

**St Marks Road - Early Engagement Survey Report
January 2021**



Contents	Pages
1. Summary	3
2. Background	7
2.1 Objectives of engagement and communications	8
3. Engagement Tools	9
3.1 Community Survey	10
3.1.1 Supporting communications	11
3.2 Business Operational Survey	11
4. How we engaged	12
4.1 Survey launch	12
4.2 Less heard communities	13
5. Results	13
5.1 Stakeholder engagement	13
5.2 Community Survey Results	16
5.2.1 Survey Demographics and Equalities analysis	35
5.2.2 Social media	40
5.2.3 Emails and phone calls	44
5.3 Business survey results	44
5.4 Getting Bristol Moving Map results	46
6. Appendices	50
6.1 Survey	50
6.2 Business Operational Survey	58
6.3 Bristol Walking Alliance	61
6.4 Bristol Cycling Campaign	62

1. Summary

Over the summer the council provided more space for walking and cycling on our streets to support social distancing during COVID-19. This included using temporary barriers to widen pavements and to provide protected bike lanes. 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 St Marks Road. The aim is to improve walking and cycling journeys, minimise rat running and maximise community enjoyment, creating more liveable neighbourhoods free from traffic congestion.

In addition to the Department for Transport (DfT) funding to improve walking and cycling on St Marks Road, the Community Infrastructure Levy funding is also available to improve the general St Marks Road environment. This could cover new CCTV, much needed improvements to road surfaces, signage, greenery, and lighting.

This is an opportunity to combine these funding sources to look at the street and see what is possible and what local businesses, organisations, religious centres, residents, and visitors would like to see happen on St Marks Road. The overall aim of any possible scheme will be to support the much-loved businesses, grow economic benefits, improve air quality with less pollution and make it easier to walk and cycle within the local community.

Background

Closing the road at one end to make it access-only was an early suggestion, and within the local community there has been many conversations centred around both concerns and support for pedestrianisation of St Marks Road. There was a lot of strength of feeling with different groups having different viewpoints. As a result, online petitions have been drawn up by these different groups asking people to either stop or support pedestrianisation.

Before and during the early engagement survey that ran between Monday 9th November 2020 and Sunday 17th January 2021, the council has made clear that no plans have been drawn up for pedestrianisation or any other scheme. We are not committed to any one idea, and that we want to deliver a scheme that the community are happy with. The early engagement survey therefore asked open questions to find out from local people what they liked about the street, what they would improve and what would they prioritise. The intention is to work with the local community to co-design a scheme using all the feedback in this engagement.

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 17.5% 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 3548 local properties
- 50 posters were put up in the local area to raise awareness of the survey
- Online survey was compatible word reader software
- Local stakeholders and community groups were asked to help raise awareness of the survey

- Prior to the survey, Covid-19 compliant face to face meetings with local stakeholders were held
- Promoted the survey via online social media platforms which appeal to different age ranges
- Due to Covid19 restrictions the team offered virtual chats and phone appointments to anyone who didn't want to submit a written response but wanted to ask questions and provide feedback.
- Officers attended a local community meeting to hear feedback from residents, businesses, faith leaders and other local stakeholders

Stakeholders

Over 143 key stakeholders (including emergency services), 167 equality, Voluntary and Community Sector and faith groups and 14 local businesses were engaged. Responses were received from the police and fire service who want to be kept in the loop once proposals emerge to ensure access is retained for emergency vehicles. Responses were received from the following citywide organisations:

- Bristol Muslim Strategic Leadership Group
- Bristol Walking Alliance,
- Bristol Cycle Campaign and
- Bristol Civic Society.

Local Stakeholders - Meetings were held with members of the St Marks Road Community Group who represent local businesses, religious centres and other local community groups and some members submitted suggestions for the road which included:

- Loading bays,
- Increased signage,
- Separate cycle lane,
- Zig zags on Henrietta Street,
- Dedicated bin area for businesses,
- Cycle parking outside the Mosque,
- EV charging point,
- Repair road surface,
- Provide disabled parking,
- Timed parking bays,
- Click and collect space for customers of all businesses.

14 additional representations were made by the public, 11 via email, 2 phone calls and 1 virtual chat. The comments centred around the issue of pedestrianisation and around half opposed and around half supported this idea.

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. Of the 24 businesses identified and contacted, 14 engaged and the comments range from:

- tidy up the street,
- fix footways and street lighting,
- put in CCTV cameras,
- widening pavements,
- providing loading bays and
- open the National Rail land for car parking.

Community survey

A total of 1115 responses were received from the survey made up of 474 online and 641 paper copies. The headline findings are:

- 81% of respondents are residents and live within one mile
- 80% of respondents walk to the road with 45% riding a bike and 30% driving a car/ van.
- Over 80% of respondents like St Marks Road due to the “local high street economy” and “personality and character of the street”. Over 75% like “supporting local jobs” and nearly 65% liked the “customer service and shopping experience”.
- The most serious and moderate problem identified was that “the street is busy with traffic” (48%) followed by “there is too much pollution/poor air quality” (47%) and “access for disabled people is poor” (45%).
- Over 50% of respondents think “have cleaner air”, “a nicer/safer place to walk and cycle” and “having enough shade and shelter e.g. increased greenery, planters” are essential and high priorities when totalled together.
- In total 1623 ‘other’ comments were received for the four main questions asking about what people like, what the problems might be, what are their priorities and any other comments.
- 511 other comments talked specifically about pedestrianisation and of those 120 supported and 257 objected to the idea of pedestrianising the road. 134 other suggestions were also put forward under this category such as partial closures, limit closures to certain times and resurface the road.
- The largest age group who responded were aged between 35-44yrs with 30% and 50% who responded were female compared to 41% who identified as male.
- 57% of respondents were White British and 12.95% were Asian/Asian British which reflects the ward population.

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

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

For St Marks Road 22 comments were posted on the map. However, it is important to state that this map can be accessed by anyone, so the comments are not necessarily made by local people. The map allows people to leave suggestions of any changes to transport network they felt might improve

an area. They can choose from a range of categories such as: Road Closures, One Ways, Cycle Lanes, Pavements, Local Highway Streets and Other. Of the 22 comments:

- 9 comments were left under 'Road Closures' with 316 likes. 5 comments supported road closures and got 242 likes.
- 6 comments were left under 'Pavements' with 176 likes. 5 comments asked for wider pavements and got 142 likes

2. Background

St Marks Road is in two wards. The upper section which is the main shopping area is in the Easton ward and the lower section falls into Lawrence Hill ward. This project however is focusing on the upper section of the road. This stretch is one way for motorised vehicles from the Stapleton Road junction until the High Street junction. The road also has a contraflow cycle lane marked with bicycle stencils with a 20mph speed limit and has a reduced width along the main shopping section to allow for wider pavements for pedestrians. The nearest Enterprise car club bay is located on Mivart Street, by Belle Vue Road junction and the street does not have any electric charging points. This section of the road also has 13 Sheffield stands for cycle parking located outside different premises along the shopping area.

The road was named the greatest street in UK and is famous for its multi-cultural cuisine and festivals and has a range of cafes, restaurants, bakery, retail stores, a church, and a mosque amongst its businesses.

Funding opportunities

Over the summer the council provided more space for walking and cycling on our streets to support social distancing during COVID-19. This included using temporary barriers to widen pavements and to provide protected bike lanes. We have been flexible with our approach and we have been listening to suggestions from local people for improvements to support high streets and help people get around safely both during the pandemic and in the long term. The council, in partnership with the West of England Combined Authority, has now secured further government funding to extend and strengthen the temporary work already done.

The council has been looking at ways to use this funding to make significant changes to several neighbourhood roads such as St Marks Road. 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.

In addition to the DfT funding to improve walking and cycling on St Marks Road, the Community Infrastructure Levy funding is also available to improve the general St Marks Road environment. This could cover new CCTV, much needed improvements to road surfaces, signage, greenery, and lighting.

This is an opportunity to combine these funding sources to look at the street and see what is possible and what local businesses, organisations, religious centres, residents, and visitors would like to see happen on St Marks Road. The overall aim of any possible scheme will be to support the much-loved businesses, grow economic benefits, improve air quality with less pollution and make it easier to walk and cycle within the local community.

A survey was therefore designed to engage with the local community, residents, and businesses to find out what they would like. However, before the survey was rolled out many conversations took place within the community regarding suggestions to pedestrianise St Marks Road. There was a lot of strength of feeling with different groups having different viewpoints. As a result, online petitions have been drawn up by these different groups asking people to either stop or support pedestrianisation.

In response to these community conversations the team and local ward members held several meetings with the local community to reassure them that there are no plans to pedestrianise the road. The survey is a way to have an open and meaningful conversation about what local people like, would improve and would prioritise for the street environment.

2.1 Objectives of engagement and communications

The main aim of the early engagement exercise was to:

- seek views from key stakeholders at an early stage, on priorities, what they think should change and issues and concerns to inform preliminary design of the street environment
- 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 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 St Marks Road
- We have been talking to businesses, local people living and working in the street from Sept 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, BIDs
- Local resident associations, faith, and community groups
- Local people who live on the street or on side roads
- People working on the street
- People who visit the street

3. Engagement Tools

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

The online survey had a redirector www.bristol.gov.uk/stmarksroad that was promoted and publicised through social media channels and newsletters etc. 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.



As St Marks Road is in Easton which is one of the more diverse wards in the city, the team sought out advice from the council's equality and cohesion team as to the best approach to engage the local population.

Due to the strength of feeling in the community from some groups the team also received a letter from the British Muslim Strategic Leadership Group in September 2020. The BMSLG is an independent and neutral organisation. The letter stated that they were asked to support a range of residents and businesses as well as religious settings on St Marks Road as they had been told about a proposal for pedestrianisation and other measures.

They felt further consultation and discussion was vital before making decisions on any proposed changes and considering the importance of St Marks Road they advised the council to increase any consultation with the local community. The letter noted that any consultation must be full, accessible, and timely and use a range of mediums such as face to face (subject to CV19 restrictions), leaflet drops, social media and other networks and organisations. They felt the consultation should be in a wide and diverse range of languages.

Once complete they suggested that the consultation should be evidenced with numbers of attendance at meetings, social media discussions, submissions to polls, representation from local organisations. They also advised providing an impact assessment prior to starting pilot initiatives.

The letter was acknowledged and welcomed, and the advice has been considered throughout the engagement period.

