearby.

Funding opportunities

Over the summer the council provided more space for walking and cycling on our streets to support social distancing during COVID-19. This included using temporary barriers to widen pavements and to provide protected bike lanes. We have been flexible with our approach and we have been listening to suggestions from local people for improvements to support high streets and help people get around safely both during the pandemic and in the long term. The 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 Rosemary Lane. The aim is to improve walking and cycling journeys, minimise rat running and maximise community enjoyment, creating more liveable neighbourhoods free from traffic congestion.

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

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

2.1 Objectives of engagement and communications

The main aim of the early engagement exercise was to:

- seek views from key stakeholders at an early stage, on priorities, what they think should change and issues and concerns to inform preliminary design of the walking and cycling improvements
- seek views from local businesses, local people living and working along and near the street at an early stage to inform preliminary design of any proposals
- begin a constructive dialogue and create the environment where people can be involved throughout the process of design and implementation
- create a good understanding of the possible proposals and any benefits amongst stakeholders, local businesses, local people, and commuters

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

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

- Bristol is committed to working with local people and partners to improve sustainable transport across the city.
- We have introduced some short term measures during the coronavirus pandemic aimed at making it easier for people to choose to walk, cycle or catch the bus – this project looks at the longer term solutions to provide better transport and an improved environment for Rosemary Lane.
- We have been talking to local people living in and around the street from Nov 2020 to January 2021 to get early thoughts on what works well, what could change and how people would like to be able to travel. This feedback will help us to produce some initial proposals for how the street environment could change.

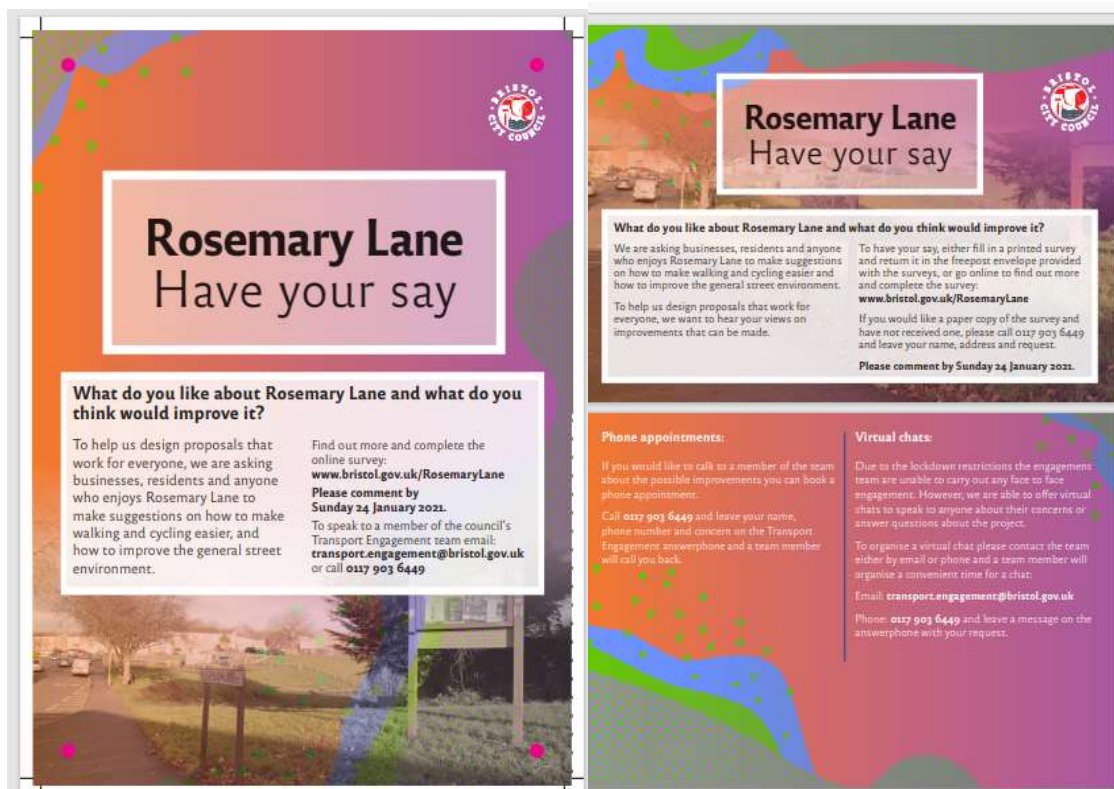
The target audiences for this project include stakeholders such as:

- Bristol City Council ward members, MPs
- Internal stakeholders/project teams
- Local businesses and traders, BIDs
- Local resident associations, faith, and community groups
- Local people who live on the street or on side roads
- People working nearby
- People who visit the street

3. Engagement Tools

The team produced different products to support the early engagement process and agreed on a survey as the best way to collate views from the community. The products included the survey with a freepost envelope, postcards, and posters. All the information was provided online and was compatible with word reader software and could be emailed out via editable pdfs.

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



COVID-19

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

- Putting up 25 posters in the local area so that those using the road regularly can see there is a survey taking place
- Posting out the survey to over 4137 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
- Delivering a follow up postcard/ leaflet to the survey to 4137 local properties to remind people to have their say and offering free support to encourage sustainable travel for individuals and businesses.
- Promoted the survey via online social media platforms
- Offered virtual chats and phone appointments that were advertised on the materials.
- Liaising with Community Development team to have local conversations and virtual meetings with the key representatives from the community to gather views.

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 Rosemary Lane, Transport Engagement Team, PO BOX 3399, 100 Temple Street, Bristol, BS1 9NE.

As 82.5% of the Easton ward has English as the main language this means around 17.5% of the ward population would require assistance when engaging with the survey. In Eastville 5.9% of the population do not have English as their main language. It was therefore advised to have a translation offer in 12 languages noting that 'if English is not your first language and you need a translation, we can get one for you'.

3.1 Community Survey

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

1. **Respondent profile** - who is responding, travel habits, usage of the street
2. **Street experience** - respondents' likes, problems and priorities for Rosemary Lane and the immediate area surrounding it
3. **Specific suggestion for improvements** - views on reallocating road space
4. **Any other ideas** - suggestions
5. **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 the road. 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 idea on to restrict access to motorised traffic and reallocate road space to the local community. The fourth section asked 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 background, reflecting the diversity in the city.

The survey was launched on Monday 16 November 2020 and closed on Sunday 24 January 2021 which allowed six 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/rosemarylane.

See 'Appendix 1 – Rosemary Lane 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 engagement and text for use in their communications and suggested web friendly copy for website, Facebook posts, Twitter and copy for newsletters that were used for local organisations. The team also created a press release to local news outlets which announced the plans to improve walking and cycling on all the road under consideration.

4. How we engaged

Before any proposals are put together for Rosemary Lane 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 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:

- Early informing letter to residents (pdf version that can be emailed and a paper copy for posting)
- Virtual meetings with stakeholders and local groups

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

A letter was sent out about two weeks before the survey was launched to give local people warning about the plans and ensure people know about the call to action to fill in the survey. 4137 letters were sent out to residents in advance of the survey.

4.1 Survey launch

The first stage of engagement for the survey was to contact the key stakeholders in advance of the survey going live. An email was sent to stakeholders on the start date telling them about the engagement survey 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 over 4000 surveys and follow up postcards were sent to all households and businesses in the local area. This was to let them know the engagement had started with a link to the webpage and with the contact details if more paper copies were required or a phone appointment or meeting was requested.

4.2 Seldom heard communities

Traditionally the younger population, those from ethnic minority groups and those living in the most deprived wards are often seldom heard from. To ensure those groups and those living close to the street environment were aware of the engagement process the team sent out 4137 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.

Before COVID-19 we would have followed up the postal surveys with targeted door knocking in this area and would have carried out interview surveys on street to help boost responses from certain groups. If street events had been allowed the team would have held roadshows asking people to get involved and fill in the survey.

The team are very aware that not everyone has access to online resources which is why the team put up posters in the local streets to advertise the engagement and provided contact details in

different forms. On all the paper and online copies of the engagement outputs the team provided a language template so that people could get the survey in a different language or in a different format as noted in the engagement tool section. The products also had a phone number which had an answerphone function. People could call and leave a message asking a question or leaving a comment and someone would get back to them. An email address was also provided along with a written address, so people had a choice of how they wished to communicate. The team also offered phone surgeries and virtual meetings to allow people to speak to the team if they had any questions and queries.

