

**Picton Street - Early Engagement Survey Report
January 2021**

Picton Street
Have your say



Contents	Pages
1. Summary	3
2. Background	5
2.1 Objectives of engagement and communications	6
3. Engagement Tools	6
3.1 Community Survey	8
3.1.1 Supporting communications	8
3.2 Business Operational Survey	8
4. How we engaged	9
4.1 Survey launch	10
4.2 Seldom heard communities	10
5. Results	10
5.1 Stakeholder engagement	10
5.2 Community Survey Results	12
5.2.1 Survey Demographics and Equalities analysis	28
5.2.2 Social media	33
5.2.3 Emails and phone calls	37
5.3 Business survey results	37
5.4 Getting Bristol Moving Map results	38
6. Appendices	40
6.1 Survey	40
6.2 Business Operational Survey	48
6.3 Bristol Walking Alliance	51
6.4 Bristol Cycling Campaign	53

1. Summary

Between 14 Dec 2020 and 24 January 2021 Bristol City Council conducted an early engagement survey on how to improve walking, cycling and the street environment for Picton Street.

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 for 13.8% of the residents the team did the following:

- Paper copies of the community survey with a language template covering 12 languages were posted along with a free post envelope to 3694 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 so that it can be read aloud
- 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 COVID-19 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 give feedback.

Stakeholders

Over 143 key stakeholders (including emergency services), 167 equality, Voluntary and Community Sector and faith groups and 17 local businesses were engaged. Responses were received from the police and fire service who want to be kept up to date if proposals emerge to ensure access is retained for emergency vehicles. Responses were received from the following organisations:

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

Business Operational Survey

The team also designed a Business Operational Survey for the local businesses to ascertain their operational needs looking at deliveries, waste collection, customers, parking, and anything else they wanted to comment on.

Community survey

A total of 776 responses were received from the survey made up of 333 online and 443 paper copies. The headline findings are:

- Over 91% (698) of respondents live up to one mile from Picton Street and around 98% live within two miles.
- Over 94% walk to Picton Street with nearly 52% of respondents riding a bike and nearly 36% of respondents travelling by car or van.
- Most respondents (around 92%) like Picton Street due to the "Personality and character of the street". Over 48% like that Picton Street is "Part of a busy shopping area near to Gloucester Road" and nearly 45% liked the "central location of the street"

- The most serious problem identified with 50.5% was that “there is no space for recycling bins and waste collection on street” followed by 43.4% with “the road is too narrow for two way traffic” and 34.7.8% saying “access for disabled people is poor”.
- Over 43% of respondents think “wider pavements for movement” and “wider pavements with designated waste collections areas” are essential.
- When asking respondents about priorities for Picton Street in the ‘other’ section 245 comments were received and of these 62 comments showed support for a road closure.

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

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

Below is table showing the types of comments that have been collected regarding Picton Street over the last six months on the map set up during the pandemic. 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 may not necessarily be 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. For Picton Street 7 comments were posted in total.

Issue Type	Issue	Likes
Road closures	Very few access roads into Montpelier and would need to use less suitable ones like Wellington Avenue.	1
Road closures	Not enough room for cars, bikes and pedestrians in both directions. Pedestrianise or make one-way circuit with Wellington Avenue.	21
Road closures	Residents need car spaces, but students do not. Make one way up to Ashley Road junction	1
Road closures	Pedestrianise! Very narrow clogged street with parked cars and difficult to walk and cycle.	13
Pavements	Threatening for walkers and cyclists. Make one way or close or alternate parking to slow traffic down.	2
Speeding issues	Pedestrians only and need a rubbish solution/ waste collection is an issue with bins blocking pavements.	5
Other	Semi pedestrianise. Multiple cars speeding down road.	1

2. Background

Picton Street is located within Ashley ward and is near the western boundary in Montpelier. The street is two way for motorised vehicles from Ashley Road which leads off Gloucester Road A38 and runs into York Road. Between Picton Street and York Road is a pedestrianised section of Bath Buildings that provides additional space for outdoor seating and cycle parking and extra space for pedestrians to walk around.

The road is very narrow and has double yellow lines on one side of the street and marked parking bays on the opposite side with a loading bay outside some of the businesses. There is a 20mph speed limit along the road and the road suffers from narrow pavements for pedestrians. There are wider sections of the pavement outside The Bristolian Café at the Ashley Road end and at the pedestrianised Bath Buildings end of the street. There are not suitable locations for bin storage, so the pavements suffer from the bins cluttering up the space meant for pedestrians.

The nearest Enterprise car club bay is located on Brigstocke Road and Richmond Road and the street does not have any electric charging points. There is cycle parking provision on the Bath Buildings section but there is none available at the other end of the street. The Bristol public transport access level is excellent as there are buses running regularly along Gloucester Road A38 and the nearest cycling routes are the 51x on Ashley Road and 38x on Gloucester Road.

The area is within the Montpelier residents parking scheme named 'MR' and there have been 3 slight collisions in the last 2 years at the junction of Ashley Road and Picton Street.

Funding opportunities

Over the summer 2020 the council provided more space for walking and cycling on our streets to support social distancing during COVID-19. This included using temporary barriers to widen pavements and to provide protected bike lanes. We have been flexible with our approach and we have been listening to suggestions from local people for improvements to support high streets and help people get around safely both during the pandemic and in the long term. 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 Picton Street. 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 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 Picton Street
- We have been talking to businesses, local people living and working in Picton Street from September 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:

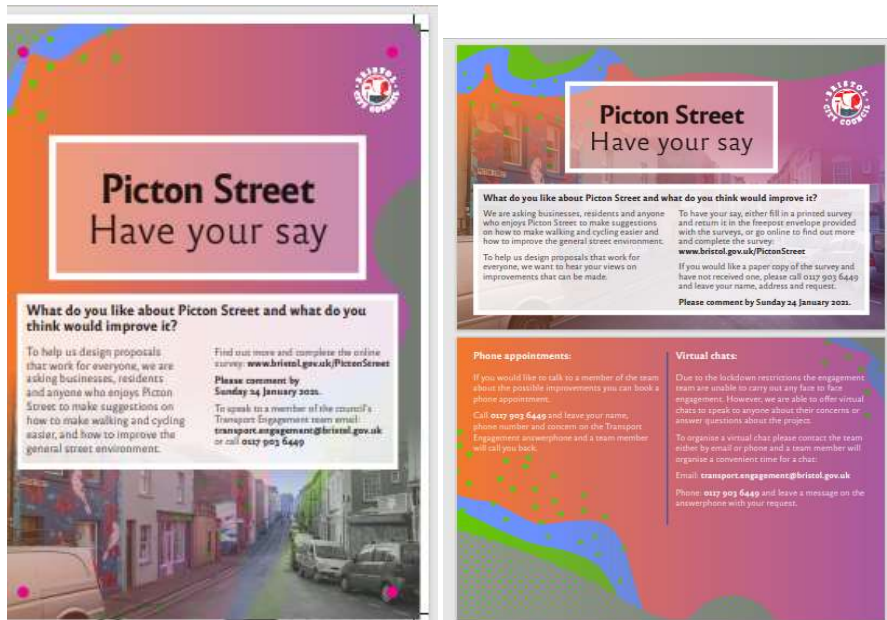
- BCC ward members, MPs
- Internal stakeholders/project teams
- Local businesses and traders, Business Improvement Districts
- Local resident associations, faith, and community groups
- Local people who live on the street or on side roads
- People working on the street and nearby
- People who visit the 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 as a freepost envelope, postcards, and posters. All the information was provided online and was

compatible with word reader software that can be read aloud and could be emailed out via editable pdfs.

The online survey had a shortened link www.bristol.gov.uk/pictonstreet 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 below for 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 3694 local properties to raise awareness of the survey and encourage local people to have their say
- Contacting local groups and key stakeholders and ask them to help raise awareness of the survey
- Delivering a follow up postcard/ leaflet to the survey to 3694 local properties to remind people to have their say and offering free support to encourage sustainable travel for individuals and businesses.
- Promoting 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 Picton Street,

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

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. Details on who is responding, travel habits, usage of the street
2. Own experiences of the street – Likes, problems and priorities
3. Any other ideas
4. 'About you' details

The first section asked about how you would describe yourself and for a full postcode and how far you live from Picton Street. 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 for any other ideas and the last focused on the 'about you' detail. It is important to understand the needs and views of all communities and by asking these questions we can develop our understanding of views across the area. Personal and sensitive information will be used solely for the purpose of equalities monitoring to ensure everyone is treated fairly. All the questions are optional.

The survey was launched on 14 December 2020 and closed on 24 January 2021 which allowed six weeks for comments. The survey was hosted on the consultation hub on the council website and had a shortened link created: www.bristol.gov.uk/pictonstreet.