COVID-19

As this engagement process was taking place during the COVID 19 pandemic there were certain restrictions that applied which meant our face to face engagement had to be suspended. The team had planned to carry out on street roadshows where people would have been given a paper copy of the survey or asked if they would like to fill it via an Ipad. However, the team adapted the approach to ensure everyone could have their say by:

- Putting up 50 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 3548 local properties to raise awareness of the survey and encourage local people to have their say
- Contact local groups and key stakeholders and ask them to help raise awareness of the survey
- Delivering a follow up postcard/ leaflet to the survey to 3548 local properties to remind people to have their say and offering free support to encourage sustainable travel for individuals and businesses.
- Promoted the survey via online social media platforms
- Offered virtual chats and phone appointments that were advertised on the materials.
- Liaising with Community Development team to have local conversations and virtual meetings with the key representatives from the community to gather views.

The team also provided different ways for the public to get in touch if anyone had a comment or required a survey in a different format. They could contact the Transport Engagement team on email at transport.engagement@bristol.gov.uk, by phone 0117 9036449 or by writing to St Marks Road, Transport Engagement Team, PO BOX 3399, 100 Temple Street, Bristol, BS1 9NE.

As 82.5% of the Easton ward has English as the main language this means around 17.5% of the ward population would require assistance when engaging with the survey. It was therefore advised to add a language template at the start of the survey 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 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 St Marks Road. It also asked how people travel to the road and how often people

visited the street. The second focused on their own experiences of the street such as likes, problems and what people think are the priorities. The third section asked for any other ideas and the last focused on the about you detail so that the team can monitor who responded to the survey.

The survey was launched on Monday 9th November 2020 and closed on Sunday 17th January 2021 which allowed six weeks for comment. The survey was hosted on the consultation hub on the city council website and had a redirector of www.bristol.gov.uk/stmarksroad.

See 'Appendix 1 – St Marks Road Survey' to see the paper version of the survey which reflects the online version of the survey.

3.1.1 Supporting communications

The team also created a social media plan which included images of the engagement and text for use in their communications and suggested web friendly copy for website, Facebook posts, Twitter etc. The team also created a press release and copy for newsletters that were used for local organisations which announced all the surveys that were being launched.

3.2 Business Operational Survey

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

1. About the business
2. Deliveries
3. Waste collections
4. Customers/ clients
5. Transport modes
6. Any other ideas

The first section focused on where the business was located, the type of business and number of employees etc. The second focused on the number of deliveries, time, and loading /unloading facilities and the third asked about waste collections and in particular the location. The fourth concentrated on customers' habits and the fifth asked about the street environment and transport mode facilities. 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 St Marks Road.

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

4. How we engaged

Before any proposals are put together for St Marks Road 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:

- Covid-19 compliant face to face stakeholder meetings with local groups which were held before the Tier status changed
- 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.

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

4.1 Survey launch

The first stage of engagement for the survey was to contact 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. The press release announced the launch of the survey.

There were regular social media posts from both the Twitter and Facebook accounts and paid posts 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 Less heard communities

Traditionally the younger population, those from ethnic minority groups and those living in the most deprived wards are often less heard from. To ensure those groups and those living close to the street environment were aware of the engagement process the team sent out 3548 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.

In pre covid19 times we would have followed up the postal surveys with targeted door knocking in this area and would have carried out interview surveys on street to help boost responses from certain groups. If street events had been allowed the team would have held roadshows asking people to get involved and fill in the survey.

The team are very aware that not everyone has access to online resources which is why the team put 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 St Marks Road. The key stakeholders list includes:

- Ward members and MPs,
- Emergency service providers,
- Equality groups,
- Transport operators,
- Transport board members,
- Educational institutions,
- Refuse firms,
- Faith groups,
- Voluntary and Community Sector groups,
- Energy, water, and telecommunication providers.

Key stakeholders

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

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

Bristol Walking Alliance

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

In terms of community engagement, they support the intention for greater community consultation and that success will largely depend on how the doubts of a few people are sensitively addressed. They also commented on the first round of Emergency Active Travel Fund high street interventions and making it clear about temporary and permanent measures as a way of setting expectations, (see Appendix 6.3).

Bristol Cycling Campaign

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

For St Marks Road there is a lot of through traffic which makes a noisy and less pleasant environment for shopping. Support measures to reduce traffic as it feels quite unsafe and inconvenient when cycling against the flow of traffic and there is inadequate segregated space for cyclists to use the street. Lorries and large vehicles often block the pavement in the vicinity of the railway bridge and by the Mosque causing pedestrians to walk in the road. They would also like more seating for pedestrians and greenery to make a more pleasant environment. (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 for St Marks Road include all the local businesses, local community groups and religious organisations. Many of the businesses engaged in the business operational survey and this is reported on in section 5.2. This section therefore focuses on the local stakeholders who got involved with the conversations and submitted representations on what they felt should be improved and prioritised in the area.

Prior to the community survey being launched several meetings were held with local stakeholders who formed the St Marks Road Community Group and who consist of Bristol Sweet Mart, Pak Butchers, Easton Voice, St Mark's Baptist Church, Easton Jamia, Barbie, Autoinfusion, St Marks Road Traders Forum and Baggator Nexus.

These meetings were with council officers and ward members where attendees discussed the future of the road and ideas for moving the conversation forward. At one of these meetings two local representatives provided officers with print outs of photos showing where they felt improvements could be made on the road. These suggestions included:

- loading bays for the businesses,
- slowing down traffic with cobblestones,
- provide a separate cycle lane along the street (may need to look at pavement width),
- increase signage for St Marks Road from Stapleton Road and M32,
- install zig zags on Henrietta Street and create turning point, which is currently used for parking,
- provide a dedicated bin area for the shops
- cycle parking outside the Mosque
- charging point on St Marks Road
- Repair damaged bollards on the footway
- Provide disabled parking and access for customers eg timed parking bays
- Click and collect area for customers to pick up shopping.
- Pavement and road needs repairing

The council officers reassured the local representatives that there were no plans to pedestrianise the road and that any proposals would be co designed with the local community and businesses. The

group also discussed the community survey and they provided some feedback on the survey and many changes were incorporated. This included a reassurance the council 'will work with the community to co-design a scheme and there will be a public consultation on any detailed proposals that emerge before anything is decided or finalised'.

The council officers were also alerted to a petition which asked people to 'Save St Marks Road'. The petition noted that if the council pedestrianised the street then the Bristol Sweet Mart would have to leave. A second petition supporting the closure of the road is also now up and running.

However, once the survey was launched and local stakeholders were contacted the St Marks Road Community group set up a kiosk within Bristol Sweet Mart to help local people fill in the survey. Unfortunately, this had to close once lockdown was imposed due to restrictions.

In December a meeting was set up by the Bristol Muslim Strategic Leadership Group (BMSLG) to discuss St Marks Road and Rosemary Lane. The meeting was chaired by Dr Adeela Shafi and the group invited the ward members for both Eastville and Easton, local MP, Mayor and Cabinet Member for Transport and some council officers to attend. Both ward members and the local MP attended, and the Mayor was able to attend for the first half. The Mayor asked people to respect differing views to have a sensible conversation and reassured people the council will listen to views and work with the community. Those who spoke at the meeting included some members of the public who made statements and community representatives for both the Greenbank and Easton Jamia Mosques, St Marks Road Church, St Marks Road Café, Bristol Sweet Mart, BARBIE, and Pak Butchers.

Four students from UWE also attended and introduced a project that they were working on which centres around Community Planning for the local neighbourhoods in the BS5 and BS2 areas. The students did display some of the architectural drawings at the kiosk located at the Bristol Sweet Mart before it was closed due to COVID19. The final report from the design team will be available in mid- February with community planning sessions following this to present the results and for community teams to consider how they would like to move forward.






The ward members were also given an opportunity to speak and Cllr Pickersgill, Cllr Shah, and Cllr Khan all three gave an update from their perspective. At the end of the meeting people were given a chance to ask questions. The main messages from the meeting were that the group do not support pedestrianisation and want to see any plans that have been drawn up. They wanted to know what the problem is that the council are trying to fix. Councillors noted that the council did not have any plans and that we are merely at the stage of asking people to tell us what they like about the street, what improvements they would like to see and what are their priorities.

5.2 Community Survey Results

A total of 1115 completed responses to the survey have been captured using the online Smart Survey platform over the engagement period. This was made up of 474 online respondents and 641 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)