5. Results

5.1 Stakeholder engagement

The team identified key stakeholders who were contacted via email at the launch of the survey asking for their thoughts and comments on Rosemary Lane and ideas to temporarily restrict access to motorised traffic on the road. The key stakeholders list includes:

- ward members and Member of Parliament
- emergency service providers
- equality groups
- transport operators
- transport board members
- refuse firms
- educational institutions
- faith groups
- local businesses
- voluntary and community sector groups
- energy, water, and telecoms providers

Key stakeholders

Responses were received from the emergency services which include the police and fire service who are keen to be kept involved in discussions once proposals emerge as they require emergency access. Conversations will also continue with Bristol Waste as proposals develop to ensure refuse collection is considered. 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)

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 6.2 for full response from Bristol Walking Alliance.

Bristol Cycling Campaign

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

For Rosemary Lane they would support the restriction of motor traffic in the area to create a small 'East Park Liveable Neighbourhood' which would retain full motor vehicle access to the entire area but would remove through traffic.

See Appendix 6.3 for the full response from Bristol Cycling Campaign.

Bristol Civic Society (BCS)

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 6.4 for full response from Bristol Civic Society.

Local stakeholders

The local stakeholders who were contacted for Rosemary Lane include local community groups, businesses, a school and religious centre. These are:






- Greenbank Mosque,
- Friends of Rosemary Green,
- Friends of Greenbank Cemetery,

- Greenbank Living Street,
- May Park Primary School
- East Trees Health Centre
- and local businesses.

5.2 Community Survey Results

A total of 569 completed responses to the survey have been captured using the online Smart Survey platform over the engagement period. This was made up of 172 online respondents and 397 paper copy responses.

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

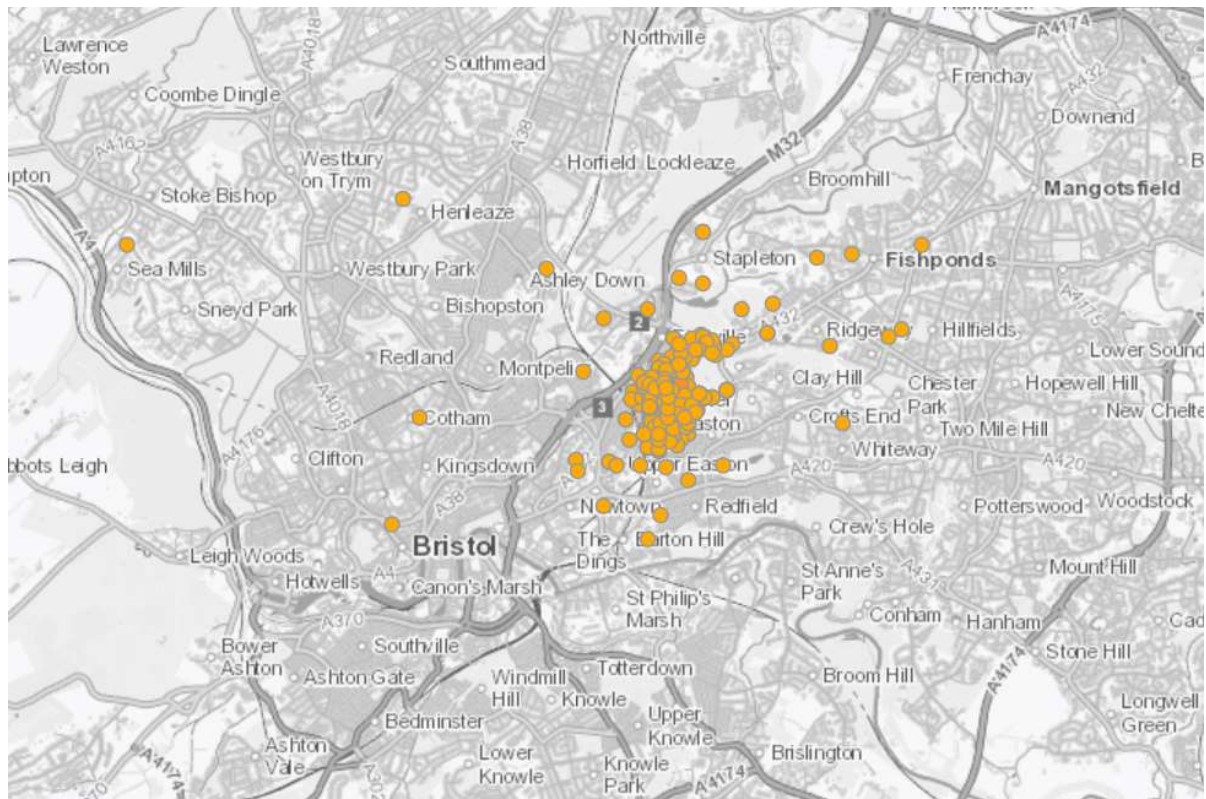
1. Which of the following best describes you? (tick all that apply)				
			Response Percent	Response Total
1	I am a local resident		92.92%	525
2	I am a local business owner		3.19%	18
3	I work in the local area		4.96%	28
4	I am a regular visitor to the local area		8.32%	47
5	Other (please specify):		69.91%	395
			answered	565

93% of respondents said they were a local resident and just over 8% of respondents are a regular visitor to the area.






Of the 'Other' category 5 comments were made. 1 visits the Mosque and 1 visits the location when accessing the local health surgery or accessing Fishponds Road. The other 3 comments were from respondents that did not understand the question.

2. What is your full postcode?

Of the 569 responses, 550 left their postcode and most lived within Bristol. The postcodes have been plotted on the first map below to show where the respondents live. The vast majority are shown to be from the Easton ward area which coincides with the response from question one and three. The second map is a heat map that shows that there is a concentration of high responses surrounding Rosemary Lane and the local ward.












3. How far do you live from Rosemary Lane?

			Response Percent	Response Total
1	Up to one mile		92.64%	516
2	1-2 miles		5.21%	29
3	3-5 miles		1.08%	6
4	5+ miles		0.72%	4
5	I live outside of Bristol		0.36%	2
			answered	557

Over 92% (516) of respondents live up to one mile from Rosemary Lane and around 98% live within two miles.

4. How do you travel to Rosemary Lane? (Tick all that apply)

			Response Percent	Response Total
1	I walk		82.01%	456
2	I use a bicycle		47.30%	263
3	I catch the bus		1.98%	11
4	I catch the train		0.36%	2
5	I use a taxi		3.24%	18
6	I use a motorcycle		1.98%	11
7	I drive a car / van		57.01%	317
8	I am a car passenger		14.39%	80
9	Other (please specify):		4.68%	26
			answered	556

82% walk to Rosemary Lane with just over 47% of respondents riding a bike and 57% of respondents travelling by car / van.

In the 'Other' response 26 comments were received and were broken down into 4 topics. They are noted in the following table:

Wheelchair user / mobility scooter	6
Never been to Rosemary Lane	3
Run	2
Drive	3

Where only one person made a comment, they were put into an 'other' category. There were 12 of these where one person noted walk, car passenger, all the above, pram, electric bike, and comments about frequency of trips, depends on various day or work, access to Stapleton/Fishponds Rd, answered on behalf of entire school, mentioned that they walk, cycle, use hire cars and are a car passenger, mentioned they lived on Rosemary Lane, or didn't understand the question.

5. How often do you visit / use Rosemary Lane?				
			Response Percent	Response Total
1	Daily		26.75%	149
2	3 to 4 times a week		26.03%	145
3	1 to 2 times a week		22.26%	124
4	Fortnightly		7.18%	40
5	Monthly		8.08%	45
6	A few times a year		4.31%	24
7	Rarely		5.39%	30
			answered	557

Of those who responded nearly 53% visit / use the street over 3 to 4 times a week or more.