See 'Appendix 1 – Picton Street Survey' to see the paper version of the survey which reflects the online version of the survey.

3.1.1 Supporting communications

The team created a social media plan which included images and text for use on Facebook, Twitter, Instagram, LinkedIn and Nextdoor. The team also created a press release and copy for newsletters that were used for local organisations.

3.2 Business Operational Survey

The team wanted to specifically engage with local businesses on the street and in surrounding side streets so that they could build up a picture of the type of businesses in the area and their operational requirements. A business operational survey was created to record this information and can be split up into the following sections:

1. About the business
2. Deliveries
3. Waste collections
4. Customers/ clients

5. Transport modes
6. Any other ideas

The first section focused on where the business was located, the type of business and number of employees etc. The second focused on the number of deliveries, time, and loading /unloading facilities and the third asked about waste collections and in particular the location. The fourth concentrated on customers' travel habits and the fifth asked about the street environment such as the demand for disabled parking, cycle parking facilities and pavements widths. The last one asked for any other views, comments, or suggestions from a business perspective.

The first stage was for the team to survey the businesses and see which ones were still operating during the pandemic as not all would be open. Contact details for each business were ascertained and the team attempted to contact them. As this work was carried out in Sept/ October before the city was placed into Tier 3 the team were able to carry out some face to face survey work and called upon all of the businesses who were open asking them questions to fill out the survey. As some of the businesses were closed or not operating at the time of the site visit the team followed up with those by phoning the contact details and sending emails. The team attempted to contact the businesses three times over the weeks before the community survey began. Meetings were also held with some of the local businesses owners to discuss their thoughts on what they would like to see happen to Picton Street.

'Appendix 2 – Business Operational Survey' shows a copy of the survey.

4. How we engaged

Before any proposals are put together for Picton Street the council wanted to engage with key stakeholders such as ward members and the local MP, local residents, community groups and local businesses to see what appetite existed for 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:

- Virtual meetings with stakeholders and local groups
- Phone calls and emails with local people

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. 3694 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 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, Betterbybike and other transport social media accounts.

To ensure we heard from all communities over 3500 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 were aware of the engagement process the team sent out 3694 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. However, this was not possible due to COVID-19 restrictions.

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 Picton Street. The key stakeholders list includes:

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

Key stakeholders

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

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

Bristol Walking Alliance

BWA submitted general comments for all the projects. They support the improvements being proposed to high streets but urge they must be more than temporary interventions. They commented specifically on walking improvements and believe the changes should be designed to make those places more welcoming, safe, convenient, and inclusive for those on foot. They would like to see through car traffic filtered out on selected streets rather than one-way streets and preferred full closure to timed closure of through routes.

In terms of community engagement, they support the intention for greater community consultation and that success will largely depend on how the doubts of a few people are sensitively addressed. (see Appendix 6.3).

Bristol Cycling Campaign

Bristol Cycling Campaign submitted a response on five of the projects which included Picton Street. 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.

They felt that Picton Street is a historic shopping street and is much treasured by residents but with parking on the north side there is a little space for cyclists. They thought the road is also a rat run into Montpelier. They would welcome a modal filter to restrict rat running and it may be worth creating a one-way access only route with Picton Street and Wellington Avenue. (see Appendix 6.4).

Bristol Civic Society

The BCS also responded and noted that they welcome street changes that seek to make places more welcoming for people on foot and on bike, and therefore encourage walking and cycling. 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.

Local stakeholders






The local stakeholders who were contacted for Picton Street included local community groups, businesses, and schools. These are:

- 17 local businesses
- Montpelier Conservation group
- GP surgery – Montpelier Health Centre
- Colston's Girls School
- The Dolphin School
- St Barnabas Church of England VC Primary School

5.2 Community Survey Results

A total of 776 completed responses to the survey have been captured over the engagement period. This was made up of 333 online respondents and 443 paper copy responses.

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

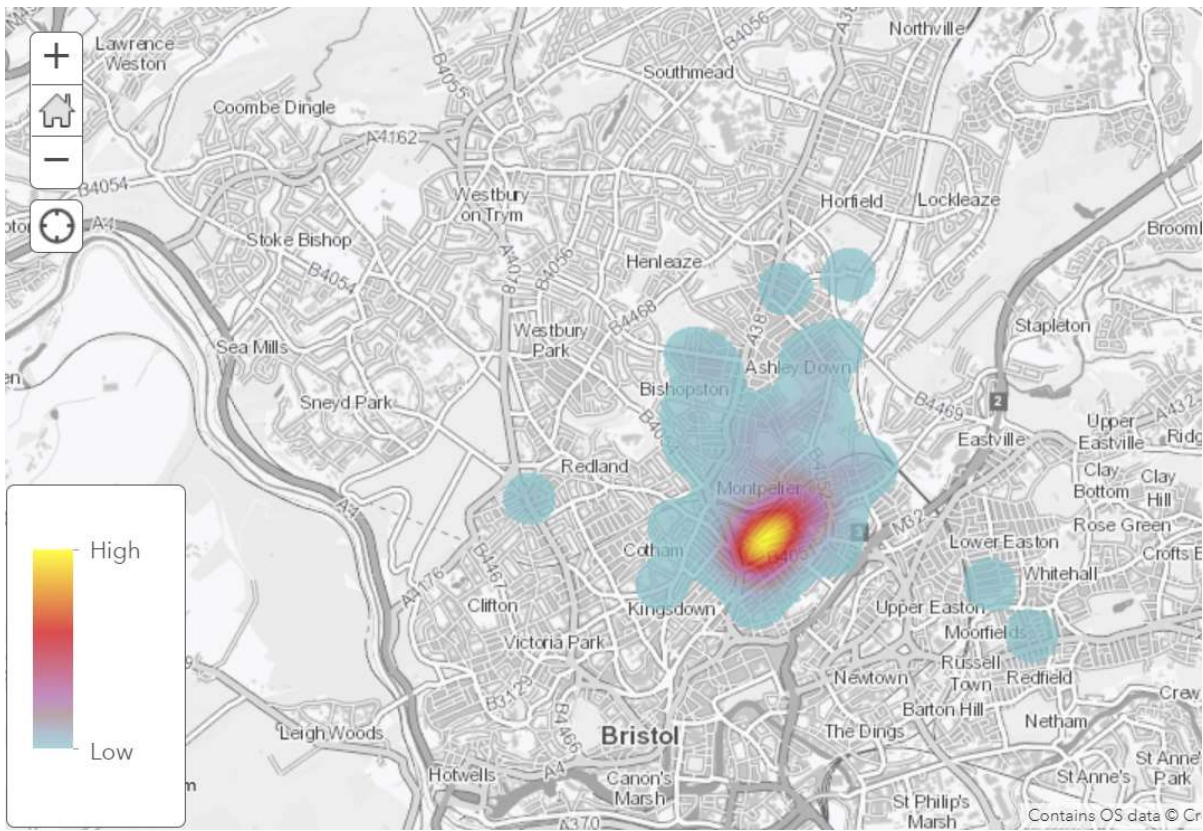
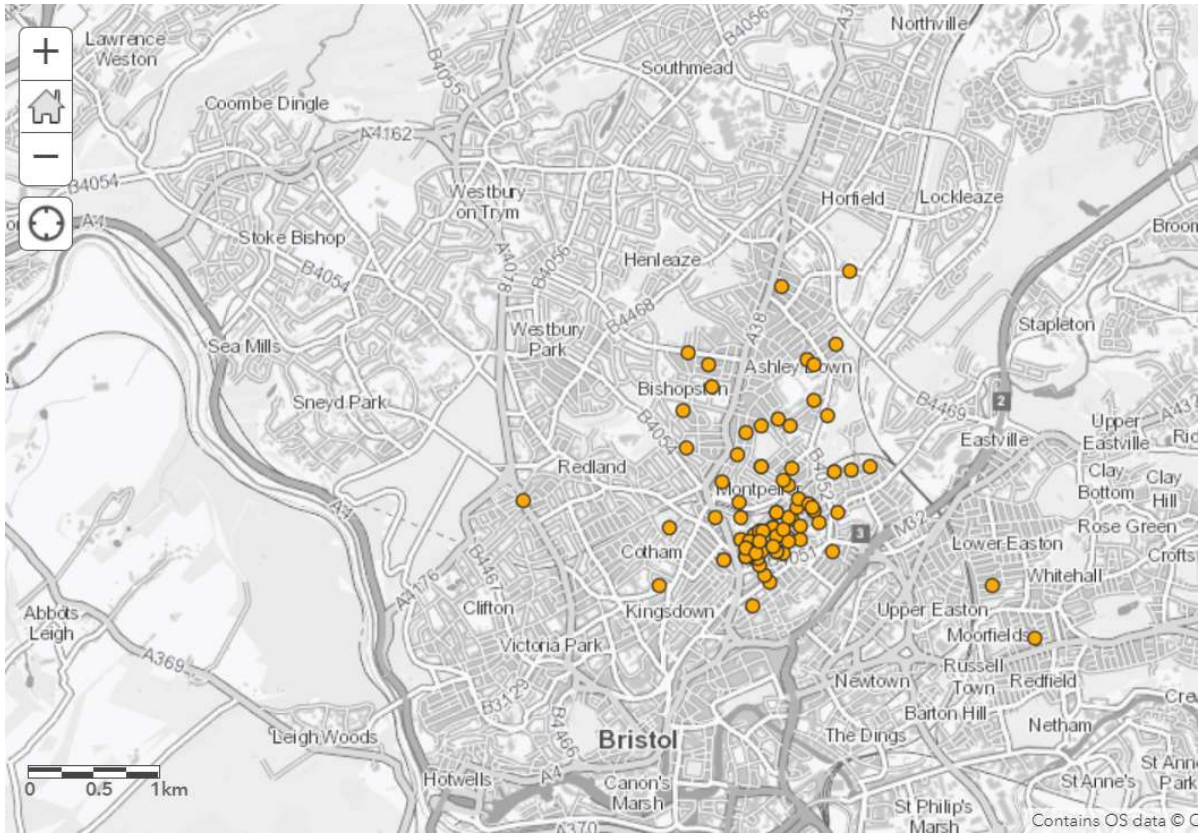
1. Which of the following best describes you? (tick all that apply)				
			Response Percent	Response Total
1	I am a local resident		89.65%	693
2	I am a local business owner		2.72%	21
3	I work in the local area		3.49%	27
4	I am a regular visitor to the local area		10.87%	84
5	Other (please specify):		8.67%	67
			answered	773