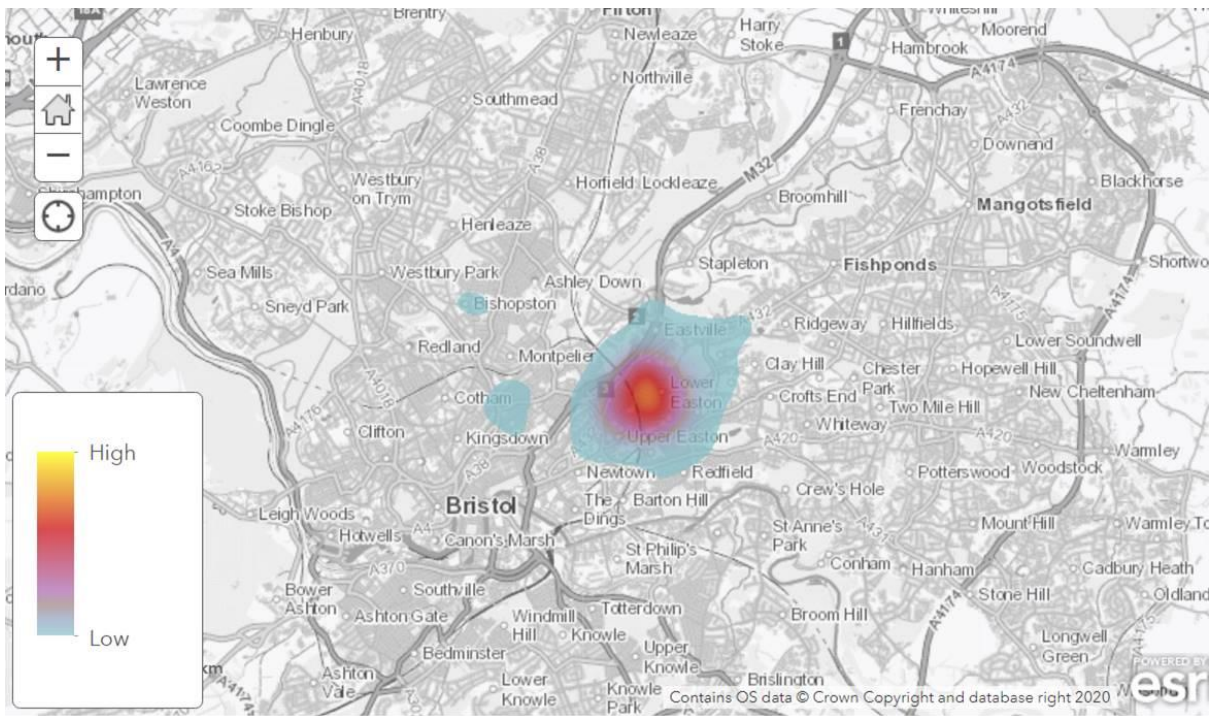
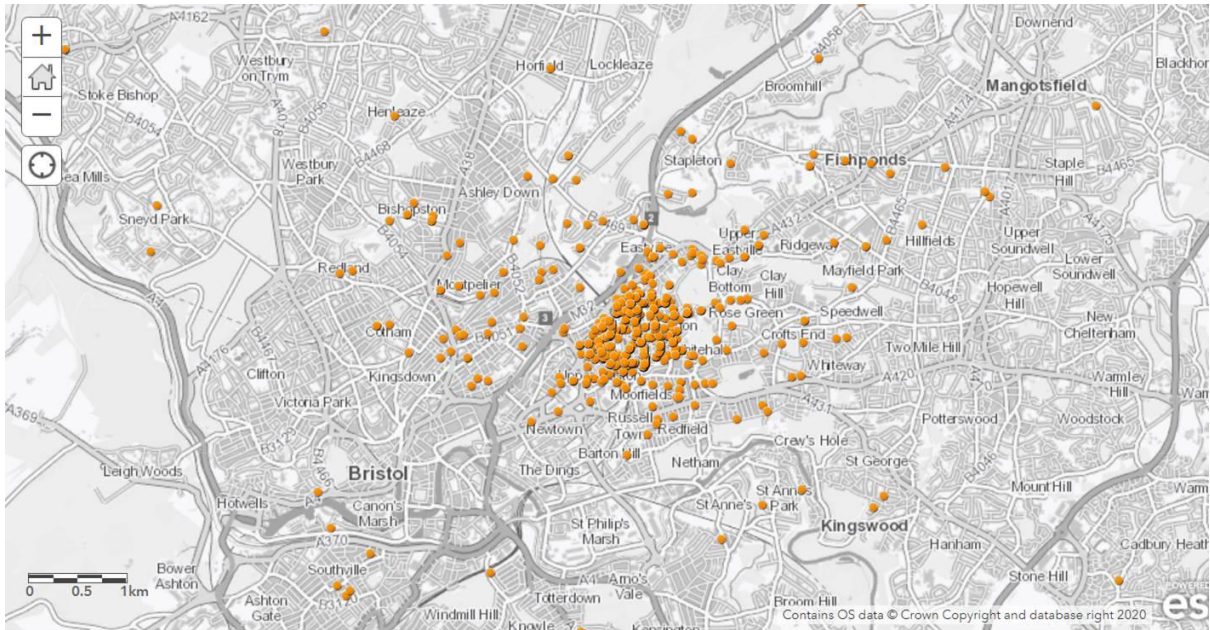
			Response Percent	Response Total
1	I am a local resident		81.24%	888
2	I am a local business owner		3.93%	43
3	I work in the local area		7.41%	81
4	I am a regular visitor to the local area		22.23%	242
5	Other (please specify):		2.10%	23
			answered	1093

81% of respondents said they were a local resident and just fewer than 25% of respondents are a regular visitor to the area.

Of the 'Other' category 23 comments were made and 4 of those noted they used to live on St Marks Road, 2 were suppliers, 3 visited the Mosque, 1 was a landlord and the other comments were repeats of the categories in the main question.



2. What is your full postcode, e.g. BS9 3JZ. If you are responding on behalf of a business or other organisation, please provide the postcode of the organisation's premises in Bristol.

Of the 1115 responses, 1049 left their postcode and most lived within Bristol. The postcodes have been plotted on the first map below to show where the respondents live. The vast majority are shown to be from the Easton ward area which coincides with the response from question one and three. The second map is a heat map that shows that there is a concentration of high responses surrounding St Marks Road and the local ward.








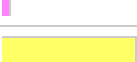




3. How far do you live from St Marks Road?

			Response Percent	Response Total
1	Up to 1 mile	<div style="width: 80.63%; height: 20px; background-color: red;"></div>	80.63%	874
2	1 - 2 miles	<div style="width: 10.99%; height: 20px; background-color: yellow;"></div>	10.99%	119
3	3 - 5 miles	<div style="width: 6.37%; height: 20px; background-color: blue;"></div>	6.37%	69

3. How far do you live from St Marks Road?				
			Response Percent	Response Total
4	5+ miles		0.83%	9
5	I live outside of Bristol		1.20%	13
			answered	1084

Over 80% (873) of respondents live up to one mile from St Marks Road and around 90% live within two miles.

4. How do you travel to St Marks Road? (Tick all that apply)				
			Response Percent	Response Total
1	I walk		83.01%	890
2	I use a bicycle		44.07%	472
3	I use a scooter		1.12%	12
4	I catch the bus		2.89%	31
5	I catch the train		6.07%	65
6	I use a taxi		2.43%	26
7	I use a motorcycle		0.65%	7
8	I drive a car / van		29.60%	317
9	I am a car passenger		7.56%	81
10	Other (please specify):		2.80%	30
			answered	1072

Over 80% walk to St Marks Road with nearly 45% of respondents riding a bike and nearly 30% of respondents travelling by car / van.

In the 'Other' response 32 comments were received and were broken down into 7 topics. They are noted in the following table:





Wheelchair user	4
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Buggy / pushchair user and have kids	4
Live on St Marks Road	6
Walk	5
Drive	6
Skate/ skateboard	3

Where only one person made a comment, they were put into an 'other' category. There were 4 of these where one person noted a train, truck, hearse, and comments about air quality.

5. How often do you visit / use St Marks Road shopping area?			
		Response Percent	Response Total
1	Daily		23.76% 254
2	3 to 4 times a week		31.62% 339
3	1 to 2 times a week		28.34% 303
4	Fortnightly		8.89% 95
5	Monthly		4.77% 51
6	A few times a year		2.15% 23
7	Rarely		0.47% 5
		answered	1070

Of those who responded nearly 55% visit/use the street over 3 to 4 times a week or more.

6. What are the key things that you like about the street environment on St Marks Road? (Tick all that apply)			
		Response Percent	Response Total
1	Local high street economy		86.83% 931
2	Supporting local jobs		76.84% 823
3	Personality and character of the street		84.59% 906
4	Customer service and shopping experience		63.87% 684

6. What are the key things that you like about the street environment on St Marks Road? (Tick all that apply)				
			Response Percent	Response Total
5	Places for meeting friends and family		51.35%	550
6	A clean and green shopping environment (i.e. cleaner air and more greenery than other shopping areas)		20.26%	217
7	Traffic flow e.g. one way		31.19%	334
8	Available cycle parking on widened pavements		29.60%	317
9	Coloured pavements and decorated bollards		30.44%	326
10	Available car parking		16.34%	175
11	Other (please specify):		18.77%	201
			answered	1072

Most respondents (around 85%) like St Marks Road due to the “local high street economy” and “personality and character of the street”. Over 75% like “supporting local jobs” and nearly 65% liked the “customer service and shopping experience”. Around 17% of respondents like the street for “available car parking” and nearly a fifth of respondents left a comment.

In the ‘Other’ response, 199 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:

- Local shops and religious Centres (Bristol Sweet Mart, Cafes/other shops, Pharmacies, variety of food, mosque, church)
- Community (Feel, diversity, Grand Iftar, festival lights, friendliness, live nearby)
- Pedestrianisation (don’t do it, businesses)
- Road layout (like the one-way system, too many cars/deliveries, walking and cycling facilities not good enough, air quality is poor, good walking and cycling facilities)
- Parking (parking is difficult, disabled parking)
- Litter/safety (beggars/ street drinkers, clean up bridge, not clean or green shopping area)
- Other

For the ‘local shops and religious centre’ category, 97 comments were received and are summarised below:

Local Shops and religious Centre	Number of comments	Summary of comments
Bristol Sweet Mart	26 comments	Unique resource to the street. Family run and has been there for over 30 years providing a great service. Looks after the local people.
Cafes / other shops	59 comments	Successful high street. Range of independent shops. Can get everything you need. Fresh bread from the bakery. Nice cafes. Like the restaurants. Friendly, focused human scale shopping and socialising area.
Pharmacies	9 comments	Very friendly and helpful. Looks after local people.
Variety of food	15 comments	Multicultural environment and food. Diverse range of produce on sale. Mix of restaurants.
Mosque	13 comments	places of worship. Use of Mosque. The mosque is beautiful.
Church	5 comments	The community church really meets the needs of all members of the community.

For 'community' category, 99 comments were received and are summarised below:

Community	Number of comments	Summary of comments
Feel	28 comments	United community. Community Vibe. Nice local atmosphere and community all in one place. Feels like the heart of Easton Village!
Diverse	20 comments	Excellent multi-cultural shopping street. A mix of people from different walks of life.
Grand Ifar	10 comments	Grand Iftar and community events are great. Available for celebrations E.g. Grand Iftar.
Festival lights	6 comments	Festive lights at night over the road. Decorative streetlights.
Friendliness	17 comments	Always bumping into someone and having a quick chat. Neighbourly. Family friendly.
Live nearby	18 comments	It is very near to where people live. It's convenient.

For 'pedestrianisation' category, 13 comments were received and are summarised below:

Pedestrianisation	Number of comments	Summary of comments
Don't do it	11 comments	Stay as it is please. Please DO NOT close SMR to traffic. Leave it alone!
Businesses	2 comments	Love the idea of pedestrianisation but also love Bristol Sweet Mart so keen for that to stay. Any alterations must not impact on businesses.

For 'road layout' category, 26 comments were received and are summarised below:

Road layout	Number of comments	Summary of comments
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Like one-way system	2 comments	Like the fact that it's one-way traffic. Being one-way and slow-moving traffic feels safe as a pedestrian.
Too many cars/ deliveries	7 comments	Concerted efforts to ensure deliveries are grouped /pooled. Too many cars. Traffic flowing through the street is a negative experience. Reduce traffic.
Walking and cycling facilities not good enough	8 comments	Need two way for cyclists. Require more walking and cycling. Lack of cycle parking.
Air quality is poor	6 comments	Think the traffic is too much as it affects the air.
Good walking and cycling facilities	3 comments	There is plenty of space for pedestrians to walk.

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

Parking	Number of comments	Summary of comments
Parking is difficult	4 comments	There is nowhere to park for shops. Very difficult to park.
Disabled parking	2 comments	More disabled parking

For 'litter/safety' category, 12 comments were received and are summarised below:

Litter/safety	Number of comments	Summary of comments
Beggars/ Street drinkers	1 comment	Beggars loitering around making it feel unsafe.
Clean up the bridge	2 comments	Clean up the bridge. Lots of pigeon mess.
Not clean or green shopping area	9 comments	Rubbish in the alleyways. Graffiti is a problem. Ruined by litter. Not green or clean.