6. What are the key things that you like about the street environment on Rosemary Lane? (tick all that apply)				
			Response Percent	Response Total
1	Personality and character of the street		20.51%	112
2	Playground and children's amenities		59.16%	323
3	It is easy to walk around e.g., good walking routes		50.37%	275
4	Available car parking e.g., on street		17.77%	97
5	Places to sit and rest		29.30%	160
6	Good street lighting		14.65%	80
7	Wide road to cycle on		25.46%	139
8	20mph speed limit		46.89%	256
9	Open green space		79.49%	434
10	Large trees		49.08%	268
11	Other (please specify):		17.40%	95
			answered	546

Most respondents (around 80%) like Rosemary Lane due to the “open green space”. Over 50% like Rosemary Lane because “it is easy to walk around e.g., good walking routes” and because it has “playground and children’s amenities”. Just under 50% like the “20mph speed limit” and the “large trees” on Rosemary Lane. Nearly 30% liked that Rosemary Lane has “places to sit and rest” and just over 17% of respondents left a comment.

In the ‘Other’ response, 93 comments were received. These responses have been put into categories and then broken into further sub-categories as detailed below. Some comments fit into more than one category:

- Meeting place (friends)
- Facilities (Trees/urban wood/green space, historic plaque, parking, wide street, view over city, amenities e.g., playground)
- Road as a route (short cut to Easton, vehicular access, cycle access, pedestrian access, access that avoids Robertson Road, route to school, don’t block this road)
- Van community (Good space for them, Remove van dwellers).
- Safety (Safe road, good visibility, quiet/low traffic)
- Negative (Never been on road, nothing, too many cars, improvements needed).

For the ‘Meeting place for friends’ category, 4 comments were received and are summarised below:

Meeting place	Number of comments	Summary of comments
Friends	4 comments	Friendly community atmosphere. Friends all live in the area so able to easily visit.

For ‘Facilities’ category, 33 comments were received and are summarised below:

Facilities	Number of comments	Summary of comments
Trees/urban wood/green space	15 comments	The newly planted fruit trees are an asset to the area. This area is also safe and great to exercise in.
Historic plaque	5 comments	This is an area of historical importance. It is great to celebrate the victims of the workhouse.
Parking	3 comments	There are always spaces to park on Rosemary Lane when the surrounding areas are full.
Wide street	1 comment	The wideness of the street is good for walking, cycling, and parking.
View over city	1 comment	View of Bristol from Rosemary Lane.
Amenities e.g., playground	8 comments	The local playground is a good asset to the area. Especially the children’s playground and green area for walking dogs.

For ‘Road as a route’ category, 41 comments were received and are summarised below:

Road as a route	Number of comments	Summary of comments
Short cut to Easton	3 comments	Easy access to Easton in a car.
Vehicular access	21 comments	Easy access to Fishponds Road, Muller Road and M32. Easy way to avoid St Marks Road, Bellevue

		Road and Easton Road. Also useful for visiting friends, family, place of worship and the doctors.
Cycle access	3 comments	As it is a wide street, there is good access for cycling
Pedestrian access	4 comments	As it is a wide street it is safe for pedestrians and good for running.
Access that avoids Robertson Road	5 comments	Rosemary Lane is a great way to avoid the congestion on Robertson Road.
Route to school	2 comments	Walk this route daily to get to school.
Don't block this road	3 comments	Please do not block Rosemary Lane to cars.

For 'Van community' category, 4 comments were received and are summarised below:

Van community	Number of comments	Summary of comments
Good space for them	2 comments	Keep the van dwellers as it adds to the sense of community.
Remove van dwellers	2 comments	Remove the van dwellers as it will give more room for cyclists.

For 'Safety' category, 10 comments were received and are summarised below:

Safety	Number of comments	Summary of comments
Safe road	2 comments	The road is safe for all users.
Good visibility	1 comment	The road has good visibility for drivers.
Quiet/low traffic	7 comments	The road is currently quiet, has low traffic levels and is not busy with cars.

For 'Negative' category, 15 comments were received and are summarised below:

Negative	Number of comments	Summary of comments
Never been on the road	3 comments	Never been to Rosemary Lane
Nothing	5 comments	This road is unremarkable and there is nothing to comment on.
Too many cars	2 comments	Too many cars use this route, either as a shortcut or to drop their kids off at school when they could be walking.
Improvements needed	5 comments	Needs more amenities, traffic enforcement and bins. Also open the gate to Greenbank cemetery.

7. Thinking about your current experiences of the street environment along Rosemary 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	1.2% (6)	3.9% (20)	7.7% (40)	82.0% (425)	5.2% (27)	518
The street is busy with traffic	21.3% (114)	24.1% (129)	17.4% (93)	32.1% (172)	5.2% (28)	536
There is too much noise pollution	10.5% (55)	14.0% (73)	18.7% (98)	43.6% (228)	13.2% (69)	523
There is too much poor air quality	19.2% (101)	18.7% (98)	14.5% (76)	30.9% (162)	16.8% (88)	525
The pavements are too narrow	9.0% (47)	14.1% (74)	17.6% (92)	52.0% (272)	7.3% (38)	523
There are no places to sit and rest	4.8% (25)	20.2% (106)	22.7% (119)	42.4% (222)	9.9% (52)	524
The road feels unsafe to cycle on	15.4% (81)	14.3% (75)	15.8% (83)	41.1% (216)	13.5% (71)	526
There is not enough cycle parking	11.6% (61)	18.3% (96)	20.2% (106)	29.2% (153)	20.6% (108)	524
There is not a dedicated space for cyclists on the road	23.0% (121)	17.1% (90)	19.0% (100)	30.6% (161)	10.4% (55)	527
The traffic speeds are too high	27.0% (144)	15.9% (85)	14.6% (78)	34.0% (181)	8.4% (45)	533
Access for disabled people is poor	12.2% (64)	14.5% (76)	10.5% (55)	23.1% (121)	39.6% (207)	523
There is not enough disabled parking	8.7% (45)	7.9% (41)	12.0% (62)	24.4% (126)	47.0% (243)	517
There is not enough car parking	6.1% (31)	4.7% (24)	9.8% (50)	61.4% (312)	17.9% (91)	508
					answered	545

The most serious problem identified with 27% was that “the traffic speeds are too high” followed by 23% with “there is not a dedicated space for cyclists on the road” and 21.3% saying “the street is busy with traffic”.

When totalling the serious and moderate problem figures together the picture changes slightly as “the street is busy with traffic” now has the highest number of respondents with 45.4%. The next highest comment is now “traffic speeds are too high” with 42.9%, and this is followed by 40.1% for “there is not a dedicated space for cyclists on the road”.

82% of respondents think “the street is busy with people” is not at all a problem and 61.4% think “there is not enough car parking” is not at all a problem. This is followed by nearly 52% of respondents who think “the pavements are too narrow” is not at all a problem.

8. Please use the text box below to specify any other experiences you have of the Rosemary Lane street environment:

This question received 225 comments. These responses have been put into categories and then broken into further sub-categories as detailed below. Some comments fit into more than one category:

- Road safety (Dangerous crossing the road, dangerous road, too much traffic, too narrow, rat run, near accidents/collisions, traffic is not a problem, speeding traffic)
- Cycling and walking (Good for cycling, poor for cycling, improve cycling infrastructure, improve pathway, used for walking)
- Parking (vans parked there, needs parking restrictions, good/overflow parking, dangerous parking).
- Environmental improvements (Reduce air pollution, good atmosphere/feel safe, feels unsafe, improve green space, reduce traffic noise)
- Play area (Improve play area, children using space)
- Negative aspects (dog faeces, drug use, unsocial behaviour, fly tipping/littering)
- Road as local route (local short cut, school run, traffic displacement, avoids nearby congested roads, leave the road as is, close road to cars, make no through road, traffic calming needed, don't close road)

For 'Road safety' category, 158 comments were received and are summarised below:

Road safety	Number of comments	Summary of comments
Dangerous crossing the road	17 comments	Parked cars and campervans making it difficult for people (especially small children) to cross the street.
Dangerous road	20 comments	Lots of speeding vehicles and lack of visibility make this road very dangerous.
Too much traffic	17 comments	Rosemary Lane is a rat run and congestion significantly builds up at school times.
Too narrow	12 comments	One end of Rosemary Lane is too narrow for two cars to pass at the same time. This causes cars to speed through.
Rat run	31 comments	Rosemary Lane is used as a cut-through a rat run. This makes the road very unsafe due to the speeding traffic.
Near accidents/collisions	5 comments	Due to the narrow road, there have been instances of near misses between cars. As the playground is near there have also been near accidents involving children.
Traffic is not a problem	20 comments	The road is wide enough for cars and cyclists. It is pleasant to walk around, and the level of traffic is rarely high. Traffic is not an issue on Rosemary Lane.
Speeding traffic	36 comments	Drivers do not obey the 20mph speed limit. Cars must speed through the narrow sections to get through and avoid a standoff.