Nearly 90% of respondents said they were a local resident and just fewer than 11% of respondents are a regular visitor to the area.

Of the 'Other' category 9 comments were made and 3 of those noted they used to live or work on Picton Street, 1 uses the route as a cycle route, 1 uses the shops on Picton Street and 4 did not understand the question.

2. What is your full postcode?

Of the 776 responses, 768 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 Ashley 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 Picton Street and the local ward.



3. How far do you live from Picton Street?

		Response Percent	Response Total
1	Up to one mile	91.60%	698
2	1-2 miles	6.69%	51
3	3-5 miles	1.18%	9
4	5+ miles	0.13%	1
5	I live outside of Bristol	0.39%	3
		answered	762

Over 91% (698) of respondents live up to one mile from Picton Street and around 98% live within two miles.

4. How do you travel to Picton Street? (Tick all that apply)








		Response Percent	Response Total
1	I walk	94.16%	726
2	I use a bicycle	51.88%	400
3	I use a scooter	2.33%	18
4	I catch the bus	5.58%	43
5	I catch the train	4.93%	38
6	I use a taxi	4.93%	38
7	I use a motorcycle	1.43%	11
8	I drive a car or van	35.93%	277
9	I am a car passenger	9.34%	72
10	Other (please specify):	4.54%	35
		answered	771

Over 94% walk to Picton Street with nearly 52% of respondents riding a bike and nearly 36% of respondents travelling by car or van.










In the 'Other' response 35 comments were received and were broken down into 6 topics. They are noted in the following table:

Wheelchair user	2
Buggy or pushchair user and have kids	2
Live on Picton Street	4
Drive	5
Run	5
Did not appropriately answer the question	12

Where only one person made a comment, they were put into an 'other' category. There were 5 of these where one person noted a skateboard, disabled, doesn't travel, cycle along Picton Street rather than to Picton Street, and walk.

5. How often do you visit or use Picton Street?			Response Percent	Response Total
1	Daily		37.60%	288
2	3 to 4 times a week		25.20%	193
3	1 to 2 times a week		20.10%	154
4	Fortnightly		8.62%	66
5	Monthly		4.96%	38
6	A few times a year		2.48%	19
7	Rarely		1.04%	8
			answered	766

Of those who responded nearly 62.8% visit or 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 Picton Street? (tick all that apply)				
			Response Percent	Response Total
1	Personality and character of the street		92.04%	705
2	It is easy to walk around e.g. good walking routes		34.20%	262
3	Available car parking e.g. on street		9.40%	72
4	Places to sit and rest		5.35%	41
5	Good street lighting		10.84%	83
6	Central location of the street		44.91%	344
7	20mph speed limit		30.81%	236
8	Part of a busy shopping area near to Gloucester Road		48.43%	371
9	Other (please specify):		31.07%	238
			answered	766

Most respondents (around 92%) like Picton Street due to the “Personality and character of the street”. Over 48% like that Picton Street is “Part of a busy shopping area near to Gloucester Road” and nearly 45% liked the “central location of the street”. Around 34% of respondents like that the street as “It is easy to walk around e.g. good walking routes” and 30% like the “20mph speed limit”. 10% or under like that Picton Street has “good street lighting”, “places to sit and rest” and “available car parking e.g. on street”. Over 31% of respondents left a comment.

In the ‘Other’ response, 238 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:

- Shops (good shops, good market, independent shops, good cafes)
- Feel of the area (unique character or community feel, Georgian shopping street)
- Alternative route to Gloucester Road to walk and cycle along
- Transport other
- Survey criticism
- Other

For the ‘shops’ category, 138 comments were received and are summarised:

Shops	Number of comments	Summary of comments
Good shops	46 comments	There is a good variety of small shops, especially the food shops, on Picton Street that add to the character of the area.
Good market	7 comments	The Christmas fair was great for the area.
Independent shops	66 comments	There are many unique and independent shops such as the Italian Deli, the farm shop, and the hairdressers.
Good cafes	19 comments	Great cafes and restaurants on Picton Street, such as Ouwee Vegan Diner, Bells Restaurant and Bristolian Cafe.

For 'feel of the area' category, 62 comments were received and are summarised:

Feel of the area	Number of comments	Summary of comments
Unique character or community feel	44 comments	There is a great community spirit here. The art and local shops help to produce a unique vibe for the area.
Georgian shopping street	18 comments	Picton Street is a historic area with a lot of Georgian architecture. This makes the street a nice route to walk down.

For 'Alternative route to Gloucester Road to walk and cycle along' category, 7 comments were received and are summarised:

Alternative route to Gloucester Road to walk and cycle along	Number of comments	Summary of comments
Alternative route to Gloucester Road to walk and cycle along	7 comments	It is a main walking route in the area and is a nice alternative to Gloucester Road. It is also a convenient access route to St Andrews Park and Gloucester Road, avoiding heaviest traffic and pollution on Stokes Croft

For 'Transport other' category, 23 comments were received and are summarised:

Transport other	Number of comments	Summary of comments
Transport other	23 comments	Speeding traffic, parking and congestion are problems on Picton Street. There are too many cars and it is unpleasant to cycle. But it is needed for residents to get across the city.

For 'survey criticism' category, 3 comments were received and are summarised:

Survey criticism	Number of comments	Summary of comments
Survey criticism	3 comments	There is no point to this survey, especially in the time of national lockdown. There are also problems with the questions.

There were 21 'other' comments that did not fit into these categories and varied from noting there was a rubbish problem, the street is unnoteworthy, good place to pick up a YoBike, and stating that it needs more outdoor seating.

7. Thinking about your current experiences of the street environment along Picton Street, 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 or no opinion	Response Total
The street is busy with people	1.3% (10)	9.9% (74)	16.4% (123)	70.0% (525)	2.4% (18)	750
The street is busy with traffic	24.3% (185)	35.3% (268)	24.2% (184)	15.5% (118)	0.7% (5)	760
There is too much noise pollution	15.5% (116)	21.1% (158)	25.0% (187)	27.4% (205)	11.0% (82)	748
There is too much poor air quality	30.5% (229)	29.8% (224)	13.2% (99)	13.8% (104)	12.6% (95)	751
The pavements are too narrow	46.2% (353)	26.6% (203)	13.1% (100)	13.4% (102)	0.8% (6)	764
There are no places to sit and rest	23.8% (179)	26.8% (201)	21.8% (164)	22.5% (169)	5.1% (38)	751
There is no space for recycling bins and waste collection on street	50.5% (383)	24.1% (183)	11.7% (89)	4.5% (34)	9.2% (70)	759
The road feels unsafe to cycle on	16.9% (128)	22.6% (171)	19.7% (149)	24.7% (187)	16.0% (121)	756
There is not enough cycle parking	19.4% (146)	25.7% (193)	15.7% (118)	19.0% (143)	20.1% (151)	751
There is not a dedicated space for cyclists on the road	27.1% (204)	22.3% (168)	15.7% (118)	23.7% (178)	11.2% (84)	752

7. Thinking about your current experiences of the street environment along Picton Street, 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 or no opinion	Response Total
The road is too narrow for two way traffic	43.4% (330)	21.8% (166)	14.6% (111)	16.6% (126)	3.6% (27)	760
The traffic speeds are too high	22.1% (163)	21.8% (161)	19.4% (143)	27.6% (204)	9.1% (67)	738
Access for disabled people is poor	34.7% (261)	20.6% (155)	6.8% (51)	6.4% (48)	31.5% (237)	752
There is not enough disabled parking	14.3% (107)	13.6% (102)	10.7% (80)	9.9% (74)	51.5% (385)	748
There is not enough car parking	12.0% (88)	10.8% (79)	16.9% (124)	39.5% (289)	20.8% (152)	732
					answered	772
					skipped	4

The most serious problem identified with 50.5% was that “there is no space for recycling bins and waste collection on street” followed by 43.4% with “the road is too narrow for two way traffic” and 34.7.8% saying “access for disabled people is poor”.