There were 12 'other' comments that did not fit into these categories and varied from noting the potholes need fixing, misleading questions, don't colour pavements, cobblestones are needed.

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

	A serious problem	A moderate problem	A minor problem	Not at all a problem	Don't know / no opinion	Response Total
The road is unpleasant to walk along	12.0% (128)	22.5% (238)	18.7% (197)	46.1% (487)	0.7% (7)	1057

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

	A serious problem	A moderate problem	A minor problem	Not at all a problem	Don't know / no opinion	Response Total
There is too much pollution/ poor air quality	23.8% (250)	23.8% (250)	18.3% (194)	27.4% (288)	6.7% (71)	1053
There are no places to sit and rest	16.9% (180)	26.9% (285)	24.1% (255)	28.4% (301)	3.8% (40)	1061
The road feels unsafe to cycle on	26.9% (283)	15.4% (162)	13.5% (142)	31.3% (328)	12.9% (135)	1050
The is not enough cycle parking	14.6% (153)	22.3% (235)	20.5% (215)	27.5% (288)	15.2% (159)	1050
The street does not feel safe	6.1% (64)	11.6% (121)	19.2% (201)	59.4% (620)	3.7% (39)	1045
The street is busy with traffic	27.2% (287)	20.9% (220)	23.2% (246)	27.5% (290)	1.2% (13)	1056
The traffic speeds are too high	13.8% (145)	15.7% (166)	16.4% (173)	49.8% (526)	4.3% (45)	1055
Access for disabled people is poor	24.8% (262)	20.2% (213)	12.5% (131)	12.4% (130)	30.1% (317)	1053
There is not enough disabled parking	13.5% (143)	17.0% (178)	15.3% (160)	12.2% (128)	42.0% (441)	1050
There is not enough car parking	8.4% (88)	11.1% (116)	18.7% (196)	49.4% (519)	12.5% (131)	1050
You can only drive in one direction	2.3% (24)	1.7% (18)	5.2% (54)	84.1% (876)	6.7% (70)	1042
There is too much congestion	22.7% (237)	19.8% (206)	22.6% (236)	30.6% (319)	4.3% (45)	1043
					answered	1077

The most serious problem identified with 27.2% was that “the street is busy with traffic” followed by 26.9% with “the road feels unsafe to cycle” and 24.8% saying “access for disabled people is poor”.

When totalling the serious and moderate problem figures together the picture changes slightly as although “the street is busy with traffic” stills has the highest number of respondents with 48.1% the

next highest comment is “there is too much pollution/poor air quality” with 47.6% and this is followed by 45% for “access for disabled people is poor”.

84% of respondents think “you can only drive in one direction” is not at all a problem and nearly 60% think “the street does not feel safe” is not at all a problem. This followed by nearly 50% of respondents who think “traffic speeds are too high” and “there is not enough car parking” are also not at all a problem.

8. Please use the text box below to specify any other experiences you have of the St Marks Road street environment:

This question received 543 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:

- Parking (Illegal pavement parking, disabled parking, parking on double yellow lines, double parking)
- Road surface (improve, potholes, uneven surface)
- Rubbish (need more bins, fly tipping, too much litter)
- Traffic (polluted air, too many cars, delivery issue, block sight lines)
- Road Safety (unsafe to cross, congestion, speeding traffic)
- Bridge (unclean, narrow pavements)
- Pavements (too narrow, lack of greenery, poor lighting, no outdoor space)
- Cycling (Contraflow lane, cycle parking)
- Pedestrianisation (don't do it, other suggestions, pedestrianise)
- Street (great street)

For ‘parking’ category, 131 comments were received and are summarised below:

Parking	Number of comments	Summary of comments
Illegal pavement parking	79 comments	Cars are always parked on the pavement, limiting access for families with buggies unable to put the bins out sometimes. Parking on the pavements means pedestrians must walk in the road. Lorries parking part of pavement.
Disabled parking	13 comments	Need more disable parking spaces. Lack of disabled parking
Parking on double yellow lines	16 comments	Dangerous parking on double yellow lines. Lorries parking on yellow lines.
Double parking	23 comments	Double parking. Road easily becomes blocked and backlogged. Drivers stop in the middle of the road to pop into shops, which causes traffic jams.

For ‘road surface’ category, 84 comments were received and are summarised below:

Road Surface	Number of comments	Summary of comments
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Improve	16 comments	The road does need a new surface. Cobbles are in urgent need of repair.
Potholes	17 comments	Potholes make cycling dangerous. Potholes need to be fixed. Damaging cars.
Uneven surface	51 comments	Road feels unsafe to cycle on due to extremely poor road surface. The road surface is terrible, it should be smooth and level so cycles, pushchairs, wheelchairs, trolleys etc can move freely.

For 'rubbish' category, 106 comments were received and are summarised below:

Rubbish	Number of comments	Summary of comments
Need more bins	8 comments	Not enough bins or recycling. The street should be cleaned more regularly. There are not enough bins. Recycling bins are also needed.
Fly tipping	26 comments	Litter and fly tipping are also a major problem here. Further down SMR, away from the shopping area is full of litter, often fly tipping areas.
Too much litter	72 comments	A lot of rubbish on the pavements. Rubbish bins and dog poo are a problem. Not a clean street.

For 'traffic' category, 130 comments were received and are summarised below:

Traffic	Number of comments	Summary of comments
Polluted air	37 comments	Too much pollution in the air for a community hub. A lot of vehicles sit with their engines idling, including delivery vans.
Too many cars	8 comments	Cars dominate the street - major negative. Quantity and size of vehicles accessing as a through route is not suitable for a road of this size.
Delivery issues	78 comments	Roads are too narrow for delivery trades and refuse lorries. Too many large vans unloading stuff unsafely. Lots of large lorries parking on corners.
Block sightlines	7 comments	Lorries are making visibility dangerous for crossing road and cycling/driving.

For 'road safety' category, 110 comments were received and are summarised below:

Road Safety	Number of comments	Summary of comments
Unsafe to cross	30 comments	Too many very large delivery vehicles block sight lines, making the street

		dangerous to cross. Create safe crossing routes from St Marks Road to high street.
Congestion	42 comments	The traffic congestion is terrible at times. There is just not room to accommodate the level of traffic.
Speeding traffic	38 comments	Traffic controls measures such as speed humps would improve the road. Cars drive fast down it.

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

Bridge	Number of comments	Summary of comments
Unclean	11 comments	Underneath the bridge it is also unpleasant (dirty and lots of fly tipping). It is full of pigeon poo under the bridge.
Narrow pavements	11 comments	Under St Mark's railway bridge is a very poor walking environment - the pavements are very narrow with overgrowing vegetation.

For 'pavements' category, 108 comments were received and are summarised below:

Pavements	Number of comments	Summary of comments
Too narrow	69 comments	It is a real shame that the pavements are not wide all the way through, so you often must walk in the road. Narrow congested pavements and narrow busy road make this unpleasant for all users
Lack of greenery	12 comments	There is not enough greenery in the area. There should be hanging baskets and flower beds.
Poor lighting	7 comments	Poor lighting. It can feel unsafe at night.
No outdoor space	20 comments	It would be nice to have benches and tables to sit and eat at. Outside seating for the cafes/Sweet Mart would massively improve the streetscape.

For 'cycling' category, 90 comments were received and are summarised below:

Cycling	Number of comments	Summary of comments
Contraflow cycle lane	80 comments	Cycling route is not clearly marked when going against the flow of cars and feels unsafe / there is not enough room. Cycle lane markings not clear
Cycle parking	10 comments	Hard to find spots to lock up bikes without blocking the pavement. Need more cycle parking.

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

Pedestrianisation	Number of comments	Summary of comments
Don't do it	67 comments	DO NOT pedestrianise it. Closing off access is bad for the shops trade. It would destroy the local businesses and take away the lively ambience of the street and the livelihood of many working locally. Wouldn't visit here if it was not accessible by car.
Pedestrianise the street	34 comments	It is possible to pedestrianise; and still allow deliveries for the shops and residences to park. It would really help the street feel and support the community. Road needs to be fully pedestrianised
Other suggestions	28 comments	The railway station area would be good to open for parking.

For 'Street' category, 118 comments were received and are summarised below:

Street	Number of comments	Summary of comments
Great Street	118 comments	St Mark's Road is a wonderful, vibrant, and unique street which I love visiting and shopping at. Great shops and character. Great food places

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

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

Only 340 of the 543 comments received a tick for this question and 176 were serious, 75 were moderate, 18 were minor, 50 not at all a problem and 21 don't know/ no opinion.

10. Please tell us what your priorities would be for improving St Marks Rd (Tick all that apply):

	Essential	High priority	Medium priority	Low priority	Not a priority	Response Total
Better lighting	13.1% (131)	13.7% (137)	37.7% (378)	22.9% (230)	12.7% (127)	1003
People feel safer	20.1% (200)	22.1% (219)	26.8% (266)	19.6% (195)	11.4% (113)	993

10. Please tell us what your priorities would be for improving St Marks Rd (Tick all that apply):

	Essential	High priority	Medium priority	Low priority	Not a priority	Response Total
Improved road surfaces	24.9% (256)	23.4% (241)	27.9% (287)	15.3% (157)	8.6% (88)	1029
Improved signage	9.7% (97)	11.0% (110)	26.0% (259)	34.8% (347)	18.5% (184)	997
Have cleaner air	37.5% (380)	20.5% (207)	19.7% (199)	14.2% (144)	8.1% (82)	1012
Easier to cross the road	22.4% (228)	17.4% (177)	19.2% (195)	25.3% (258)	15.7% (160)	1018
Have wider pavements	29.8% (306)	16.0% (164)	18.2% (187)	20.2% (207)	15.9% (163)	1027
Improved access to community spaces / places of worship	15.0% (150)	17.3% (173)	26.5% (266)	24.0% (240)	17.3% (173)	1002
Be a nicer/safer place to walk and cycle	37.7% (386)	19.6% (201)	15.8% (162)	15.1% (155)	11.8% (121)	1025
More cycle priorities	27.5% (279)	17.7% (179)	17.1% (173)	16.9% (171)	20.8% (211)	1013
Cycle parking facilities	19.6% (198)	20.6% (208)	21.0% (212)	20.0% (202)	18.9% (191)	1011
More places to stop and rest e.g. seating areas	20.5% (210)	21.1% (216)	25.8% (264)	18.4% (189)	14.2% (146)	1025
Reduced traffic noise	22.6% (227)	15.9% (160)	19.4% (195)	24.0% (241)	18.0% (181)	1004
Better loading/unloading facilities	17.9% (180)	18.7% (188)	26.1% (262)	20.8% (209)	16.4% (165)	1004
Better car parking facilities	9.0% (91)	9.7% (98)	16.4% (165)	30.1% (303)	34.7% (349)	1006
Have enough shade and shelter e.g. increased greenery, planters	29.2% (298)	24.1% (246)	20.4% (208)	14.9% (152)	11.5% (118)	1022
					answered	1067

37% of respondents think “be a nicer/safer place to walk and cycle” and “have cleaner air” is essential. Closely followed by 29% of respondents thinking that “have wider pavements” and “have enough shade and shelter e.g. increased greenery/planters” is essential. When totalling essential and the high priority columns together the same three comments have received over 50% of responses.