For 'Cycling and walking' category, 47 comments were received and are summarised below:

Cycling and walking	Number of comments	Summary of comments
Good for cycling	4 comments	Rosemary Lane is wide enough for cars and cyclists. Cars are respectful of cyclists. The road would be made even safer if the caravans were removed.
Poor for cycling	12 comments	There is no cycling infrastructure on Rosemary Lane. Very dangerous to cycle with children. Drivers are not considerate of cyclists and speed.
Improve cycling infrastructure	8 comments	A cycle lane and speed bumps would be welcome.
Improve pathway	9 comments	The accessibility is currently inadequate for wheelchairs and prams. The roots of the tree, lack of drop curbs and lack of crossing points make it inaccessible.
Used for walking	14 comments	Rosemary Lane is a vital route for walkers. The road is mostly used by primary children getting to school.

For 'Parking' category, 129 comments were received and are summarised below:

Parking	Number of comments	Summary of comments
Vans parked there	72 comments	Some feel the campervans add to the character of the area and they support them. Other feel that the campervans make the road dangerous and too narrow. The dwellers can also be anti-social.
Needs parking restrictions	9 comments	Double yellow lines should be on Rosemary Lane so that vans cannot park on the road. Too many vehicles block two-way traffic.
Good/overflow parking	7 comments	Parking is not an issue on Rosemary Lane. There is always adequate parking available.
Dangerous parking	41 comments	Dangerously parking campervans make it difficult to cross the road as a pedestrian. The parking also narrows the road. This causes speeding traffic and accidents.

For 'Environmental improvements' category, 41 comments were received and are summarised below:

Environmental improvements	Number of comments	Summary of comments
Reduce air pollution	9 comments	Air pollution is a problem in the area. Please limit the number of polluting cars to improve the air quality for the primary

		children. Van dwellers are also causing pollution with their wood burning stoves.
Good atmosphere/feel safe	9 comments	There is a good community feel on Rosemary Lane. The pavements are wide and enjoyable to walk on.
Feels unsafe	8 comments	Anti-social behaviour and crime in the area. Campervans are intimidating to walk past.
Improve green space	14 comments	Rosemary Lane cuts the green space in two. Closing Rosemary Lane would vastly improve the green space and make the area safer for children.
Reduce traffic noise	1 comment	There is traffic noise in the area and closing Rosemary Lane would eliminate this.

For 'Play area' category, 30 comments were received and are summarised below:

Play area	Number of comments	Summary of comments
Improve play area	5 comments	The green areas need improving. Closing the road would improve the play area for the children of all ages.
Children using space	25 comments	Children play too close to the road. The speed of cars on Rosemary Lane makes it dangerous for children.

For 'Negative aspects' category, 33 comments were received and are summarised below:

Negative aspects	Number of comments	Summary of comments
Dog faeces	2 comments	There are often dog faeces on the pavement and the field.
Drug use	4 comments	The road is currently secluded which attracts drug deals and users.
Unsocial behaviour	10 comments	Prostitution, drugs, and other anti-social behaviours are happening in the area. Van dwellers also use the field as a toilet.
Fly tipping/littering	17 comments	There is a lot of rubbish in the area and regular fly tipping is a problem.

For 'Road as local route' category, 112 comments were received and are summarised below:

Road as local route	Number of comments	Summary of comments
Local short cut	20 comments	Rosemary Lane is used as a cut through to Fishponds Road. Cars speed on this route as it is a rat-run. This is unsafe for pedestrians and cyclists.

School run	20 comments	The route is heavily congested, especially at school drop off and collection times. This is unsafe for kids.
Traffic displacement	12 comments	Any change to Rosemary Lane will lead to increased traffic in neighbouring roads, such as Robertson Road.
Avoids nearby congested roads	7 comments	Rosemary Lane is often congestion free when the surrounding area is too busy with traffic. This is a good alternative route to use. Shutting down Rosemary Lane would be detrimental to commuters.
Leave the road as is	12 comments	There is currently no problem with Rosemary Lane, so no changes are necessary.
Close road to cars	8 comments	Closing the road would make it safer and improve the local community. Rosemary Lane should be pedestrianised.
Make no through road	2 comments	Rosemary Lane is used as a rat run and should be made a no-through road.
Traffic calming needed	8 comments	Zebra crossings, speed bumps or a one-way system should be put in place to help reduce the level of traffic.
Don't close road	23 comments	There is no need to close the road. But traffic calming measures could be well implemented. Closing the road will only attract more campervans.

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

Other	Number of comments	Summary of comments
Other	4 comments	The council could spend their money better elsewhere.

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

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

Only 156 of the 225 comments received a tick for this question and 73 were serious, 26 were moderate, 7 were minor, 34 not at all a problem and 16 don't know/ no opinion.

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

	Essential	High priority	Medium priority	Low priority	Not a priority	Response Total
Cleaner air	36.1% (177)	20.2% (99)	18.6% (91)	11.4% (56)	13.7% (67)	490
Make it easier to cross the road	28.0% (142)	17.9% (91)	22.3% (113)	16.8% (85)	15.0% (76)	507
Wider pavements	15.2% (74)	13.3% (65)	24.0% (117)	24.4% (119)	23.0% (112)	487
Traffic calming measures to slow traffic	33.7% (174)	20.9% (108)	17.8% (92)	13.4% (69)	14.1% (73)	516
Restricting traffic at certain times	23.9% (119)	12.3% (61)	15.1% (75)	18.9% (94)	29.8% (148)	497
Maintaining motorised vehicle access to the street	28.5% (142)	10.2% (51)	14.5% (72)	18.7% (93)	28.1% (140)	498
Restricting motorised vehicle access to the street	22.0% (112)	14.3% (73)	12.2% (62)	17.9% (91)	33.6% (171)	509
Prioritising more road space for cycling	24.3% (123)	19.4% (98)	15.8% (80)	19.2% (97)	21.3% (108)	506
Cycle parking facilities	13.5% (67)	16.3% (81)	25.6% (127)	20.0% (99)	24.6% (122)	496
More places to stop and rest e.g., seating areas	16.7% (86)	18.1% (93)	29.9% (154)	20.0% (103)	15.3% (79)	515
More outdoor space for community amenities	22.8% (115)	21.2% (107)	20.8% (105)	15.7% (79)	19.4% (98)	504
Reduced traffic noise	18.6% (93)	17.6% (88)	19.8% (99)	21.2% (106)	23.0% (115)	501
More car parking in the area	4.9% (24)	4.1% (20)	13.9% (68)	28.0% (137)	49.2% (241)	490
More greenery/planters	27.6% (142)	23.2% (119)	18.1% (93)	13.8% (71)	17.3% (89)	514
					answered	548

30% of respondents think “Cleaner air” and “Traffic calming measures to slow traffic” are essential for improving Rosemary Lane. Closely followed by 28% of respondents thinking that “maintaining motorised vehicle access to the street” and “make it easier to cross the road” is essential. When totalling essential and the high priority columns together the following top three comments, respectively, have all received over 50% of responses: “cleaner air”, “traffic calming measures to slow traffic” and “more greenery/planters”.

Nearly 5% of respondents think “more car parking in the area” is essential, but over 77% think this is a low priority or not a priority at all. 22% think “restricting motorised vehicle access to the street” is essential, but over 51% think it is a low priority or not a priority at all.

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

This question received 186 comments. These responses have been put into categories and then broken into further sub-categories as detailed below. Some comments fit into more than one category:

- Improve green space area (better play facilities, more greenery/maintain new planting, improve seating, need more bins, turn into a green space)
- Active Travel (defined walking routes, defined cycle routes)
- Parking (need more parking, remove van dwellers)
- Road layout (crossing point e.g., zebra, timed closure for am and pm breaks, improve road surface, close road to improve area, keep road open as through road)
- Other

For 'Improve green space area' category, 39 comments were received and are summarised below:

Improve green space area	Number of comments	Summary of comments
Better play facilities	11 comments	Invest in better and bigger playground for the children.
More greenery/maintain new planting	10 comments	The area is full of weeds and needs upkeep. The newly planted trees need to be maintained. More trees also need to be planted.
Improve seating	6 comments	More benches in the green space will increase the usage of the area.
Need more bins	2 comments	Rubbish is dumped in the area; more bins are needed.
Turn into a green space	10 comments	Close Rosemary Lane so that the green spaces can be extended and connected. More trees can then be planted.