When totalling the serious and moderate problem figures together the picture is slightly different as “there is no space for recycling bins and waste collection on street” still has the highest number of respondents with 74.6%, but the next highest comment is “the pavements are too narrow” with 72.8% and this is followed by 65.2% for “the road is too narrow for two way traffic”.

70% of respondents think “the street is busy with people” is not at all a problem and nearly 60% think “There is not enough car parking” is not at all a problem. This followed by just under 27% of respondents who think “traffic speeds are too high” and “there is too much noise pollution” are also not at all a problem.

Q8. Please use the text box below to specify any other experiences you have of the Picton Street environment:

This question received 275 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:

- Waste issues (Bins block pavements, dog mess or litter)
- Pavements (need wider pavements)
- Parking (illegal parking on DYL, pavement parking, not enough parking)

- Road layout (make it one way, against closure)
- Road Safety (speeding cars)
- Businesses (need more seating for businesses)
- Cycling (cycle parking)

For 'waste issues' category, 84 comments were received and are summarised:

Waste issues	Number of comments	Summary of comments
Bins block pavements	51 comments	Bins are a massive issue on the pavement. The pavements are permanently cluttered with recycling boxes, often overflowing, which often obstructs walking along them and creates an unpleasant environment.
Dog mess or litter	33 comments	Litter fly tipping and people not picking up after their dogs are all big problems in all of Montpelier.

For 'pavements' category, 26 comments were received and are summarised:

Pavements	Number of comments	Summary of comments
Need wider pavements	26 comments	Picton Street has very narrow pavements. The bins and social distancing measures mean it is difficult to always walk on the pavement. It is also difficult to navigate the street if you are in a wheelchair.

For 'parking' category, 65 comments were received and are summarised:

Parking	Number of comments	Summary of comments
Illegal parking on double yellow lines	28 comments	Cars often park on the double yellow lines. This makes it difficult to access the cycle lane and can make it difficult for people in wheelchairs to cross the road.
Pavement parking	29 comments	There is a large demand for parking and cars often must park on the pavement. This narrows the pavements for pedestrians even further. Footways can become blocked.
Not enough parking	8 comments	There is not enough parking in the area. This especially affects residents. This also affects delivery drivers.

For 'road layout' category, 23 comments were received and are summarised:

Road layout	Number of comments	Summary of comments
Make it one way	12 comments	Picton Street is too narrow to be two-way, make it one-way and then extend the

		pavement. There is not enough room for parked cars, two lanes and cyclists.
Against closure	11 comments	Pedestrianisation and making it a one-way system would both have negative effects on businesses. Please do not do anything to the area as I like it the way it is.

For 'road safety' category, 31 comments were received and are summarised:

Road Safety	Number of comments	Summary of comments
Speeding cars	31 comments	Speed bumps are needed to stop the speeding traffic using Picton Street as a rat-run. The traffic can be intimidating and dangerous to pedestrians.

For 'businesses' category, 6 comments were received and are summarised:

Businesses	Number of comments	Summary of comments
Need more seating for businesses	6 comments	There is currently not enough seating on the pavements for cafes and restaurants to be able to put seating outside. It would also be good if there were just general public places to sit.

For 'cycling' category, 2 comments were received and are summarised:

Cycling	Number of comments	Summary of comments
Cycle parking	2 comments	There could be more cycle parking in the area. The cycle parking that is already in the area is full of old bikes that need cleared away.

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 or no opinion which were captured in question nine as in question seven.

Only 240 of the 355 comments received a tick for this question and 140 were serious, 46 were moderate, 12 were minor, 13 not at all a problem and 29 don't know or no opinion.

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

	Essential	High priority	Medium priority	Low priority	Not a priority	Response Total
Cleaner air	41.2% (299)	22.5% (163)	19.6% (142)	9.4% (68)	7.4% (54)	726
Quieter street	19.7% (141)	19.6% (140)	22.8% (163)	21.4% (153)	16.4% (117)	714
Wider pavements with designated waste collection areas	43.2% (321)	23.8% (177)	17.0% (126)	7.3% (54)	8.7% (65)	743
Wider pavements for movement	43.8% (327)	22.5% (168)	15.3% (114)	9.0% (67)	9.4% (70)	746
More places to stop and rest e.g. seating areas	17.7% (131)	18.9% (140)	23.2% (172)	21.8% (161)	18.4% (136)	740
More outdoor space for community activities	20.9% (154)	23.2% (171)	24.0% (177)	15.2% (112)	16.6% (122)	736
More greenery or planters	29.1% (218)	27.9% (209)	20.8% (156)	13.6% (102)	8.5% (64)	749
Pedestrianisation to create outdoor space for the community and businesses	37.1% (276)	23.6% (175)	11.8% (88)	10.4% (77)	17.1% (127)	743
Prioritising more road space for cycling	22.6% (169)	23.6% (177)	20.2% (151)	15.0% (112)	18.7% (140)	749
Cycle parking facilities	18.8% (140)	19.2% (143)	28.0% (208)	16.9% (126)	17.1% (127)	744
Traffic calming measures to slow traffic	30.7% (225)	20.2% (148)	19.8% (145)	14.6% (107)	14.9% (109)	734
Restricting traffic at certain times	28.1% (202)	18.3% (132)	17.4% (125)	13.9% (100)	22.4% (161)	720
Maintaining motorised vehicle access to the street	21.7% (158)	8.0% (58)	17.9% (130)	21.7% (158)	30.7% (223)	727
Restricting motorised vehicle access to the street	30.1% (220)	17.0% (124)	17.9% (131)	12.6% (92)	22.4% (164)	731

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

	Essential	High priority	Medium priority	Low priority	Not a priority	Response Total
More disabled car parking in the area	8.6% (60)	14.9% (104)	32.5% (227)	21.5% (150)	22.6% (158)	699
More car parking in the area	7.3% (52)	5.8% (41)	11.6% (82)	27.7% (196)	47.6% (337)	708
					answered	767
					skipped	9

Over 43% of respondents think “wider pavements for movement” and “wider pavements with designated waste collections areas” are essential. This is closely followed by 41% of respondents thinking that “cleaner air” is essential. When totalling essential and the high priority columns together the same three comments have received over 63% of responses.

7.3% of respondents think “more car parking in the area” is essential, but over 75% think this is a low priority or not a priority at all. 8.6% think “more disabled car parking in the area” is essential, but over 44% think is it a low priority or not a priority at all.

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

This question received 245 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 (close road or pedestrianise, more greenery)
- Other measures (marked access only for motor vehicles, designated loading and unloading, designate parking bays, one-way, traffic calming, improve cycle infrastructure)
- Object (displacement of traffic, antisocial behaviour)
- Waste issues (waste management required, graffiti)
- Other roads (consider other roads when making decision, have neighbourhood approach)
- Other

For ‘support’ category, 74 comments were received and are summarised:

Support	Number of comments	Summary of comments
Close road or pedestrianise	62 comments	Making the area for people and bikes would make it a lot more pleasant. Stop cars coming down Picton Street. Deliveries to shops need to be kept though.

More greenery	12 comments	Create more space with greenery for people to meet. This would make the area cleaner and environmentally friendly.
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For 'other measures' category, 86 comments were received and are summarised:

Other measures	Number of comments	Summary of comments
Marked access only for motor vehicles	14 comments	Residents and businesses still need motor vehicle access to Picton Street.
Designated loading and unloading	5 comments	Designated space is needed for deliveries and visiting trade vehicles
Designate parking bays	30 comments	There is not enough parking after 5pm and at weekends for residents with cars. More parking is needed in Montpelier in general.
One-way	15 comments	Picton Street should be made to be one-way for motor vehicles. This would reduce traffic and congestion.
Traffic calming	10 comments	Keep traffic access to Picton Street, but implement measures to slow it down. Put in speed bumps to slow cars and cyclists.
Improve cycle infrastructure	12 comments	A separate cycle lane and dedicated cycle parking would make it a lot safer to cycle in the area.