9% of respondents think “better car parking facilities” is essential, but over 60% think this is a low priority or not a priority at all. 9.7% think “improved signage” is a priority, but over 50% think it is a low priority or not a priority at all.

11. If you would like to suggest any other priorities for St Marks Road, please specify below:

This question received 406 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:

- Loading/ Unloading (better facilities, timing of deliveries, size of lorries)
- Businesses/ local shops (support local businesses, empty shops)
- Parking (disabled/ loading parking only, manage parking)
- Rubbish (more bins, street cleaning)
- Walking and cycling (cycling infrastructure, walking infrastructure)
- Community (greenery, outdoor space)
- Traffic flow (surrounding roads, one-way, reduce traffic flow)
- Road layout (close certain sections, close on certain days, pedestrianise, don’t pedestrianise)
- Road Safety (resurface, lighting)
- Consultation
- Other

For ‘loading/ unloading’ category, 61 comments were received and are summarised below:

Loading / Unloading	Number of comments	Summary of comments
Better facilities	31 comments	Better loading and unloading facilities are vital for the businesses on St Marks Rd. look to reduce stationary lorry/van traffic. Dedicated space for delivery vehicles.
Timing of deliveries	22 comments	Restricted delivery times e.g. early morning/after hours. Timed access for deliveries (e.g. 7-10am)
Size of lorries	9 comments	HGV's frequently park around the bridge making the traffic dangerous. Too small a street (and residential too) for ANY HGV traffic.

For ‘businesses/local shops’ category, 36 comments were received and are summarised below:

Businesses/local shops	Number of comments	Summary of comments
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Support local businesses	26 comments	Support local businesses and grow economic benefits. Listen to businesses.
Empty shops	10 comments	Encourage more shops and support independent businesses to come in. More shops less gaps.

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

Parking	Number of comments	Summary of comments
Disabled/ loading bays only	11 comments	Disabled parking and deliveries only would ensure access for those that need to drive.
Manage parking	31 comments	Time limit on parking bays. More parking bays and stricter fines for illegal parking. Add double yellow lines in places and provide parking by railway exit.

For 'rubbish' category, 58 comments were received and are summarised below:

Rubbish	Number of comments	Summary of comments
More bins	11 comments	Storage space for waste needed. More bins required.
Street cleaning	47 comments	Fly tipping, dog poo, littering all needs to be policed better. Alleyway is blighted by rubbish.

For 'walking and cycling' category, 41 comments were received and are summarised below:

Walking and cycling	Number of comments	Summary of comments
Cycling infrastructure	21 comments	Need better signage to show it is a two-way cycle lane. Need dedicated cycle lane.
Walking infrastructure	20 comments	Wider pavements are required. No pavement parking. Pavements by railway bridge need to be improved.

For 'community' category, 80 comments were received and are summarised below:

Community	Number of comments	Summary of comments
Greenery	32 comments	More trees and planters. Need to be looked after and maintained.
Outdoor space	48 comments	Outdoor markets and events, seating areas for cafes and restaurants. Outside terraces for businesses.

For 'traffic flow' category, 41 comments were received and are summarised below:

Traffic flow	Number of comments	Summary of comments
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Surrounding side roads	14 comments	Monitor traffic flow along road and side roads. Suggest look at side roads as well as St Marks Road. Include High Street. Improve Stapleton Road.
One-way system	13 comments	One-way system works. Make more roads one-way to lower congestion.
Reduce traffic flow	14 comments	Reduce through traffic. Introduce traffic calming measures. Reduce traffic flow, except for loading.

For 'road layout' category, 146 comments were received and are summarised below:

Road layout	Number of comments	Summary of comments
Closing certain sections	11 comments	A pedestrianised section that makes it safer for families to shop, walk to school, enjoy the space.
Closing at certain times	7 comments	Restrict traffic access to certain times – to enabled shops to get their deliveries.
Pedestrianise	42 comments	Pedestrianise the road and increase greenery. Allow for disabled access.
Don't pedestrianise	86 comments	Leave it as it is. Do not pedestrianise the road. Not needed. Save the businesses.

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

Road safety	Number of comments	Summary of comments
Resurface	18 comments	Fix the road. Resurface the road as dangerous.
Lighting	13 comment	Better lighting at night and by the railway tunnel.

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

Consultation	Number of comments	Summary of comments
Consultation	17 comments	Need democratic process. Biased questions.

For 'other' category, 29 comments were received and are summarised below:

Other	Number of comments	Summary of comments
Other	29 comments	Some cite the other end of St Marks Road as the problem, private housing comments, drug issues and more police needed.

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 406 comments received in question eleven, 282 had a corresponding tick in one of the categories and 187 were essential, 62 were high priority, 19 were medium priority, 4 low priority and 10 not a priority at all.

13. Do you have any other comments or suggestions?

This question received 475 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:

- Traffic flow (surrounding roads, reduce traffic)
- Deliveries (better facilities, loading times)
- Road layout (pedestrianise, partial closure, limited to certain times, road surface, don't pedestrianise)
- Community (Trees and planters, community space, murals and decorations, support businesses, pollution, clean the street)
- Walking and cycling (cycle lane, bicycle parking, widen pavements)
- Parking (disabled parking, parking area, limited times)
- Consultation
- Other

For 'traffic flow' category, 67 comments were received and are summarised below:

Traffic flow	Number of comments	Summary of comments
Surrounding roads	42 comments	Any changes need to take account of surrounding roads. Invest in Stapleton Road.
Reduce traffic	25 comments	Reduce traffic as streets are dominated by cars. Need to stop relying on cars.

For 'deliveries' category, 45 comments were received and are summarised below:

Deliveries	Number of comments	Summary of comments
Better facilities	33 comments	Manage parking and loading bay at restricted hours. Provide dedicated loading spaces.
Loading times	12 comments	Allocated times of day for deliveries. Timed deliveries.

For 'road layout' category, 223 comments were received and are summarised below:

Road layout	Number of comments	Summary of comments
Pedestrianise	42 comments	Pedestrianise the road and stop through traffic. Many of the larger deliveries are done by the railway bridge. Traffic is too heavy.
Partial closure	10 comments	Close the road off at one end. Partial closure but allowing deliveries would work.
Limited to certain times	17 comments	Trial period of banning HGVs and limiting all motor vehicles during the day. Close for events every month.
Outdoor area	32 comments	Seating, benches outside businesses would improve road and provide places to rest and sit.
Road surface	29 comments	Improve the road surface. Fill in the potholes.
Don't pedestrianise	93 comments	Do not pedestrianise the street. Leave it as it is. If road is shut other roads will suffer.

For 'community' category, 149 comments were received and are summarised below:

Community	Number of comments	Summary of comments
Trees and planters	33 comments	More trees, planters, and greenery.
Community space	18 comments	More events like the Grand Ifar. Could have outdoor markets. Hosting of social events.
Murals and decorations	9 comments	More art from events. Murals are great for the area.
Support businesses	49 comments	Talk to businesses about what they need. Don't miss opportunity with funding. Need to support them and keep what is here.
Pollution	13 comments	Most traffic in the area is local. Easton is being choked by M32 as well. Wood burners are an issue.
Clean the street	27 comments	Tackle litter and fly tipping.

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

Walking and cycling	Number of comments	Summary of comments
Cycle lanes	11 comments	Need a designated cycle lane separate from traffic in both directions.
Bicycle parking	12 comments	Put in secure bike storage for residents and visitors. Reposition existing bike parking to make more accessible.
Widen pavements	24 comments	Pavements are narrow in places. Widen for wheelchair users, those who push buggies etc. Particularly by the railway bridge.

For 'parking' category, 29 comments were received and are summarised below:

Parking	Number of comments	Summary of comments
Disabled parking	14 comments	Need disabled parking on the street. If pedestrianise will still need to provide this.
Parking area	10 comments	Think shopper's car park near station would be good for street. Too many cars on street so need to manage parking.
Limited times	5 comments	Parking could be up to one hour. Limited parking bays.

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

Consultation	Number of comments	Summary of comments
Consultation	31 comments	Needs to be clear engagement and reassurance given to be fair. Some questions are biased.

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

Other	Number of comments	Summary of comments
Other	22 comments	Pedestrianisation debate has polarised the community. Thanks for engaging with the local people. Some questions don't make sense. Think about electric vehicles and bikes.

5.2.1 Survey Demographics and Equalities analysis

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

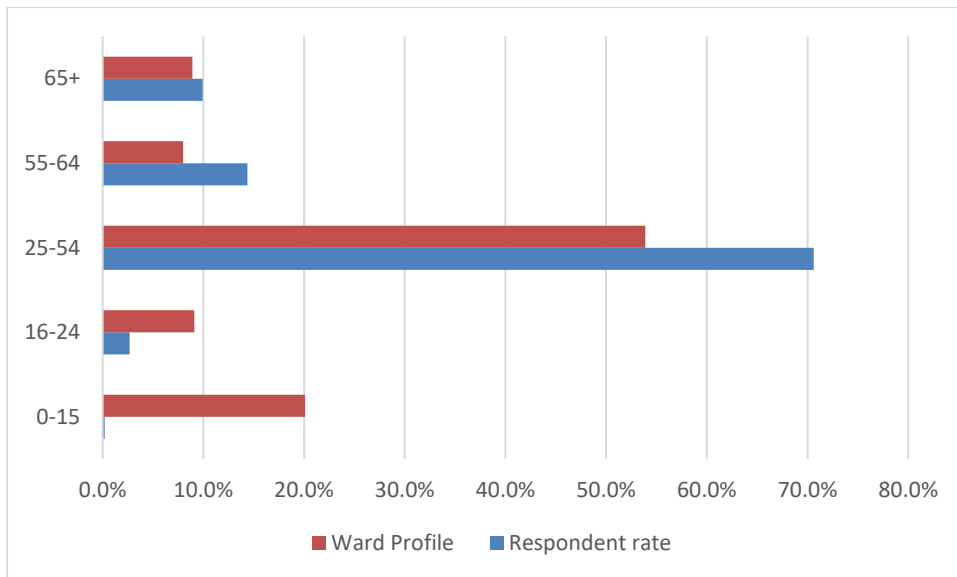
- What is your age?
- Do you consider yourself to be a disabled person?
- What is your sex?
- Have you gone through any part of a gender reassignment process or do you intend to?
- What is your ethnic group?
- What is your religion/faith?
- What is your sexual orientation?
- Are you pregnant or have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

Below are the results for each question:

14. What is your age?				
			Response Percent	Response Total
1	0-10		0.00%	0
2	11-15		0.19%	2
3	16-17		0.46%	5
4	18-24		2.22%	24
5	25-34		21.41%	231
6	35-44		30.12%	325
7	45-54		19.09%	206
8	55-64		14.37%	155
9	65-74		6.95%	75
10	75-84		2.78%	30
11	85 +		0.19%	2
12	Prefer not to say		2.22%	24
			answered	1079

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 Easton ward profile, although those aged 65+ are similar.