For 'Active travel' category, 17 comments were received and are summarised below:

Active travel	Number of comments	Summary of comments
Defined walking routes	4 comments	Prioritise walking and make it easier and safer for pedestrians.
Defined cycling routes	13 comments	Remove the parking and implement a cycle lane. This would increase safety for cyclists and reduce rat running.

For 'Parking' category, 31 comments were received and are summarised below:

Parking	Number of comments	Summary of comments
Need more parking	2 comments	Parking is important for locals. Put in a car park somewhere in the area. Also prevent the long-term parking in the area.

Remove van dwellers	29 comments	The van dwellers take up the parking. This causes pollution and rat running in the area. Rosemary Lane would not need altered if the campervans were removed.
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For 'Road layout' category, 54 comments were received and are summarised below:

Road layout	Number of comments	Summary of comments
Crossing point e.g., zebra	5 comments	A zebra crossing on Rosemary Lane would improve safety for pedestrians.
Timed closure for am and pm breaks	4 comments	Pedestrian traffic is at its worst at very specific times in the morning and afternoon. If the road was closed during these times, then safety for the primary children would be improved.
Improve road surface	2 comments	Keep the road surface and cycle lanes smooth and useable.
Close road to improve area	19 comments	Closing the road would reduce traffic and rat-running in the area. This would make the neighbourhood much safer.
Keep road open as through road	24 comments	Do not close Rosemary Lane as it is not needed. Money could be spent better in other areas of Bristol. The road needs to remain open for the accessibility of the residents.

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






Other	Number of comments	Summary of comments
Other	5 comments	Traffic calming measures or a one-way system would improve the area. Improvements would reduce rat running.

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

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

Of the 186 comments received in question eleven, only 130 had a corresponding tick in one of the categories and 67 were essential, 31 were high priority, 8 were medium priority, 5 low priority and 19 not a priority at all.

13. How important do you think it is to temporarily close the road to reallocate road space to the local community?

			Response Percent	Response Total
1	Very high importance		35.24%	185
2	High importance		12.76%	67
3	Medium importance		12.00%	63
4	Low importance		10.86%	57
5	Not at all important		29.14%	153
			answered	525

Over 35% of respondents answered that temporarily closing the road to reallocate road space to the local community was of “very high importance”, whereas 29% felt it was “not at all important”.

In total 48% felt it was very high and high importance to temporarily close the road and reallocate road space as opposed to 40% who felt it was of low importance and not at all important.

14. Tell us what you think of the proposal to temporarily close Rosemary Lane at two points: Robertson Road junction and opposite the play area?

This question received 456 comments. These responses have been put into categories and then broken into further sub-categories as detailed below. Some comments fit into more than one category:

- Support for closure (general support, discourage unnecessary journeys, make safer for kids, reduce car journeys to school, improve road safety, reduce pollution)
- Object to the closure (general objection, already closures - bottleneck in the area, divert traffic elsewhere, make it harder to visit Easton / Mosque / shops, more congestion, not a rat run, more pollution)

For ‘Support for closure’ category, 233 comments were received and are summarised below:

Support for closure	Number of comments	Summary of comments
General support	146 comments	The suggested improvements will be successful and make Rosemary Lane safer and less polluted. It is an excellent proposal.
Discourage unnecessary journeys	4 comments	Discourage rat running in the area. This will benefit the community.
Make safer for kids	35 comments	The suggested improvements will make the area much safer for the primary kids and the kids in the nearby playground.
Reduce car journeys to school	3 comments	The suggested improvements would force parents to walk or cycle to school. This would be hugely beneficial.
Improve road safety	38 comments	This is a good idea as it would reduce rat running and traffic speeds, thus making it

		safer for cyclists, children, and all other pedestrians.
Reduce pollution	7 comments	Reduced congestion will lower the amount of pollution, thus lowering the number of premature deaths in the area.

For 'Object to the closure' category, 206 comments were received and are summarised below:

Object to the closure	Number of comments	Summary of comments
General objection	69 comments	There is no need to interfere with Rosemary Lane. It is fine how it is. This is a waste of council money.
Already closures - bottleneck in the area	3 comments	Too many access roads have already been closed. This is causing congestion in the area. This closure will only make things worse.
Divert traffic elsewhere	81 comments	By closing Rosemary Lane, the problem of congestion is just being pushed onto other neighbouring streets. The problem will just be moved.
Make it harder to visit Easton / Mosque / shops	4 comments	Closing this road will make it more difficult for people to visit amenities in Easton. It will personally affect residents as they will no longer have access to Fishponds Road and Stapleton Road.
More congestion	28 comments	Closing Rosemary Lane would increase congestion going down Robertson road and Stapleton road. Robertson road is not capable of taking more traffic.
Not a rat run	6 comments	This scheme is unnecessary as Rosemary Lane is not a rat-run. No closure is needed.
More pollution	15 comments	This will create more congestion in the area, especially on Fishponds Rd. This will then lead to the worsening of air quality in the local area.

15. Do you have any other comments or suggestions?

This question received 235 comments. These responses have been put into categories and then broken into further sub-categories as detailed below. Some comments fit into more than one category:

- Support (general support, liveable neighbourhoods support, road not safe e.g., accidents, increase park size, make community space for projects)
- Object (Don't do it, let traffic move, divert to Fishponds and Robertson Road, will impact on vulnerable and BAME communities)

- Other measures (need holistic approach for whole area, litter, and graffiti, use traffic calming instead)
- Evidence (Need evidence for both sides, monitor impact of closure)
- Other roads (close other roads, make changes to other roads, close more roads)
- Van dwellers (need to cater for them, remove them)
- Other

For 'Support' category, 57 comments were received and are summarised below:

Support	Number of comments	Summary of comments
General support	25 comments	This scheme would have a lot of benefits for the area. Please close Rosemary Lane to car traffic. It would hugely improve the area.
Liveable neighbourhoods support	15 comments	Less cars by the school would be beneficial. Also, more green space and seating areas. Wider pavements and better park facilities would all improve the area.
Road not safe e.g., accidents	7 comments	This scheme is needed as there have been a few accidents involving children at school time. Great to deal with the speeding traffic.
Increase park size	6 comments	Making the park bigger would improve the area. This could be done by joining the two parks together. More features in the park would also be appreciated.
Make community space for projects	4 comments	Rosemary Lane would be a good space for community events and projects. For example, horticultural projects.

For 'Object' category, 63 comments were received and are summarised below:

Object	Number of comments	Summary of comments
Don't do it	29 comments	Do not close Rosemary Lane to traffic as this would negatively impact the local area. Please leave the road as it is.
Let traffic move	11 comments	Keep the road open to stop there being congestion in the area.
Divert to Fishponds and Robertson Road	22 comments	Any changes to Rosemary Lane will create congestion, air pollution and noise pollution in neighbouring roads, i.e., Fishponds Rd and Robertson Rd.
Will impact on vulnerable and BAME communities	1 comment	Any changes on Rosemary Lane will have a negative impact on vulnerable people and the BAME community.

For 'Other measures' category, 39 comments were received and are summarised below:

Other measures	Number of comments	Summary of comments
Need holistic approach for whole area	8 comments	This scheme is too focussed on just Rosemary Lane. The neighbouring areas will be impacted and should have measures put in place as well. Closing Rosemary Lane will just shift the problem.
Litter and graffiti	8 comments	Fly tipping is a problem in the area. There is also a considerable amount of littering and graffiti that needs to be dealt with.
Use traffic calming instead	23 comments	Don't close Rosemary Lane but put in traffic calming measures instead. For example, double yellow lines, speed bumps, speed cameras or crossing points.