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

Object	Number of comments	Summary of comments
Displacement of traffic	7 comments	Interfering with Picton Street will just move the problem elsewhere. Polluted air will also be pushed to different parts of the city.
Antisocial behaviour	8 comments	By creating outdoor seating, green spaces, and community space you are giving people space to be antisocial. More community space will lead to antisocial behaviour.

For 'waste issues' category, 46 comments were received and are summarised:

Waste issues	Number of comments	Summary of comments
Waste management required	42 comments	Either underground waste storage, or designated community bins. There are too many bins on the pavement currently. This would also reduce fly tipping and littering.
Graffiti	4 comments	Graffiti needs to be stopped and tagging removal needs to be enforced.

For 'other roads' category, 25 comments were received and are summarised:

Other roads	Number of comments	Summary of comments
Consider other roads when making decision	14 comments	When considering changes to Picton street, Richmond Road must be considered. Don't want to move the issue of cars to corner of Richmond Rd and bath building. Montpelier is also at parking capacity, so removal of any parking there will have a knock-on effect.
Have neighbourhood approach	11 comments	Don't do anything that will have a negative impact on local businesses or neighbouring streets. Changes need to be made for the entire area, not just one road.

For 'other' category, 39 comments were received and are summarised:

Other	Number of comments	Summary of comments
Other	39 comments	More electric charging points, housing, greenery, benches, markets and independent shops would make Picton Street better.

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.

Only 245 comments received in question eleven, 166 had a corresponding tick in one of the categories and 90 were essential, 37 were high priority, 18 were medium priority, 2 low priority and 19 not a priority at all.

13. Do you have any other comments or suggestions?

This question received 219 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 (close road or pedestrianise, need liveable neighbourhoods, more greenery)
- Other measures (marked access only for motor vehicles, designated loading and unloading, designate parking bays, one-way, traffic calming, improve cycle infrastructure)
- Object (displacement of traffic, antisocial behaviour)
- Waste issues (waste management required)
- Other roads (consider other roads when making decision, have neighbourhood approach)
- Feel of the area (unique history)

- Other

For 'support' category, 42 comments were received and are summarised:

Support	Number of comments	Summary of comments
Close road or pedestrianise	27 comments	Closing Picton Street to cars would improve the community feel. It would be safer for pedestrians and better for businesses.
Need liveable neighbourhoods	14 comments	Picton Street could be a friendly, safe and community-led hub. Trees, planters, seating and greenery could make Picton Street a vibrant shopping street.
More greenery	1 comment	More plants and trees will make Picton Street more attractive and greener.

For 'other measures' category, 34 comments were received and are summarised:

Other measures	Number of comments	Summary of comments
Marked access only for motor vehicles	2 comments	Car access should be restricted but maintained for deliveries and residents only.
Designated loading and unloading	1 comment	Maintain the area between Wellington Lane to Ashley Road as a 'temporary' parking area for trade and other deliveries. Without this the businesses will die.
Designate parking bays	10 comments	There is not enough parking for residents with cars. Designated parking bays are needed for residents.
One-way	6 comments	Picton Street is too narrow for 2-way traffic, there needs to be no entry on one side.
Traffic calming	5 comments	Traffic calming measures are needed. Potentially a speed bump is needed to prevent speeding cyclists and vehicles.
Improve cycle infrastructure	10 comments	If there was a dedicated cycling lane then that would make it safer. Cycling and walking would then be encouraged.

For 'object' category, 18 comments were received and are summarised:

Object	Number of comments	Summary of comments
Displacement of traffic	11 comments	Restricting traffic on Picton Street could potentially result in congestion on neighbouring streets such as Wellington Avenue.
Antisocial behaviour	7 comments	Any increased community space and benches would mean there are more

		places for people to congregate at night and antisocial behaviour will follow.
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For 'waste issues' category, 16 comments were received and are summarised:

Waste issues	Number of comments	Summary of comments
Waste management required	16 comments	A designated bin area would improve the waste problem in the area. Too many bins on the pavement make it inaccessible for prams and wheelchairs.

For 'other roads' category, 17 comments were received and are summarised:

Other roads	Number of comments	Summary of comments
Consider other roads when making decision,	15 comments	Cars should be restricted in many other areas of Bristol. For example, Wellington Rd and Brook Lane are effectively narrower and more prone to gridlock.
Have neighbourhood approach	2 comments	A more integrated and holistic approach should be taken. The scheme could be linked to other similar schemes to improve the entire neighbourhood.

For 'feel of the area' category, 4 comments were received and are summarised:

Feel of the area	Number of comments	Summary of comments
Unique history	4 comments	It's one of the best streets in Bristol and the oldest example of a Georgian shopping street. Widening the street would not be keeping with the original layout.

For 'other' category, 19 comments were received and are summarised:

Other	Number of comments	Summary of comments
Other	19 comments	Pedestrianisation debate has polarised the community. Some believe that no changes are needed, while others what drastic changes. Appreciation for the survey.











5.2.1 Survey Demographics and Equalities analysis

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

- What is your age?
- Do you consider yourself to be a disabled person?

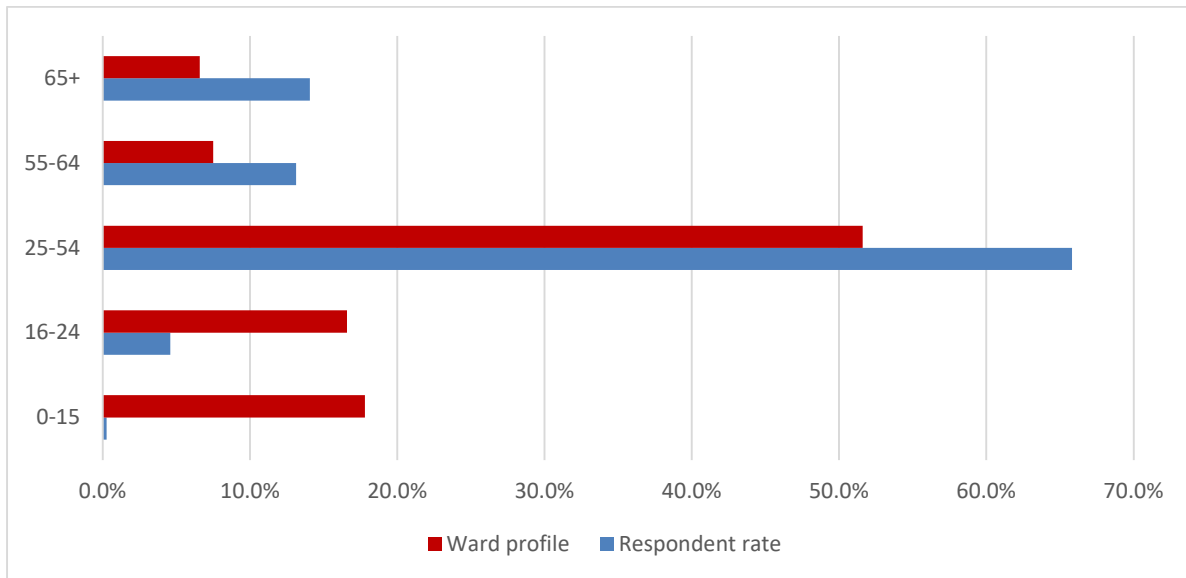
- What is your sex?
- Have you gone through any part of a gender reassignment process or do you intend to?
- What is your ethnic group?
- What is your religion or faith?
- What is your sexual orientation?
- Are you pregnant or have you given birth in the last 26 weeks?
- Are you a refugee or asylum seeker?

Below are the results for each question:

14. What is your age?				
			Response Percent	Response Total
1	0-10		0.00%	0
2	11-15		0.26%	2
3	16-17		0.13%	1
4	18-24		4.47%	34
5	25-34		27.07%	206
6	35-44		21.55%	164
7	45-54		17.21%	131
8	55-64		13.14%	100
9	65-74		11.43%	87
10	75-84		2.63%	20
11	85 +		0.00%	0
12	Prefer not to say		2.10%	16
			answered	761

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 15% compared to the Ashley ward profile. Those aged 55 and above were also overrepresented, by about 7%.



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

		Response Percent	Response Total
1	Yes	5.96%	45
2	No	89.80%	678
3	Prefer not to say	4.24%	32
			Answered
			755




The disability rate for the city is around 8% so the 6% response rate is comparable to the city average.

16. What is your sex?









		Response Percent	Response Total
1	Female	52.24%	396
2	Male	39.45%	299
3	Prefer not to say	6.73%	51
4	Other (please describe):	1.58%	12
			Answered
			758

The majority of those who responded were female with 52% of the total whereas 39% who responded selected male. Nearly 7% chose not to say, and 1.5% selected other.