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

			Response Percent	Response Total
1	Yes		7.20%	77
2	No		86.81%	928
3	Prefer not to say		5.99%	64
			answered	1069




The disability rate for the city is around 8% so the 7.2% response rate comparable to the city average.

16. What is your sex?









			Response Percent	Response Total
1	Female		50.19%	537
2	Male		41.03%	439
3	Prefer not to say		8.04%	86
4	Other (please describe):		0.75%	8
			answered	1070

The majority of those who responded were female with 50% of the total which is slightly lower than the ward average of 53%. Whereas 41% who responded selected male which is slightly lower than the 47% for the ward. 8% chose not to say.

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

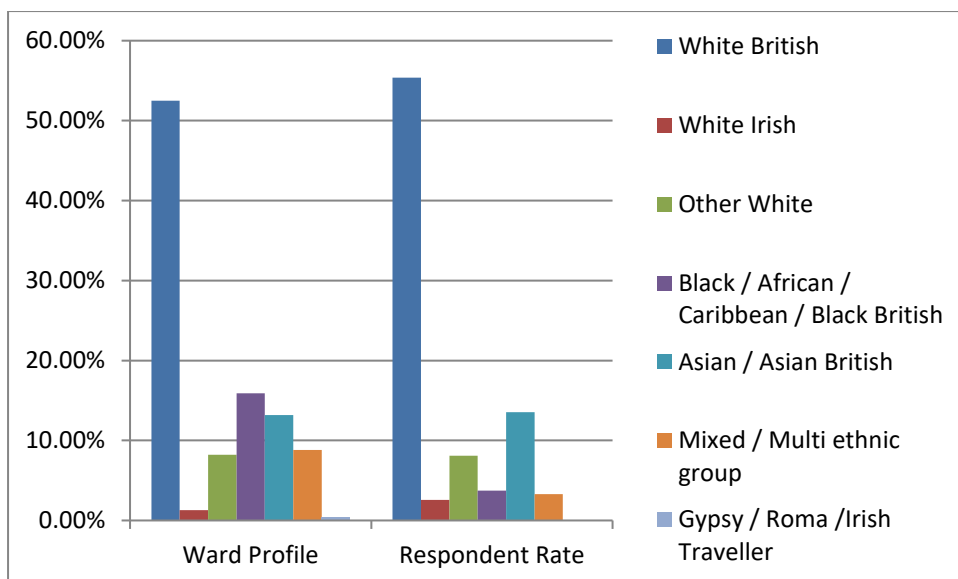
			Response Percent	Response Total
1	Yes		0.58%	6
2	No		89.53%	924
3	Prefer not to say		9.88%	102
			answered	1032

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

			Response Percent	Response Total
1	White British		57.22%	610
2	White Irish		2.35%	25
3	White Other		8.26%	88
4	Black /African / Caribbean / Black British		3.56%	38
5	Asian / Asian British		12.95%	138
6	Mixed / Multi ethnic group		3.38%	36
7	Gypsy / Roma / Irish Traveller		0.00%	0
8	Prefer not to say		10.04%	107
9	Any other ethnic background (please describe):		2.25%	24
			answered	1066

Below is a bar chart showing the engagement responses compared to that of the population makeup of the ward. The response rates were close for some groups with 57.22% respondents identifying as White British compared to 52.50% of the ward population.

The respondent rate was lower for the Black / African/ Caribbean / Black British group compared to the ward profile, but the Asian / Asian British was similar with a 12.95% respondent rate compared to 13.20% ward profile rate.



19. What is your sexual orientation?

			Response Percent	Response Total
1	Bisexual		6.36%	66
2	Gay Man		1.93%	20
3	Gay Woman / Lesbian		1.64%	17
4	Heterosexual / Straight		67.53%	701
5	Prefer not to say		19.94%	207
6	Other (please describe):		2.60%	27
			answered	1038

20. What is your religion/faith?

			Response Percent	Response Total
1	No Religion		55.26%	583
2	Buddhist		1.52%	16
3	Christian		11.00%	116
4	Hindu		0.95%	10
5	Jewish		0.28%	3
6	Muslim		11.85%	125
7	Pagan		1.42%	15
8	Sikh		0.85%	9
9	Prefer not to say		13.18%	139
10	Other (please describe):		3.70%	39

20. What is your religion/faith?

	Response Percent	Response Total
	answered	1055

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

	Response Percent	Response Total
1 Yes	2.46%	26
2 No	89.86%	948
3 Prefer not to say	7.68%	81
	answered	1055

22. Are you a refugee or asylum seeker?

	Response Percent	Response Total
1 Yes	0.00%	0
2 No	92.99%	981
3 Prefer not to say	7.01%	74
	answered	1055

In the final section of the survey people were asked if they would like to receive updated and more information about the project. Nearly 485 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

- St Marks Road

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

Posts were scheduled over the engagement period and the first posts that went out on 11th Dec manage the following results:

- Twitter - the original post which included St Marks Road had a reach of 117,469 with 5476 impressions with an engagement rate of 1.42 and 61 clicks, 9 likes and 7 shares.
- Facebook - the organic reach was 2392, organic impressions of 2523 with an engagement rate of 3.33, 73 clicks, 5 likes, 3 shares and 3 comments which talked about potholes, some roads not suitable for cycling on.

These were followed up by more posts on 19th Dec, 23rd Dec, 11th Jan, 13th Jan, and 17th Jan which 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 eg a link click, sharing it or liking it etc.

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

Dates	Roads being promoted	Channel	Reach
11 th Dec	St Marks Road Princess Victoria St Cotham Hill	Twitter	117469 Reach 5476 Impressions 1.42 Engagement Rate 61 Clicks 9 likes 7 shares 1 Comment (not relevant)
11 th Dec	St Marks Road Princess Victoria St Cotham Hill	Facebook	2392 Reach 2523 Impressions 3.33 Engagement Rate 73 Clicks 5 likes 3 shares 3 comments (2 relevant)– fill potholes, some roads are not suitable for cycling.
11 th Dec	St Marks Road	Next Door	168 impressions
19 th Dec	St Marks Road Princess Victoria St Cotham Hill	Facebook	2011 Reach 2093 Impressions 1.96 Engagement rate 32 Clicks

	Park Row Picton St Rosemary Ln		5 Likes 2 Shares 2 comments – make bike infrastructure suitable for kids. Frustration with buses as stops suspended during pandemic.
19 th Dec	St Marks Road Princess Victoria St 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	<ul style="list-style-type: none"> ▪ St Marks Road ▪ Princess Victoria St ▪ Cotham Hill ▪ Park Row ▪ Picton St ▪ Rosemary Ln 	Facebook	1408 Reach 1450 Impressions 1.79 Engagement rate 17 Clicks 3 Likes 2 Shares 4 comments (2 relevant) – ban cycling on unsuitable roads, time to move out.
23 rd Dec	St Marks Road <ul style="list-style-type: none"> ▪ Princess Victoria St ▪ Cotham Hill ▪ Park Row ▪ Picton St ▪ Rosemary Ln 	Twitter	111946 Reach 4928 Impressions 0.69 Engagement rate 24 Clicks 4 Likes 5 Shares 1 comment (not relevant)
23 rd Dec	<ul style="list-style-type: none"> ▪ St Marks Road ▪ Princess Victoria St ▪ Cotham Hill ▪ Park Row ▪ Picton St ▪ Rosemary Ln 	Next Door	161 impressions
23 rd Dec	<ul style="list-style-type: none"> ▪ St Marks Road ▪ Princess Victoria St ▪ Cotham Hill ▪ Park Row ▪ Picton St ▪ Rosemary Ln 	Insta	2670 Reach 2765 Impressions 3.87 Engagement rate 84 Likes 23 comments – range from those who support road changes: no sugar covered way to make people understand they must stop driving everywhere and start using their legs. Implement this but protect parking for elderly and disabled people. More cycle provision and better bike infrastructure. Comments not supporting any changes: it's crazy what has been done to the city. Really improve public transport. Consider road users and how hard it is now to access the centre from south Bristol.
23 rd Dec	<ul style="list-style-type: none"> ▪ St Marks Road ▪ Princess Victoria St 	Linked In	1,447 Impressions 4 Reactions 2.9% Click-through rate

	<ul style="list-style-type: none"> ▪ Cotham Hill ▪ Park Row ▪ Picton St ▪ Rosemary Ln 		<p>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>
11 th Jan	<ul style="list-style-type: none"> ▪ St Marks Rd, Easton ▪ Rosemary Lane, Eastville 	Next Door	80 impressions
13 th Jan	<ul style="list-style-type: none"> ▪ St Marks Rd, Easton Cotham Hill, Cotham ▪ 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 	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 St Marks Road comments.</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 	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 St Marks Road is physically impossible.</p>
13 Jan	<ul style="list-style-type: none"> ▪ St Marks Rd, Easton 	Twitter	<p>6812 Impressions 362 Total engagements</p>

	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		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 St Marks Road
17 Jan	St Marks Road Princess Victoria Street Cotham Hill	Facebook	3023 Reach 3091 Impressions 2.43 Engagement rate 61 Clicks 0 Comments 6 Likes 8 Shares
17 Jan	St Marks Road 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. Eleven emails were received from residents and businesses and two phone calls were carried out with two residents and one virtual chat was held with a local resident.

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. Compared to those who wanted the road closed and want improvements made to the railway bridge.

5.3 Business survey results

In total 24 local businesses were identified as part of the data gathering process that were located on St Marks Road itself but also on the surrounding local roads such as High Street and Roman Road.