For 'Evidence' category, 7 comments were received and are summarised below:

Evidence	Number of comments	Summary of comments
Need evidence for both sides	1 comment	Cars, cyclists, and pedestrians all use the road and should be considered.
Monitor impact of closure	6 comments	As this is a temporary scheme the traffic implications in the area, specifically on Robertson Road, should be monitored throughout. Monitor this trail before making it permanent.

For 'Other roads' category, 22 comments were received and are summarised below:

Other roads	Number of comments	Summary of comments
Close other roads	5 comments	Close St Marks Rd, Devon Rd, Bellevue Rd, and Hinton Rd to traffic. These are higher priority than Rosemary Lane.
Make changes to other roads	16 comments	Traffic measures should be put in place on other roads (e.g., Robertson Rd, Hinton Rd, and Chelsea Rd).
Close more roads	1 comment	Would like to see more schemes like this on other roads.

For 'Van dwellers' category, 18 comments were received and are summarised below:

Van dwellers	Number of comments	Summary of comments
Need to cater for them	4 comments	This scheme should take into consideration the impacts on the van dwellers in the area. They should not be disrupted and should be allowed to stay.

Remove them	14 comments	Remove the van dwellers so that there is more space for cyclists, drivers, and emergency services. The campervans are unsightly.
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For 'Other' category, 7 comments were received and are summarised below:











Other	Number of comments	Summary of comments
Other	7 comments	Wood burning stoves should be tackled if air pollution is to be improved. Traffic calming measures will also impact the school drop off. This should be considered.

5.2.1 Survey Demographics and Equalities analysis


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

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

Below are the results for each question:

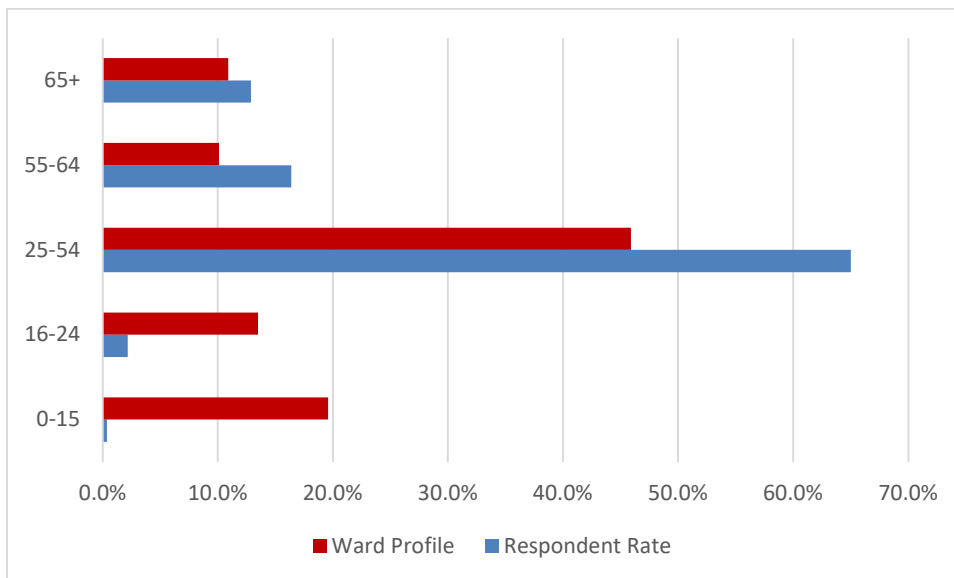
16. What is your age?				
			Response Percent	Response Total
1	0-10		0.36%	2
2	11-15		0.00%	0
3	16-17		0.18%	1
4	18-24		2.00%	11
5	25-34		14.57%	80
6	35-44		28.42%	156
7	45-54		22.04%	121
8	55-64		16.39%	90
9	65-74		8.56%	47
10	75-84		3.83%	21
11	85 +		0.55%	3

16. What is your age?




			Response Percent	Response Total
12	Prefer not to say		3.10%	17
			answered	549

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

The response rates for younger people 0 to 15 and 16 to 24 age groups were lower than that of the ward profile. Those aged between 25 and 54 age groups are slightly overrepresented by around 20% compared to the Eastville ward profile, although those aged 55-64 and 65+ are similar.







17. Do you consider yourself to be a disabled person?

			Response Percent	Response Total
1	Yes		9.52%	52
2	No		83.70%	457
3	Prefer not to say		6.78%	37
			answered	546




The disability rate for the city is around 8% so the 9.52% response rate is comparable to the city average.

18. What is your sex?










			Response Percent	Response Total
1	Female		50.92%	277
2	Male		40.63%	221
3	Prefer not to say		8.09%	44
4	Other (please describe):		0.37%	2
			answered	544

The majority of those who responded were female with nearly 51% of the total whereas just under 41% who responded selected male. 8% chose not to say and 0.37% chose “other”.

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

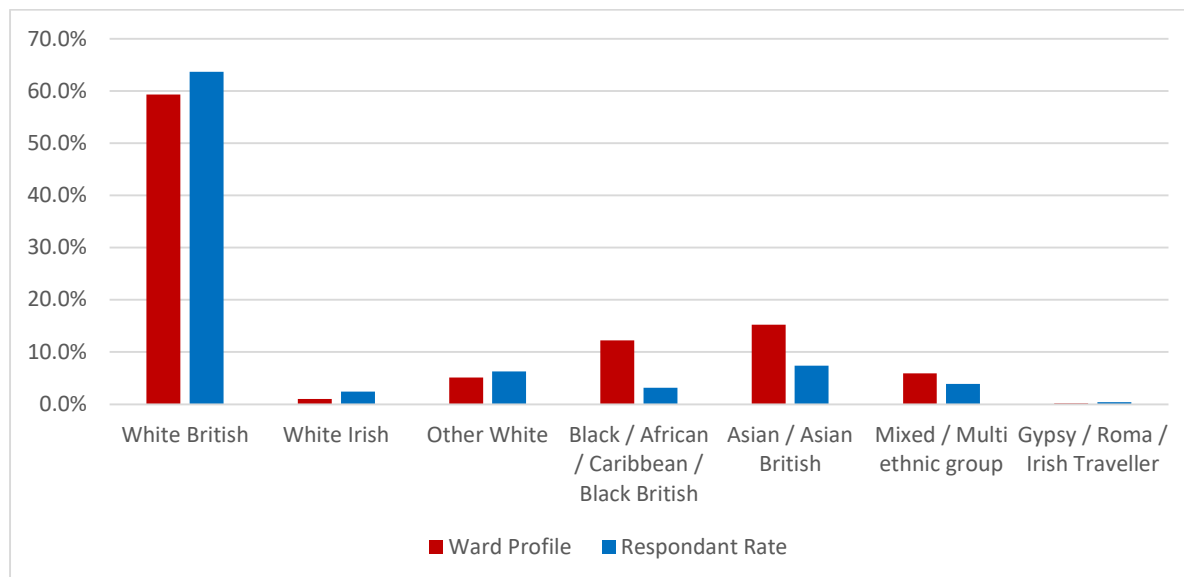
			Response Percent	Response Total
1	Yes		0.19%	1
2	No		88.24%	465
3	Prefer not to say		11.57%	61
			answered	527

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

			Response Percent	Response Total
1	White British		63.65%	345
2	White Irish		2.40%	13
3	White Other		6.27%	34
4	Black /African / Caribbean / Black British		3.14%	17
5	Asian / Asian British		7.38%	40
6	Mixed / Multi ethnic group		3.87%	21
7	Gypsy / Roma / Irish Traveller		0.37%	2
8	Prefer not to say		11.25%	61
9	Any other ethnic background (please describe):		1.66%	9
			answered	542

Below is a bar chart showing the engagement responses compared to that of the population makeup of the ward. The response rates were close for some groups with 63.7% respondents identifying as White British compared to 59.3% of the ward population.

The respondent rate was lower for the Black / African/ Caribbean / Black British group compared to the ward profile, with 3.1% respondents identifying as such while the ward population is 12.2%.