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

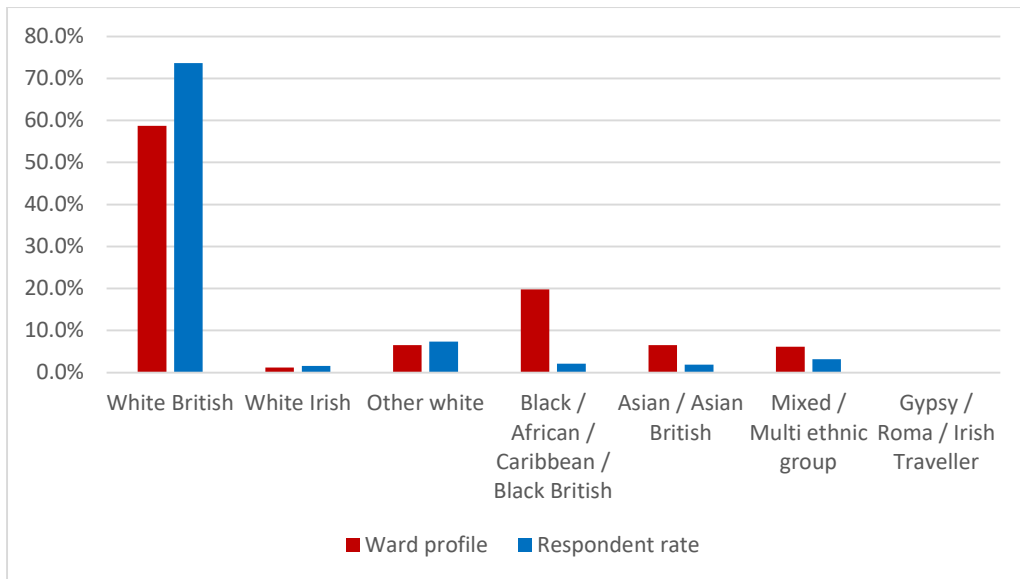
			Response Percent	Response Total
1	Yes		0.41%	3
2	No		91.58%	674
3	Prefer not to say		8.02%	59
			Answered	736

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

			Response Percent	Response Total
1	White British		73.62%	561
2	White Irish		1.57%	12
3	White Other		7.35%	56
4	Black /African / Caribbean / Black British		2.10%	16
5	Asian / Asian British		1.84%	14
6	Mixed / Multi ethnic group		3.15%	24
7	Gypsy / Roma / Irish Traveller		0.00%	0
8	Prefer not to say		7.48%	57
9	Any other ethnic background (please describe):		2.89%	22
			Answered	762

Below is a bar chart showing the engagement responses compared to that of the population makeup of the ward. There is a significant difference between the respondent rate and ward profile for the White British ethnic group. 73.6% respondents identifying as White British compared to 58.7% of the ward population.

The respondent rate was lower when compared to the ward profile for the Black / African / Caribbean / Black British, Asian/ Asian British and Mixed/ Multi ethnic groups.





19. What is your sexual orientation?

		Response Percent	Response Total
1	Bisexual	4.50%	34
2	Gay Man	2.25%	17
3	Gay Woman / Lesbian	1.46%	11
4	Heterosexual / Straight	68.48%	517
5	Prefer not to say	20.13%	152
6	Other (please describe):	3.18%	24
			Answered
			755




20. What is your religion/faith?

		Response Percent	Response Total
1	No Religion	65.29%	491
2	Buddhist	0.66%	5
3	Christian	13.16%	99
4	Hindu	0.27%	2
5	Jewish	1.06%	8
6	Muslim	1.33%	10
7	Pagan	1.20%	9
8	Sikh	0.00%	0




20. What is your religion/faith?

			Response Percent	Response Total
9	Prefer not to say		12.37%	93
10	Other (please describe):		4.65%	35
			Answered	752

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

			Response Percent	Response Total
1	Yes		3.33%	25
2	No		89.21%	670
3	Prefer not to say		7.46%	56
			Answered	751

22. Are you a refugee or asylum seeker?

			Response Percent	Response Total
1	Yes		0.40%	3
2	No		93.36%	703
3	Prefer not to say		6.24%	47
			Answered	753

In the final section of the survey people were asked if they would like to receive updated and more information about the project. 386 people left their name and email address so that they can be kept up to date with this project as it moves forward.

5.2.2 Social media

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

The content of the posts was as follows:

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

The first roads we are seeking views on are:

- St Mark's Rd
- Princess Victoria St
- Picton Street

👉 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 one 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.

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	Picton Street 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	Picton Street Princess Victoria St Cotham Hill Park Row Picton St Rosemary Ln	Twitter	113654 Reach 3068 Impressions 0.72 Engagement rate 19 Clicks 0 Comments 1 Likes 2 Shares
23 rd Dec	▪ Picton Street ▪ 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	Picton Street	Twitter	111946 Reach 4928 Impressions

	<ul style="list-style-type: none"> ▪ Princess Victoria St ▪ Cotham Hill ▪ Park Row ▪ Picton St ▪ Rosemary Ln 		<p>0.69 Engagement rate 24 Clicks 4 Likes 5 Shares 1 comment (not relevant)</p>
23 rd Dec	<ul style="list-style-type: none"> ▪ Picton Street ▪ Princess Victoria St ▪ Cotham Hill ▪ Park Row ▪ Picton St ▪ Rosemary Ln 	Next Door	161 impressions
23 rd Dec	<ul style="list-style-type: none"> ▪ Picton Street ▪ Princess Victoria St ▪ Cotham Hill ▪ Park Row ▪ Picton St ▪ Rosemary Ln 	Insta	<p>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.</p>
23 rd Dec	<ul style="list-style-type: none"> ▪ Picton Street ▪ Princess Victoria St ▪ Cotham Hill ▪ Park Row ▪ Picton St ▪ Rosemary Ln 	Linked In	<p>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.</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 Picton Street comments.</p>

	<ul style="list-style-type: none"> ▪ Langton Court Bridge, St Anne's ▪ Overton Road, Bishopston 		
13 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 – trying to get a pushchair along Picton Street is physically impossible.</p>
13 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 	Twitter	<p>6812 Impressions 362 Total engagements 182 Detail expands 68 Link clicks 59 Media engagements 17 Likes 14 Profile clicks 13 Retweets 9 replies – about potholes and cycling and walking in general – no specifics about Picton Street</p>
17 Jan	<ul style="list-style-type: none"> Picton Street Princess Victoria Street Cotham Hill 	Facebook	<p>3023 Reach 3091 Impressions 2.43 Engagement rate 61 Clicks 0 Comments 6 Likes</p>

			8 Shares
17 Jan	Picton Street Princess Victoria Street Cotham Hill	Twitter	112636 Reach 3982 Impressions 0.65 Engagement rate 18 Clicks 0 Comments 3 Likes 5 Shares

5.2.3 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. Seventeen emails were received from residents and businesses and two phone calls were carried out with one resident and one business owner.

The feedback from the emails and phone calls varied between support to pedestrianise the road and objections to any pedestrianisation. Main comments included those who were concerned about pedestrianisation as they felt it was a waste of time and will take away parking and affect businesses.

5.3 Business survey results

In total 17 local businesses were identified as part of the data gathering process that were located on Picton Street itself but also on the surrounding local roads such as Bath Buildings and York Road.

The first and second attempts to contact businesses were done via the phone or email as a few were not open or the owners were not available. The phones calls were followed up by an email which explained the engagement process and attached an editable pdf version of the business survey. The email also talked about the free advice and support that the team could offer businesses in terms of sustainable travel and a direct link was included for travelwest.info/businesswest.

From the 17 businesses, the team managed to get several email addresses and phone numbers. A few businesses responded to the survey and included cafes.

Business details

The number of employees range from 4 to 20 and travel using a range of modes mainly walking, cycling. Operational times for food and drink industry tend to be later in the day and included weekends as opposed to Monday to Fridays 9 to 5pm.

Deliveries

In terms of deliveries, most get at least a delivery each day. There is only one loading bay so vehicles will pull up in any space available and due to the volume of deliveries this can sometimes cause issues and vehicles parked illegally on pavements or corners. Some businesses would be interested in freight consolidation services.

Waste Collection

There are normally waste collections most days of the week for different things and a few get serviced from Picton Lane.

Customers

Most businesses who responded think their customers are local and walk. All agreed the turnover of parking as there is a little parking available for visitors

Parking

Most think the area suffers from little parking. The demand for disabled parking is low but people will often have to drive around a few times before they can find a parking space.

Any other comments

Many businesses who commented in this section wanted to improve cycle parking and wanted to widen pavements and would be interested freight consolidation.

5.4 Getting Bristol Moving Map

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

Below is table showing the types of comments that have been collected over the last six months on the map set up during the pandemic. This map allows people to leave suggestions of any changes to 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. For Picton Street 7 comments were posted in total.