The engagement with the businesses was undertaken using two different methods and time periods. The first attempt to speak with businesses was made in September when face to face engagement was allowed if it followed the COVID-19 rules. The team walked around all the streets and asked to speak to the owners if available or spoke to whoever was working to provide the information in the business operational survey.

The second and third attempts to contact businesses were done via the phone or email as a few were not open or the owners were not available. The phone 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 24 businesses, the team managed to get 10 email addresses and 18 phone numbers. When doing the face to face visits the officers spoke to 12 businesses (mixture of owners and employees) and this was followed up by 2 more phone calls.

14 businesses responded to the survey. Most of them were from St Marks Road and a few from High Street and Roman Road. The types of businesses that got involved were two pharmacies, four from the food and drink industry, one from the hair and beauty trade, two religious settings and three retail stores.

Business details

The number of employees range from 4 to 50 and travel using a range of modes mainly walking, cycling, buses and cars. 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. The two religious settings have different peaks such as Friday for prayers at the Mosque and Sunday for services at the Church and of course there are events such as funerals, weddings etc that will attract more people at differing times of the day.

Deliveries

In terms of deliveries, most get at least a delivery each day, but the Bristol Sweet Mart can get up to 40 pallets delivered around the clock. The vehicles used range from cars, transit vans to 18-22-ton lorries as all the businesses get deliveries from different suppliers and the supplies are brought into premises by trollies, pallets and by hand. There are no loading bays 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 is normally one waste collection a week and a specific medical waste collection for the chemists and the vehicles will collect the waste from the front of the premises.

Customers

Most businesses who responded think their customers are local and walk but as the street has a far-reaching reputation, they will get those who have travelled from further afield to visit stores such as the Bristol Sweet Mart. These customers are more likely to have travelled by car, bus or train as the station is located up the road. Some customers will also require a vehicle to collect bulky items so require parking locally. All agreed the turnover of parking is low as there are no restrictions on time limits.

Parking

Most think the area suffers with commuters parking for the train station and from local workers parking in local streets. 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. The turnover of parking outside of shops is low and some would favour limited time parking bays so that more people can use them.

Any other comments

Many businesses who commented in this section wanted money spent on tidying up the local area such as fixing the footway and road surface, fixing the street lighting, and putting in CCTV cameras. Two of the businesses submitted ideas which have been covered in section 5.1 Stakeholders and other businesses thought about widening pavements for wheelchair and pushchair users, opening the National Rail land for car parking and implement some loading bays for the businesses.

5.4 Getting Bristol Moving Map

This an 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 St Marks Road 22 comments were posted in total.

The table below shows the comments for each issue type. 9 comments were left under Road closures, 6 under Pavements, 3 under Local High Streets and 4 under Other. Of the Road closures comments 316 likes were posted. These comments varied from 5 supporting a road closure and having 242 likes between them, 1 wanting the street to not be two way with 43 likes, one wanting the road closed to turning cars and got 28 likes and 2 comments saying no to pedestrianisation with 3 likes.

Of the Pavements comments, there are 176 likes in total. 5 comments are asking for narrower pavements and have 142 likes and one specifically asks for dropped kerbs which got 34 likes. Of the Local High Streets comments 28 likes were posted and 1 of them wanted the road closed and got 28 likes and 2 comments did not support any closure and didn't get any likes. Of the Other comments a total of 9 likes were posted. The comments ranged from one asking to close the entry point with 6 likes, another wanting safe crossing points with 3 likes, another wanting proper consultation with 0 likes and one wanting continued one-way arrangement with 0 likes.

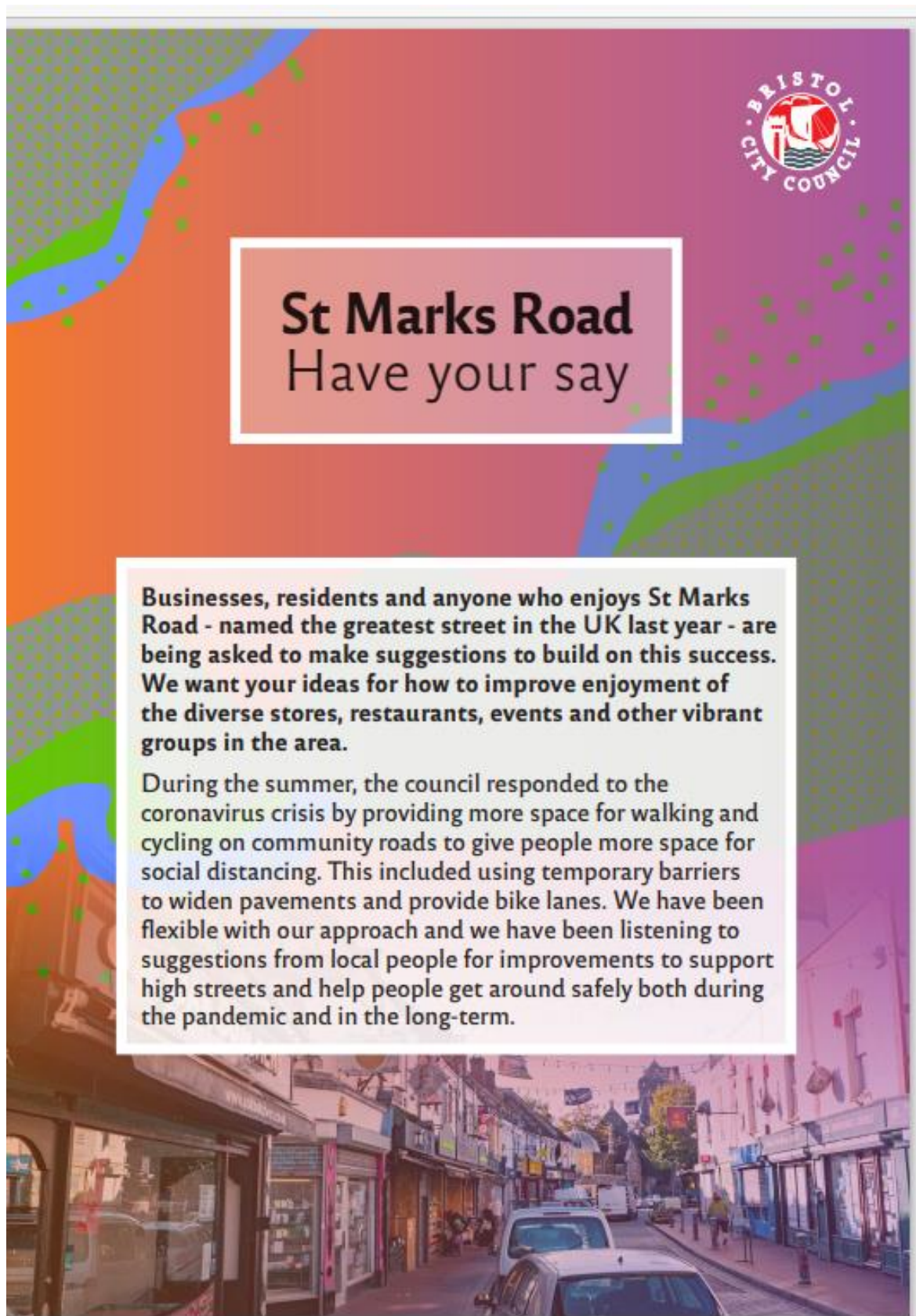
Issue Type	Issue	Suggestion	Likes
Road closures	Cut the through traffic and create space for cafe tables.		78
Road closures	A lot of people park their cars in front of the shops I've noticed that people park in front of the shops aren't people necessarily shopping at the shops. Majority of the people who shop in the shops and on Saint Marks Road either walk or cycle	Close Road between Henrietta Street and Berwick Street to allow outdoor seating, safer cycling route and space for people outside shops. This could be done temporarily and then see how it works. I think it will bring big benefits to the area.	66
Road closures	Amazing Shops! Already one way...Go a step further and pedestrianise the road entirely.		48
Road closures		Fully pedestrianise. Drive through for access only/blue badge holders and deliveries on St marks road.	45
Road closures	This road should not 2 way it is too narrow and there is way too much on street/pavement parking. Loads of irate reversing		43
Road closures	No pavement to walk on, dangerous with turning cars and very narrow. People already walk in the middle of the road here, would be much safer if this was closed to turning cars.		28
Road closures	This is a popular shopping and dining area. Street often blocked by heavy vehicles. Cafes could spill out onto the road; it would feel very continental. Plenty of other ways for traffic to go.	Pedestrianise St Marks Rd between Berwick and Henrietta. Local shoppers who come on foot or cycle There is a real opportunity to increase wellbeing by closing part of the road to through traffic.	5
Road closures	The st already has effective traffic calming measures. It is one way - closure have bad impact on business as no rear access. Move traffic to other congested	Shut St Marks Rd to traffic NO Move traffic to High st and other small local roads. Do not shut rd as Bristol Sweet Mart shop will be forced to move. The rd is fine as is and is used daily without trouble or fast cars	2

Road closures	Don't pedestrianise at Marks road as it will negatively affect the area. Widen the pavements if you want and put in double yellows but allow traffic to continue. We don't want seating in the road as there aren't enough eateries that want it.	Don't pedestrianise st Marks road This effects the whole local Easton community, not the rest of Bristol or Marvin. Put double yellows to stop people from parking on the road	1
Pavements	The pavement is extremely narrow all along this stretch and it's almost impossible to walk on sometimes with cars parked on pavements and certainly no possibility for social distancing.		39
Pavements	Dropped kerb needed on this part of the road for people with buggies and wheelchair users to access St Marks Road shops, you must go a long way out of your way to find a dropped kerb from here		34
Pavements	Queuing for bakery, widen pavement or restrict traffic		33
Pavements	Pavement is far too narrow under the bridge even for one buggy or wheelchair. One way or road closure under the bridge needed		31
Pavements	Not only is there no space for social distancing there is no space for two people (let alone one person with a buggy) to move safely along this pavement.	Extremely Narrow Pavements The road should either be one way with wider segregated pavements or closed to cars completely. During the time that the road was closed for bridge repairs (which was many months) drivers seemed to cope.	22
Pavements	Cars are frequently parked fully obstructing the pavement making it impossible for a pushchair or wheelchair to travel safely along this stretch of road.	Widen pavement or maybe double yellow lines to prevent parking on one side Both sides, all day it seems Narrowing road/widening pavement? Or double yellow to prevent parking. And/or one way to reduce traffic	17
Local high streets	Traffic can get busy or speed through road making it unsafe for walkers and cyclists	Close road to traffic and put planters up the middle of the street creating a safer space for walking and cyclists. Will help local shops as well Close the road to all traffic Close the road and put in planters making the area nicer, this will have the benefit for walkers and cyclists but also help shops as more people will shop in the local area	28
Local high streets	Those that are calling for the closure of St marks to cars are in no way appreciating the needs of residents and businesses	What about the people who live here?!?!? There isn't an issue as things are Proper engagement with those who live here	0