21. What is your sexual orientation?

		Response Percent	Response Total
1	Bisexual	4.50%	24
2	Gay Man	1.88%	10
3	Gay Woman / Lesbian	2.81%	15
4	Heterosexual / Straight	65.67%	350
5	Prefer not to say	23.26%	124
6	Other (please describe):	1.88%	10
			answered
			533

22. What is your religion/faith?

		Response Percent	Response Total
1	No Religion	48.41%	259
2	Buddhist	1.50%	8
3	Christian	17.94%	96
4	Hindu	0.37%	2

22. What is your religion/faith?

			Response Percent	Response Total
5	Jewish		0.93%	5
6	Muslim		7.29%	39
7	Pagan		1.68%	9
8	Sikh		0.19%	1
9	Prefer not to say		18.88%	101
10	Other (please describe):		2.80%	15
			answered	535

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

			Response Percent	Response Total
1	Yes		2.24%	12
2	No		87.29%	467
3	Prefer not to say		10.47%	56
			answered	535

24. Are you a refugee or asylum seeker?

			Response Percent	Response Total
1	Yes		0.19%	1
2	No		91.48%	494
3	Prefer not to say		8.33%	45
			answered	540

In the final section of the survey people were asked if they would like to receive updated and more information about the project. 216 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:

“Have your say on how we can improve walking & cycling on 13 roads across Bristol

💡 We need local ideas to help us design proposals that work for everyone. Business, residents, or anyone who enjoys the roads are invited to have their say

The roads we are currently seeking views on are:

- St Mark's Road
- Princess Victoria St
- Cotham Hill
- Park Row
- Picton St
- Rosemary Lane

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

Posts were scheduled over the engagement period on 19 Dec, 23 Dec, 11 Jan, 13 Jan, and 17 Jan. The latter on was a reminder that the engagement was finishing soon, and this was the last opportunity to have a say.

The results show a range of different measurements:

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

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

Dates	Roads being promoted	Channel	Reach
19 th Dec	St Marks Road Princess Victoria St Cotham Hill Park Row Picton St Rosemary Ln	Facebook	2011 Reach 2093 Impressions 1.96 Engagement rate 32 Clicks 5 Likes 2 Shares 2 comments – make bike infrastructure suitable for kids. Frustration with buses as stops suspended during pandemic.
19 th Dec	St Marks Road Princess Victoria St	Twitter	113654 Reach 3068 Impressions 0.72 Engagement rate

	Cotham Hill Park Row Picton St Rosemary Ln		19 Clicks 0 Comments 1 Likes 2 Shares
23 rd Dec	<ul style="list-style-type: none"> ▪ St Marks Road ▪ Princess Victoria St ▪ Cotham Hill ▪ Park Row ▪ Picton St ▪ Rosemary Ln 	Facebook	1408 Reach 1450 Impressions 1.79 Engagement rate 17 Clicks 3 Likes 2 Shares 4 comments (2 relevant) – ban cycling on unsuitable roads, time to move out.
23 rd Dec	<ul style="list-style-type: none"> ▪ St Marks Road ▪ Princess Victoria St ▪ Cotham Hill ▪ Park Row ▪ Picton St ▪ Rosemary Ln 	Insta	2670 Reach 2765 Impressions 3.87 Engagement rate 84 Likes 23 comments – range from those who support road changes: no sugar covered way to make people understand they must stop driving everywhere and start using their legs. Implement this but protect parking for elderly and disabled people. More cycle provision and better bike infrastructure. Comments not supporting any changes: it's crazy what has been done to the city. Really improve public transport. Consider road users and how hard it is now to access the centre from south Bristol.
23 rd Dec	<ul style="list-style-type: none"> ▪ St Marks Road ▪ Princess Victoria St ▪ Cotham Hill ▪ Park Row ▪ Picton St ▪ Rosemary Ln 	Linked In	1,447 Impressions 4 Reactions 2.9% Click-through rate 42 Clicks 3.32% Engagement rate 2 comments – more pedestrian and cycle friendly spaces across the city, introduce clear demarcation between cyclists and pedestrians on Mardyke Wharf.
23 rd Dec	<ul style="list-style-type: none"> ▪ St Marks Road ▪ Princess Victoria St ▪ Cotham Hill ▪ Park Row ▪ Picton St ▪ Rosemary Ln 	Twitter	111946 Reach 4928 Impressions 0.69 Engagement rate 24 Clicks 4 Likes 5 Shares 1 comment (not relevant)
11 th Jan	<ul style="list-style-type: none"> ▪ St Marks Rd, Easton ▪ Rosemary Lane, Eastville 	Next Door	80 impressions
13 th Jan	<ul style="list-style-type: none"> ▪ St Marks Rd, Easton Cotham Hill, Cotham 	Twitter	6812 Impressions 362 Total engagements 182 Detail expands 68 Link clicks 59 Media engagements 17 Likes

	<ul style="list-style-type: none"> ▪ Princess Victoria St, Clifton ▪ Park Row, city centre ▪ Picton Street, Montpelier ▪ Rosemary Lane, Eastville ▪ Dean Lane, Southville ▪ Langton Court Bridge, St Anne's ▪ Overton Road, Bishopston 		<p>14 Profile clicks 13 Retweets 9 replies – about potholes and cycling and walking in general – no specifics about Rosemary Lane</p>
13 th Jan	<ul style="list-style-type: none"> ▪ St Marks Rd, Easton Cotham Hill, Cotham ▪ Princess Victoria St, Clifton ▪ 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 2 comments – no specific about Rosemary Lane</p>
13 th Jan	<ul style="list-style-type: none"> ▪ St Marks Rd, Easton Cotham Hill, Cotham ▪ Princess Victoria St, Clifton ▪ Park Row, city centre ▪ Picton Street, Montpelier ▪ Rosemary Lane, Eastville ▪ Dean Lane, Southville 	Facebook	<p>5163 Reach 4999 Impressions 3.02 Engagement rate 59 Clicks 58 Likes 4 Shares 30 comments – most talked about the city centre cycle lanes and ranged from support to those wanting the bollards removed. No specific Rosemary Lane comments.</p>

	<ul style="list-style-type: none"> ▪ Langton Court Bridge, St Anne's ▪ Overton Road, Bishopston 		
22 Jan	Rosemary Lane	Next Door	154 impressions
24 Jan	Park Row, Rosemary lane and Picton Street	Twitter	128766 Reach 4540 Impressions 13 Clicks 1 Comments (not relevant) 1 Likes 2 Shares

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. Thirty-six emails were received from residents and businesses and five phone calls were carried out with residents and one virtual chat was held with a local resident.

The feedback from the emails and phone calls varied between support and objections to close the road. Main comments included those who were concerned about any road closure as they felt it would affect the traffic in and out of Easton and create other rat runs. Compared to those who wanted the road closed and wanted to be part of a liveable neighbourhood and wanted a safer walk to May Park Primary School.