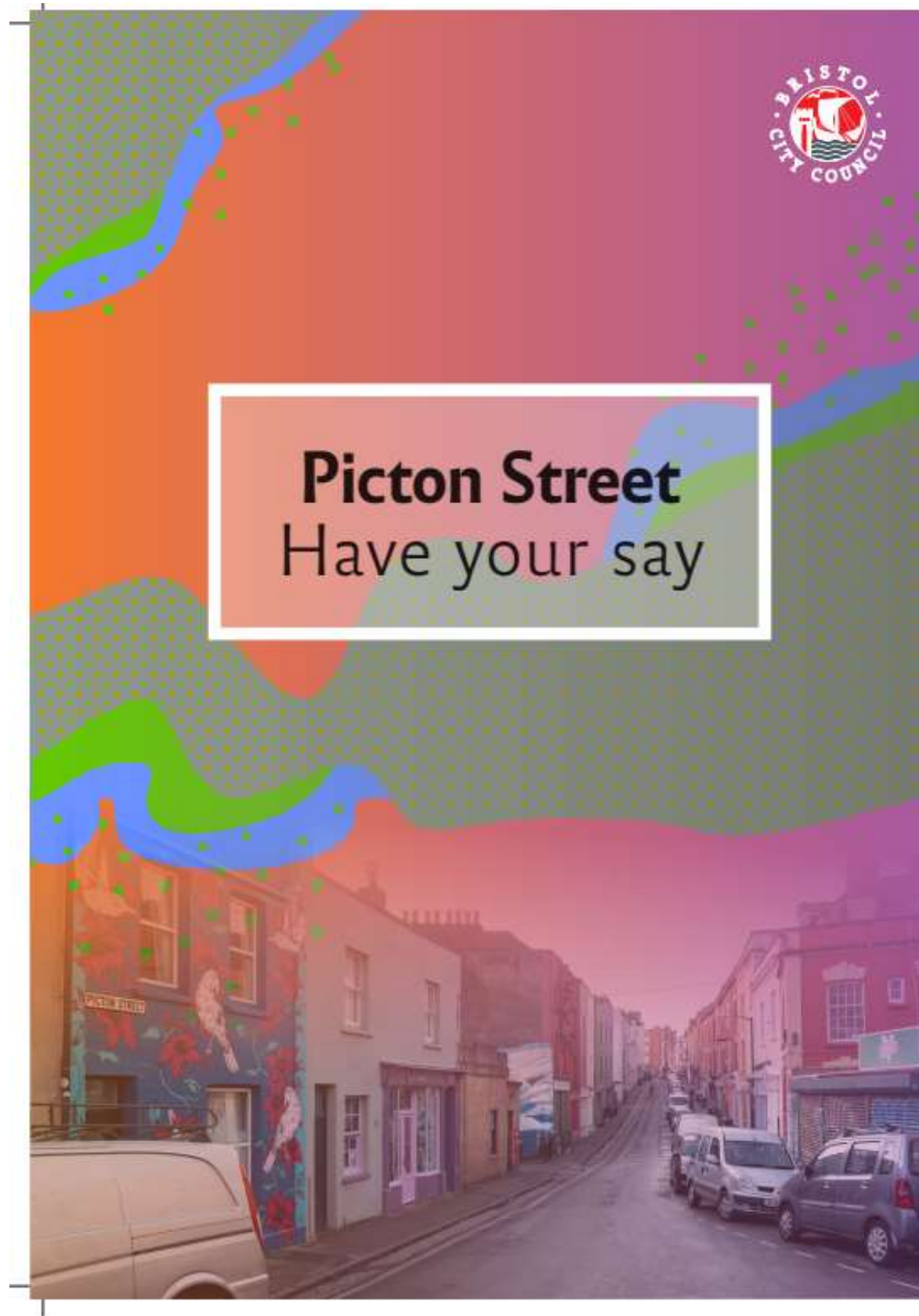
The table below shows the comments for each issue type. 4 comments were left under Road closures, 1 under Pavements, 1 under Speeding issues and 1 under Other. Of the Road closures comments 36 likes were posted. These comments varied from some supporting a road closure, objecting to the closure, one wanting the street to be one-way and one saying residents need car parking spaces but not students.

Issue Type	Issue	Likes
Road closures	very few access roads into Montpelier and would need to use less suitable ones like Wellington Avenue.	1
Road closures	not enough room for cars, bikes and peds in both directions. Pedestrianise or make one-way circuit with Wellington Avenue.	21
Road closures	residents need car spaces, but students do not. Make one way up to Ashley Road junction	1

Road closures	pedestrianise! Very narrow clogged street with parked cars and difficult to walk and cycle.	13
Pavements	threatening walkers and cyclists. Make one way or close or alternate parking to slow traffic down.	2
Speeding issues	peds only and need a rubbish solution/ waste collection is an issue with bins blocking pavements.	5
Other	semi pedestrianise. Multiple car speeding down road.	1

6. Appendices

6.1 Survey



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

HINDI

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

KURDISH

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

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 ਦੁਆਰਾਈ ਦੀ ਜ਼ਰੂਰਤ ਹੈ ਤਾਂ ਤੁਹਾਡੇ ਲਈ ਅਸੀਂ ਇਸਦਾ ਪ੍ਰਬੰਧ ਕਰ ਸਕਦੇ ਹਾਂ।

SOMALI

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

URDU

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

VIETNAMESE

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

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

The council has now secured further funding from the government 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 Picton Street.

We are aiming to:

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

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

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

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 and supports businesses to stay and thrive in the area with increased footfall.

Below is a survey asking local people to think about Picton Street. What would you change about the street, 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 which could include suggestions of pedestrianisation, changes to traffic movements, improvements for pedestrians and cyclists etc.

We will work with the community to co-design a scheme and **there will be further engagement early next year** on any detailed proposals.

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:** Picton Street, 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 Picton Street?

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

4) How do you travel to and around Picton Street? (tick all that apply)

- I walk I use a bicycle I use a scooter
- 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 Picton Street?

- 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 Picton Street? (tick all that apply)

- Personality and character of the street
- It is easy to walk around e.g. good walking routes
- Available car parking e.g. on street
- Places to sit and rest
- Good street lighting
- Central location of the street
- 20mph speed limit
- Part of a busy shopping area near to Gloucester Road
- Other (please specify):



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

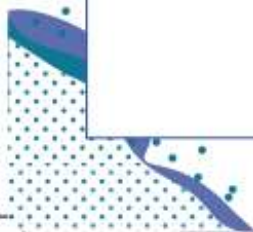
	A serious problem	A moderate problem	A minor problem	Not at all a problem	Don't know/no opinion
The street is busy with people	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The street is busy with traffic	<input type="checkbox"/>	<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"/>
There is no space for recycling bins and waste collection on street	<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 road is too narrow for two way traffic	<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 Picton Street:
(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"/>
Quieter street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wider pavements with designated waste collection areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wider pavements for movement	<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 activities	<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"/>
Pedestrianisation to create outdoor space for the community and businesses	<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"/>
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"/>
More disabled car parking in the area	<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"/>
Other (please specify):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9) 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.

10) 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

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

- Yes No Prefer not to say

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

- Yes No Prefer not to say

13) What is your sex?

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

14) 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):

15) What is your sexual orientation?

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

16) What is your religion / faith?

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

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

- Yes No Prefer not to say

18) 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.



6.2 Business Operational Survey



Business Operational Survey

– Picton Street businesses

Name of business	
Name of owner/ manager	
Address of business	
No. of employees	
How do you and your employees travel to the business?	
Operational times e.g., 8am to 8pm	
Operational weekdays e.g., Mon to Sat	
Deliveries	
How many deliveries do you get a week?	
What types of vehicle are used for the deliveries?	
How are goods brought into the shop/ business?	
Do you have access to any loading bays? And how frequently are they used? If not, where do you do most of the loading/unloading?	

Waste collections	
How frequent is your waste collection e.g., weekly and on what day?	
Where is the waste collected from e.g., front / back of premises?	
Do you have any issues with your refuse collection?	
Customers/Clients	
How do most of your customers travel to your premise?	
If they drive, where do they park?	
Parking	
What do you think the demand for disabled parking is?	
Is there a high turnover of parking outside of the premise?	
Cycling	
What do you think about cycle parking facilities?	
What do you think about cycle infrastructure on the road?	
Walking	
What do you think about the pavements? Any improvement?	
Public Transport	
Are there any and if so, what would you improve?	

Any other comments

--



Please return this survey using the contact details below.