Local high streets	Loosing Sweet Mart. Then there would be no point pedestrianising as no one would come	Do not close to traffic Push traffic onto surrounding residential areas and Church Road Do not pedestrianise St Marks Road	0
Other	No pavement and very narrow, dangerous for anyone walking and especially people with pushchairs and wheelchairs etc., eyesore with dilapidated wall and fly tipping issues	Planters and greenery If this entry was closed, could instead have more space to walk, and planters and greenery which would improvement this neglected stretch of road	6
Other	Dangerous road crossing. No provision at all for pedestrians	Regularly crossed by pedestrians. Need a safe way to cross the road Cars driver pop fast here Put in a zebra crossing (there is already a dropped curb) this will be a safer route for pedestrians then	3
Other	Residents & businesses haven't been made aware of this scheme/the clear campaigning to close the 1 part of st marks that does not have issues. Henrietta Street has no other access & would be cut off/congested if this happens, making is unsafe	Proper consultation with residents and businesses Children, families, disabled residents, emergency services, waste services, local businesses. I think there needs to be proper consultation with all of the residents living in the area affected, as well as businesses who may not be able to survive if this goes ahead. The lack of consultation until this point is shocking.	0
Other	How would we access our homes if you limit access to our street? How would it be safe for our child with congestion outside our home?	Safety and access for residents of Henrietta street Continued one-way access along St marks	0

6. Appendices

6.1 Survey

The image is a survey poster for St Marks Road. It features a colorful, abstract background with shades of orange, red, purple, and green, overlaid with a pattern of small green dots. In the top right corner, there is the Bristol City Council logo, which is a circular emblem containing a red and white ship on a blue sea, surrounded by the text 'BRISTOL CITY COUNCIL'. The main title 'St Marks Road Have your say' is centered in a white box with a thin black border. Below the title, there are two paragraphs of text in a white box with a thin black border. The bottom of the poster shows a photograph of St Marks Road, a busy street with shops, cars, and pedestrians.

St Marks Road
Have your say

Businesses, residents and anyone who enjoys St Marks Road - named the greatest street in the UK last year - are being asked to make suggestions to build on this success. We want your ideas for how to improve enjoyment of the diverse stores, restaurants, events and other vibrant groups in the area.

During the summer, the council responded to the coronavirus crisis by providing more space for walking and cycling on community roads to give people more space for 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's Emergency Active Travel fund to provide more space for pedestrians and cyclists while public transport capacity is reduced. As a result, we are now looking for suggestions on how we can change a number of busy neighbourhood roads and high streets around the city, including St Marks Road.

We are aiming to:

- maximise enjoyment of the areas being considered
- minimise rat running
- improve access for all
- create more liveable neighbourhoods with less traffic congestion and pollution.

The government funding must 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

It is essential that we listen to local views before drawing up any detailed proposals and we remain flexible. The council's aim is to ensure any change to the street environment benefits the whole community and supports businesses to stay and thrive in the area with increased footfall. We will only deliver a scheme if the community as a whole and the traders are happy with it.

In addition to the government's Emergency Active Travel Fund for post-COVID-19 walking and cycling improvements, Community Infrastructure Levy (CIL) funding is also available to improve the general St Marks Road environment. This could cover:

- new CCTV
- much needed improvement to road surfaces
- signage
- greenery
- lighting.

This has provided an opportunity to combine these funding sources to take a look at the street and see what is possible. We want to hear from local businesses, organisations, religious centres, residents and visitors on what they would like to see happen on St Marks Road.

TRANSLATIONS

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

ALBANIAN

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

BENGALI

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

CHINESE

如果英文不是您的第一語言，而您需要翻譯的話，我們可以為您安排。

GUJARATI

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

HINDI

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

KURDISH

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

POLISH

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

PORTUGUESE

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

PUNJABI

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

SOMALI

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

URDU

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

VIETNAMESE

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

Below is a survey asking you to think about St Marks Road and comment on what is working well and what could be improved. The overall aim of any scheme will be to support the much-loved businesses, grow economic benefits, improve air quality with less pollution, and make it easier to walk and cycle within the local community.

Your suggestions will help us design improvements to St Marks Road that will work for everyone. We will work with the community to co-design a scheme and there will be a public consultation on any detailed proposals that emerge before anything is decided or finalised.

Please give us your feedback by

Sunday 17 January 2021 and return the survey in the freepost envelope.

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:** St Marks Road, 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 St Marks Road?

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

4) How do you travel to St Marks Road? (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 St Marks Road shopping area?

- 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 St Marks Road? (tick all that apply)

- Local high street economy
- Supporting local jobs
- Personality and character of the street
- Customer service and shopping experience
- Places for meeting friends and family
- A clean and green shopping environment
(i.e. cleaner air and more greenery than other shopping areas)
- Traffic flow e.g. one way
- Available cycle parking on widened pavements
- Coloured pavements and decorated bollards
- Available car parking
- Other (please specify):



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

	A serious problem	A moderate problem	A minor problem	Not at all a problem	Don't know/no opinion
The road is unpleasant to walk along	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
There is too much pollution / poor air quality	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
There are no places to sit and rest	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The road feels unsafe to cycle on	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
There is not enough cycle parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The street does not feel safe	<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"/>
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"/>
You can only drive in one direction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
There is too much congestion	<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 St Marks Road:
(tick all that apply)

	Essential	High priority	Medium priority	Low priority	Not a priority
Better lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
People feel more safe	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved road surfaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved signage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Have cleaner air	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Easier to cross the road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Have wider pavements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved access to community spaces / places of worship	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Be a nicer / safer place to walk and cycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More cycle priorities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle parking facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More places to stop and rest e.g. seating areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reduced traffic noise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Better loading / unloading facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Better car parking facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Have enough shade and shelter e.g. increased greenery, planters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9) 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

– St Marks Road businesses

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

Waste collections

How frequent is your waste collection eg weekly and on what day?

Where is the waste collected from eg front / back of premises?

Do you have any issues with your refuse collection?

Customers/Clients

How do most of your customers travel to your premise?

If they drive, where do they park?

Parking

What do you think the demand for disabled parking is?

Is there a high turnover of parking outside of the premise?

Cycling

What do you think about cycle parking facilities?

What do you think about cycle infrastructure on the road?

Walking

What do you think about the pavements? Any improvement?

Public Transport

Are there any and if so, what would you improve?

Any other comments

Please return this survey using the contact details below.

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

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

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

Phone: 0117 9036449 and leave a message on the answerphone

Translations

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

<div style="background-color: #f0f0f0; text-align: center; padding: 2px;">Bengali</div> <p>ইংরেজী আপনার মাতৃভাষা না হলে এবং আপনার কোন অনুবাদের প্রয়োজন হলে আমরা তা প্রদান করতে সক্ষম।</p>	<div style="background-color: #f0f0f0; text-align: center; padding: 2px;">Polish</div> <p>Jeżeli ulotka ta wymaga dodatkowego wyjaśnienia, prosimy o skontaktowanie się z najbliższym biurem odpowiedniego regionu.</p>
<div style="background-color: #f0f0f0; text-align: center; padding: 2px;">Chinese</div> <p>如果英文不是您的第一語言，而您需要翻譯的話，我們可以為您安排。</p>	<div style="background-color: #f0f0f0; text-align: center; padding: 2px;">Portuguese</div> <p>Se o Inglês não é a sua língua materna e precisa de uma tradução, nós podemos obtê-la.</p>
<div style="background-color: #f0f0f0; text-align: center; padding: 2px;">Gujarati</div> <p>જો તમારી પહેલી ભાષા અંગ્રેજી ન હોય અને તમને ભાષાંતરની જરૂર હોય તો અમે તમને તે આપી શકીએ છીએ.</p>	<div style="background-color: #f0f0f0; text-align: center; padding: 2px;">Punjabi</div> <p>ਜੇਕਰ ਇੰਗਲਿਸ਼ ਤੁਹਾਡੀ ਪਹਿਲੀ ਭਾਸ਼ਾ ਨਹੀਂ ਅਤੇ ਤੁਹਾਨੂੰ ਦੁਬਾਰੀਏ ਦੀ ਜ਼ਰੂਰਤ ਹੈ ਤਾਂ ਤੁਹਾਡੇ ਲਈ ਅਸੀਂ ਇਸਦਾ ਪ੍ਰਭਾਵ ਕਰ ਸਕਦੇ ਹਾਂ।</p>
<div style="background-color: #f0f0f0; text-align: center; padding: 2px;">Hindi</div> <p>यदि आंग्रेजी आप की पहली भाषा नहीं है और आप ये अनुवाद की आवश्यकता है तो हम हम आप को प्रदान कर सकते हैं।</p>	<div style="background-color: #f0f0f0; text-align: center; padding: 2px;">Somali</div> <p>Haddii Ingiriisku aanu ahayn afkaaga kowaad oo aad u baahan tahay fujumaad, annagaa kuu samayn kama.</p>
<div style="background-color: #f0f0f0; text-align: center; padding: 2px;">Kurdish</div> <p>Heke inglîzî zimanê we yê yekem nîne û pêwîstiya we bi wergêrê heye, em dikarin yekî ji we re bibînin.</p>	<div style="background-color: #f0f0f0; text-align: center; padding: 2px;">Urdu</div> <p>اگر انگریزی آپ کی پہلی زبان نہیں ہے اور آپ کو ترجمہ کی ضرورت ہے تو ہم آپ کے لئے (مدم) کر سکتے ہیں۔</p>
<div style="background-color: #f0f0f0; text-align: center; padding: 2px;">Kosovan</div> <p>Nëse anglishtja nuk është gjuha juaj amtare dhe keni nevojë për një përkthim, ne mund t'ua sigurojmë atë.</p>	<div style="background-color: #f0f0f0; text-align: center; padding: 2px;">Vietnamese</div> <p>Nếu quý vị không thạo Anh văn và cần bản dịch, chúng tôi sẽ giúp quý vị một bản.</p>

Appendix 6.3 - Bristol Walking Alliance submission

Comments by Bristol Walking Alliance on Active Travel Fund site improvements

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

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

Improvements for walking

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

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

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

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

Community engagement

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

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

We have the following concerns.

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

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

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

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

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

Bristol Walking Alliance
17 January 2021

enquiries@bristolwalkingalliance.org.uk

Active Travel Fund Consultation Response

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 queueing 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