5.5 Getting Bristol Moving Map [Bristol COVID-19 transport request form - Bristol - Citizen Space](#)

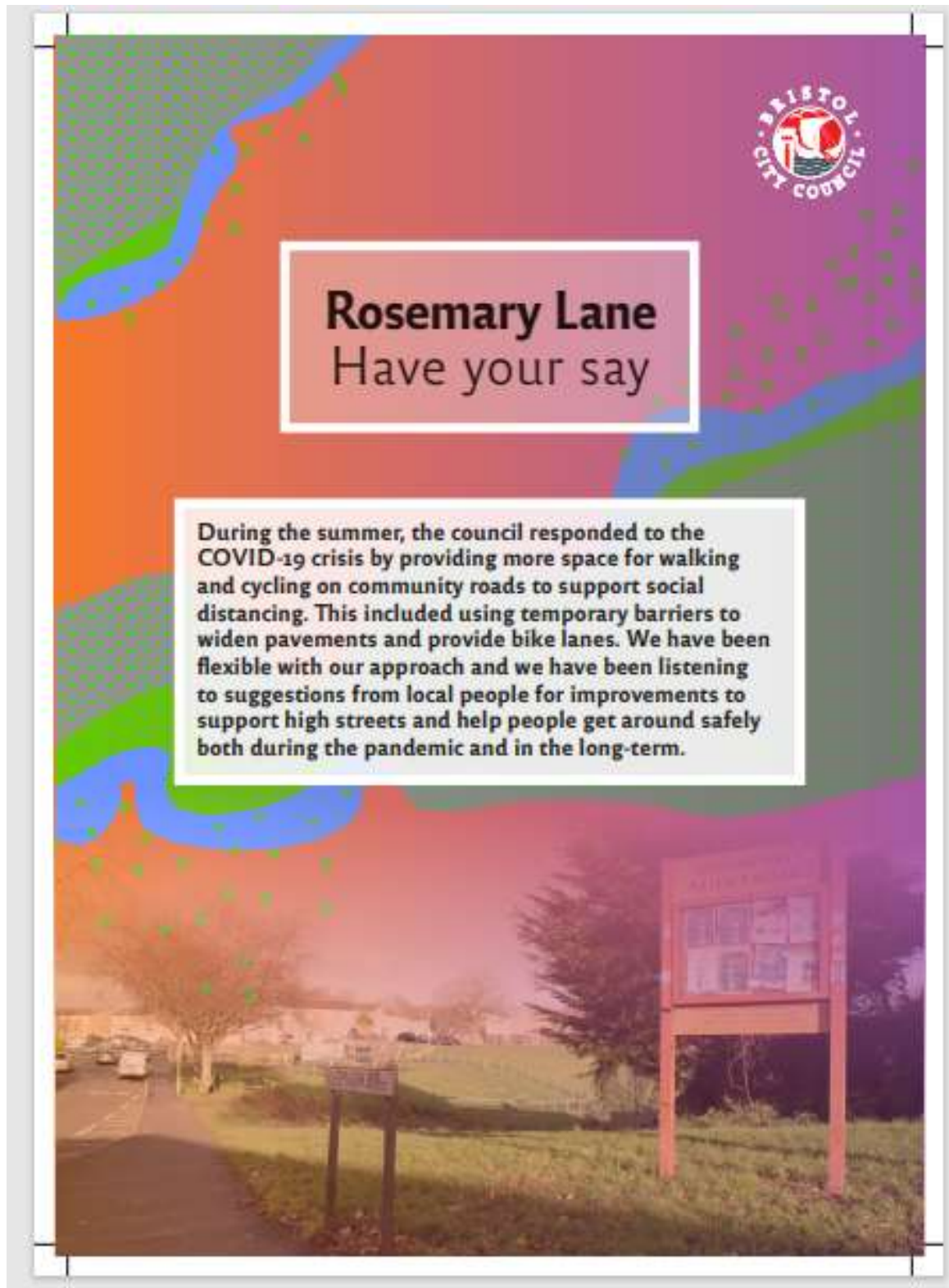
This online interactive map was created when COVID-19 social distancing measures were implemented in March 2020. The aim was to provide a platform for people to comment on where they would like to see improvements to walking and cycling infrastructure across the city. It was promoted via a press release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

This map allows people to leave suggestions of any changes to the transport network they felt might improve an area. However, it is important to state that this map can be accessed by anyone, so the comments are not necessarily made by local people. They can choose from a range of categories such as: Road Closures, One Ways, Cycle Lanes, Pavements, Local Highway Streets and Other. Of the 5 comments:

- 3 comments were left under 'Road Closures'. Two comments supporting the road closure. One comment that got 47 likes wanted to prevent rat running through the Greenbank area and had 47 likes. The other comment was against the road closure and had 0 likes.
- 2 comments were left under 'Other' with 0 likes. Two of these comments were about managing the traffic for cyclists by using yellow lines.

6. Appendices

Appendix 6.1 Survey (paper version)



The council has now secured further funding from the government's Active Travel Fund 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 Rosemary 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 be used to improve cycling and walking journeys.

Changes could include:

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

We are keen to hear local views before drawing up any detailed proposals. The council's aim is to ensure any change to the street environment benefits the community as a whole.

Below is a survey asking local people to think about Rosemary Lane, what is working well and what could be improved in terms of the street environment. At this stage we are considering all ideas and feedback from local people. We would also like your views on some initial suggestions that have been submitted by the community.

We have not yet drawn up any detailed plans for these proposals and all other options for improvements will still be considered. Temporary changes may be put in place following this detailed engagement 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 તમને પહેલી માધ્યમ અંગ્રેજી ન હોય અને તમને આપોતપોચે જરૂર હોય તો અને તમને તે માધ્યમ શરૂ કરવાની જરૂર છે.

HINDI

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

KURDISH

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

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 ਅਨੁਵਾਦ ਦੀ ਜ਼ਰੂਰਤ ਹੈ ਤਾਂ ਤੁਹਾਡੀ ਲਈ ਅਸੀਂ ਇਸਦਾ ਪ੍ਰਬੰਧ ਕਰ ਸਕਦੇ ਹਾਂ।

SOMALI

Haddii Ingilistigu aynu ahayn afkaaga kowaad oo aad u baahan tahay tujumad, anagoo iku samayn karo.

URDU

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

VIETNAMESE

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

Please complete the survey and return it in the freepost envelope provided before Sunday 24 January 2021.

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:** Rosemary 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 Rosemary Lane?

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

4) How do you travel to Rosemary 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 Rosemary Lane?

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

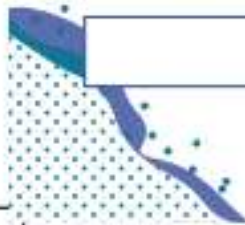


6) What are the key things that you like about the street environment on Rosemary Lane? (tick all that apply)

- | | |
|-----------------------------------------------------------------------------|--------------------------------------------------|
| <input type="checkbox"/> Personality and character of the street | <input type="checkbox"/> Good street lighting |
| <input type="checkbox"/> Playground and children amenities | <input type="checkbox"/> Wide road to cycle on |
| <input type="checkbox"/> It is easy to walk around e.g. good walking routes | <input type="checkbox"/> 20mph speed limit |
| <input type="checkbox"/> Available car parking e.g. on street | <input type="checkbox"/> Open green space |
| <input type="checkbox"/> Places to sit and rest | <input type="checkbox"/> Large trees |
| | <input type="checkbox"/> Other (please specify): |

7) Thinking about your current experiences of the street environment along Rosemary 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"/>
There is too much poor air quality	<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 Rosemary 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"/>
Traffic calming measures to slow traffic	<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"/>



A specific suggestion for improvements has already been submitted by the community. At this stage this is only a suggestion which we would like your feedback on. All other options for improvements that arise from this survey will also be considered.

The main area of focus that we would like your views on is the small section of Rosemary Lane between Robertson Road and the car park opposite the play area. The suggestion is to close this section of the road completely so it cannot be accessed by vehicle traffic from either end but would still be accessible by pedestrians, cyclists and scooters. This would involve closing the road where it joins Robertson Road and at the point next to the children's play area. Access to the parking area would still be possible but this point would become the end of the road.



Rosemary Lane already benefits from a play area, and if the road was closed the reallocated road space could be used as a community space. Suggestions could include a green space for people to walk or cycle and take exercise, extension to the play facilities etc.

The benefits of this road closure are the creation of:

- A safer route to school for May Park Primary children and their families
- An improvement in local air quality, reduction in noise pollution
- A new open space for the community to use.

The closure would also stop local rat running and speeding traffic. It is only a short diversion via Fishponds Road and Robertson Road for those who use this road to access local areas.

Any proposals that are implemented will be temporary. This is to give the local community a chance to see how changes may work and report anything that is not working back to the team to see if they can be rectified.

9) How important do you think it is to temporarily close the road to reallocate road space to the local community?

- Very high importance High importance Medium importance Low importance Not important at all

10) Tell us what you think of the proposal to **temporarily close** Rosemary Lane at two points: Robertson Road junction and opposite the play area?

11) 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.

12) 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

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

- Yes No Prefer not to say

14) What is your sex?

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

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

- Yes No Prefer not to say

16) 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):

17) What is your sexual orientation?

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

18) What is your religion / faith?

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

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

- Yes No Prefer not to say

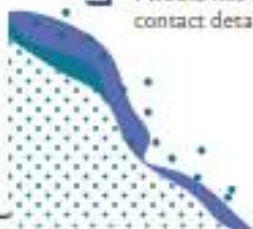
20) Are you a refugee or asylum seeker?

- 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 Bristol Walking Alliance submission

Comments by Bristol Walking Alliance on Active Travel Fund site improvements



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

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

Improvements for walking

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

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

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

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

Community engagement

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

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

We have the following concerns.

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

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

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

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

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

Bristol Walking Alliance

17 January 2021

enquiries@bristolwalkingalliance.org.uk

Active Travel Fund Consultation Response

January 2021

Scope

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

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

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.

Appendix 6.4 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



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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