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

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

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

Phone: 0117 9036449 and leave a message on the answerphone

Translations	
If English is not your first language and you need a translation, we can get one for you.	
Bengali ইংরেজী আপনার মাতৃভাষা না হলে এবং আপনার কোন অনুবাদের প্রয়োজন হলে আমরা তা প্রদান করতে সক্ষম।	Polish Jeżeli ulocka ta wymaga dodatkowego wyjaśnienia, prosimy o skontaktowanie się z najbliższym biurem odpowiedniego regionu.
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。	Portuguese Se o Inglês não é a sua língua materna e precisa de uma tradução, nós podemos obtê-la.
Gujarati જો તમારી પહેલી ભાષા અંગ્રેજી ન હોય અને તમને ભાષાંતરણી જરૂર હોય તો અમે તમને તે આપી શકીએ છીએ.	Punjabi ਜੇਕਰ ਇੰਗਲਿਸ਼ ਤੁਹਾਡੀ ਪਹਿਲੀ ਭਾਸ਼ਾ ਨਹੀਂ ਅਤੇ ਤੁਹਾਨੂੰ ਦੁਕਾਸ਼ੀਏ ਦੀ ਜ਼ਰੂਰਤ ਹੈ ਤਾਂ ਤੁਹਾਡੇ ਲਈ ਅਸੀਂ ਇਸਦਾ ਪ੍ਰਬੰਧ ਕਰ ਸਕਦੇ ਹਾਂ।
Hindi यदि अंग्रेज़ी आप की पहली भाषा नहीं है और आप को अनुवाद की आवश्यकता है तो यह हम आप को प्रदान कर सकते हैं।	Somali Haddii Ingiriisku aanu ahayn afkaaga kowaad oo ead u baahan tahay fujumaad, anagoo kuu samayn kano.
Kurdish Heke inglîzî zimanê we yê yekem nîne û pêwîstiya we bi wergêr heye, em dikarin yekî ji we re bibînin.	Urdu اگر انگریزی آپ کی پہلی زبان نہیں ہے اور آپ کو ترجمہ کی ضرورت ہے تو ہم آپ کے لئے ترجمہ کر سکتے ہیں۔
Kosovan Nëse anglishtja nuk është gjuha juaj amtare dhe keni nevojë për një përkthim, ne mund t'us sigurojmë atë.	Vietnamese Nếu quý vị không thạo Anh văn và cần bản dịch, chúng tôi sẽ giúp quý vị một bản.

Appendix 6.3 - Bristol Walking Alliance submission

Comments by Bristol Walking Alliance on Active Travel Fund site improvements

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

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

Improvements for walking

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

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

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

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

Community engagement

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

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

We have the following concerns.

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

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

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

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

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

Bristol Walking Alliance
17 January 2021

enquiries@bristolwalkingalliance.org.uk

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.

Local Responses

Cotham Hill, Cotham

Cotham Hill is a much loved neighbourhood street and one that we should be proud of and keen to promote as a city. However it is not without its problems, many of which have existed for years and have not been addressed previously.

Cotham Hill did not receive any emergency funding to create safer spaces during Covid-19 and so the pavements remain very narrow relative to the number of pedestrians. This situation is exacerbated by frequent queuing outside the pharmacy/post office and pavement parking/loading on the Eastern side of the road.

Looking at vehicle movements, Cotham Hill forms a key link from Whiteladies Road to Cotham Brow and St Michael's Hill and therefore attracts high volumes of vehicle movements in this

direction (including those on bikes). Despite the lack of width the road remains a two way street with vehicles also approaching from the South with congestion forming on the narrower stretch of the street as cars wait to pass in either direction. In addition, many use Cotham Hill to access Hampton Park Road (and vice versa). With Hampton Park Road being a wide straight road this encourages high motor vehicle speeds - something which we would hope to see addressed.

In our opinion the opportunities to transform Cotham Hill into a safe, green and friendly high street are significant and we would be keen to support efforts to create more space for pedestrians, more places to sit and rest, opportunities for businesses to use the space and more greenery. Whilst allowing businesses to use the space will bring obvious benefits to hospitality businesses, other shops and businesses should also be set to benefit from Cotham Hill being a safer, more attractive place to spend time. We would also be keen to see dedicated disabled parking on Cotham Hill, both to enable ease of access for those with mobility issues but also to remove dangerous parking which sometimes takes place on the junction of Hampton Park and Cotham Hill.



Finally, while we would be very supportive of efforts to reduce vehicle movements and to improve placemaking, Cotham Hill is a key link in the National Cycle Network with many using the 'Downs Link' from Woodland Road to/from Hampton Park Road so it is essential that cycling access is retained and prioritised in the longer term plan for Cotham Hill.

(Photo: Smith Maloney via Liveable Bristol)

Princess Victoria Street, Clifton

Princess Victoria Street is at the heart of the popular and historic Clifton Village retail area. The eastern end of the street has a mixture of busy shops and restaurants, whilst the street is also the main pedestrian route to further shops on The Mall and Waterloo Street. Despite the large footfall, the pavements are narrow and the majority of the street is given over to car parking and through traffic.



Many traders on the street would benefit from being able to expand outwards onto the street space, as has been very successfully shown just across the road on Boyce's Avenue. In this location, it has been shown that a space can be fully pedestrianised the majority of the time while allowing deliveries during limited hours.

With its close proximity to the city centre, Clifton Village is highly accessible by walking, cycling and public transport, and this is how most people reach the area. It is popular with residents and visitors alike. Despite this, facilities for pedestrians and cyclists are limited. We would support changes to the road layout to

reduce through traffic, additional space for walking, additional cycle parking and other improvements to the public realm. Of the options presented in the consultation, our preferred option would be a full closure to motors, with cycle permeability, as long as suitable loading facilities are provided at each end of the closed section for traders.

(Photo: Clifton Village BID)

St Marks Road, Easton

St Marks Road is a unique and much loved local high street with many businesses having traded there for several decades. However, like so many of the UK's high streets, there is a lot of through-traffic on the street that makes it a noisy and less pleasant environment for shopping. We would support any measure here which reduced through traffic and in turn which would make the street more friendly for pedestrians and cyclists and allow for outdoor seating from the food/drink businesses, increasing the number of customers they can accommodate.

It feels quite unsafe and inconvenient when cycling against the flow of traffic. It seems that many people driving don't realise that there is a cycling contraflow lane (the road markings have worn down). There is inadequate segregated space here for cyclists to use the street.



Wheelchair users and pedestrians with prams/buggies will often find their route blocked crossing the Henrietta Street junction because delivery vans, lorries and customers' cars park over the end of the road. Lorries and large vehicles often also block the pavement in the vicinity of the railway bridge and by the Sugar Loaf/mosque causing pedestrians to walk in the road.

In addition to more spaces for pedestrians and seating for traders we would support further placemaking such as benches and greenery which would really help to create a place for dwelling, not just passing through. Measures to reduce through traffic, making a pleasant environment for cycling, would be welcomed.

(Photo: [Joe Dunckley](#))

Rosemary Lane, Eastville

Rosemary Lane forms part of a "rat run" route between Fishponds Road and Greenbank. Motor traffic uses it to avoid sections of the A432 during busy periods. This creates a high level of traffic past May Park Primary School during peak times, endangering schoolchildren and making it less possible for them to travel to school safely.

We would support the restriction of motor traffic in this area, to create a small "East Park Liveable Neighbourhood". This Liveable Neighbourhood would retain full motor vehicle access to the entire

area, but would remove through traffic, creating a safer environment for local residents and school pupils.

Picton Street, Montpelier

Picton Street is an historic shopping street and is an important local centre for the residential areas of Montpelier, St Paul's and Cotham which surround it. It currently provides a good range of local amenities including pubs, cafes, restaurants and shops. It is part of a vibrant area of Bristol centred around Gloucester Road however the relatively quiet nature of Picton Street means it complements Gloucester Road well. Picton Street is much treasured by local residents and also falls within the Montpelier Conservation Area.

Picton Street is currently two-way, however parking bays on the north side of the road reduce the street to a single lane without adequate space for cyclists to safely pass cars. While Picton Street is not a busy thoroughfare for cars, it does experience a significant traffic flow. It should be noted that there is a rat-run through Montpelier along Picton Street/ York Road/ Fairfield Road to which a significant proportion of this traffic flow can be attributed. This rat-run of course provides no benefit to local residents or businesses.

It should also be noted that successful traffic calming schemes have been delivered in Montpelier previously including a modal filter on Bath Buildings immediately north of Picton Street, and a modal filter on Richmond Road to the east. We would strongly welcome further modal filters to restrict the remaining rat runs in Montpelier, particularly the Picton Street/ York Road/ Fairfield Road rat run which so negatively impacts cycle safety and amenity on Picton Street. It may be prudent to create a one-way access-only route with Picton Street and Wellington Avenue.

Further to restricting vehicle movements we would also strongly welcome complementary improvements to the public realm including improvements to the walking and cycling environment, particularly increased provision of cycle parking close to Oowee.

We believe that the proposed changes to Picton Street represent a great opportunity to transform the street to make it less car dominated and much safer and more pleasant for pedestrians and cyclists to both pass through and to linger.
