

**Princess Victoria Street - Early Engagement Survey Report  
January 2021**



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## 1. Summary

Bristol City Council conducted early engagement at the end of 2020 on how to improve the street environment for Princess Victoria Street. This has involved ongoing discussions with community groups and businesses, submissions to the interactive active travel map, and the distribution of a Community Survey and Business Operational survey.

### Community Survey

A total of 907 responses were received from the survey made up of 482 online and 425 paper copies. Of the above responses, 58 were from businesses with a further 13 businesses completing operational surveys. The headline findings are:

- Over 85% of respondents like the street for both “the local high street economy” and “the personality and character of the street”
- 32% of respondents felt that “the streets are busy with traffic” is a serious problem and 30% thought it was a moderate problem
- 28% of respondents felt that “narrow pavements” is a serious problem and 29% thought it was a moderate problem
- 35% of respondents felt that “there is not enough car parking” was either a serious problem or a moderate problem. 54% felt it was a minor problem or not a problem at all.
- The top 4 priorities for respondents were “more outdoor space for café/restaurants”, “cleaner air”, “more greenery/planters”, & “wider pavements”. All had similar scores when combining essential and high priority responses of between 48% - 52%.

Over 2000 open ended responses were collected from four different questions. The top themes from the comments were around providing additional support for pedestrians (95 responses), lack of residents parking (25 responses), concerns around displaced traffic (23 responses) and the need to reduce traffic (22 responses). More detail can be found in section 5.1.

A majority of respondents feel there is a problem with traffic levels and narrow pavements and would like to see some changes. A majority feel a lack of car parking is not a problem, although there is still a sizeable number who feel it is a problem.

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

An interactive mapping tool was launched in the Summer of 2020 to capture the public’s views on possible changes for transport and travel in Bristol. 17 comments were posted on the active travel map relating to Princess Victoria Street and the immediate surrounding streets.

- 121 likes were posted against the 6 road closures comments which indicated support for pedestrianisation
- 9 likes were posted against the 3 suggestions that 'no changes are required'
- 15 likes were posted against the 2 comments for removing parking and increasing space for walking, both specifically on Waterloo Street
- 18 likes were posted against the suggestion to improve crossing at the junction of Merchants Road and Regent Street.

- 18 likes were posted against the 2 suggestions for cycle infrastructure improvements, including cycle parking on The Mall and a cycle lane on Merchants Road.

### Suggestions submitted by the community

In addition to the general questions, some specific suggestions submitted by the community were included in the survey;

- 68% Strongly agree or agree with the suggestion to “widen pavements” on a stretch of Princess Victoria Street. 21% Strongly disagree or disagree.
- 56% Strongly agree or agree with the suggestion for “a daily timed closure” on a stretch of Princess Victoria Street. 34% Strongly disagree or disagree.
- 53% Strongly agree or agree with the suggestion for “a full closure” on a stretch of Princess Victoria Street. 40% Strongly disagree or disagree.



### Business Feedback

The responses from local businesses differ from the trends above. From the community survey, 61 respondents identified as local business owners.

- A small majority of 45% Strongly agree or agree with the suggestion to “widen pavements on a stretch of Princess Victoria Street”. 41% Strongly disagree or disagree.
- A majority of between 57%-59% Strongly Disagree or Disagree with the suggestion for timed or full closures. 38%-39% Strongly Agree or Agree.

From the Business Operational Survey, we had 13 further responses detailed in section 6.2. Of these, nine included responses opposed to road closures with four including responses agreeing with some form of pavement widening.

BID Clifton Village were approached to help the council engage with the businesses. They remain neutral on the approach, as they represent multiple levy payers. However, based on business feedback, they have expressed concern around the timing of the engagement (between two lockdowns and spanning the busy Christmas period). They have suggested an alternative approach to address street changes much more widely across Clifton Village may get more buy-in and do more to meet objectives of the council.

## Background

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

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

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

Many different options for the roads selected are available and the council remains flexible and open to suggestions for improvements to these roads. 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 will continue to engage with the local community and discuss the various options before anything is implemented on any of the neighbourhood roads.

### 2.1 Objectives of engagement and communications

The main aim of the early engagement exercise was to:

- seek views from key stakeholders 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

In order 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 Princess Victoria Street
- We will be talking to businesses, local people living and working in the area during Nov 2020 to January 2021 to get early thoughts on what works well, what could change and how people

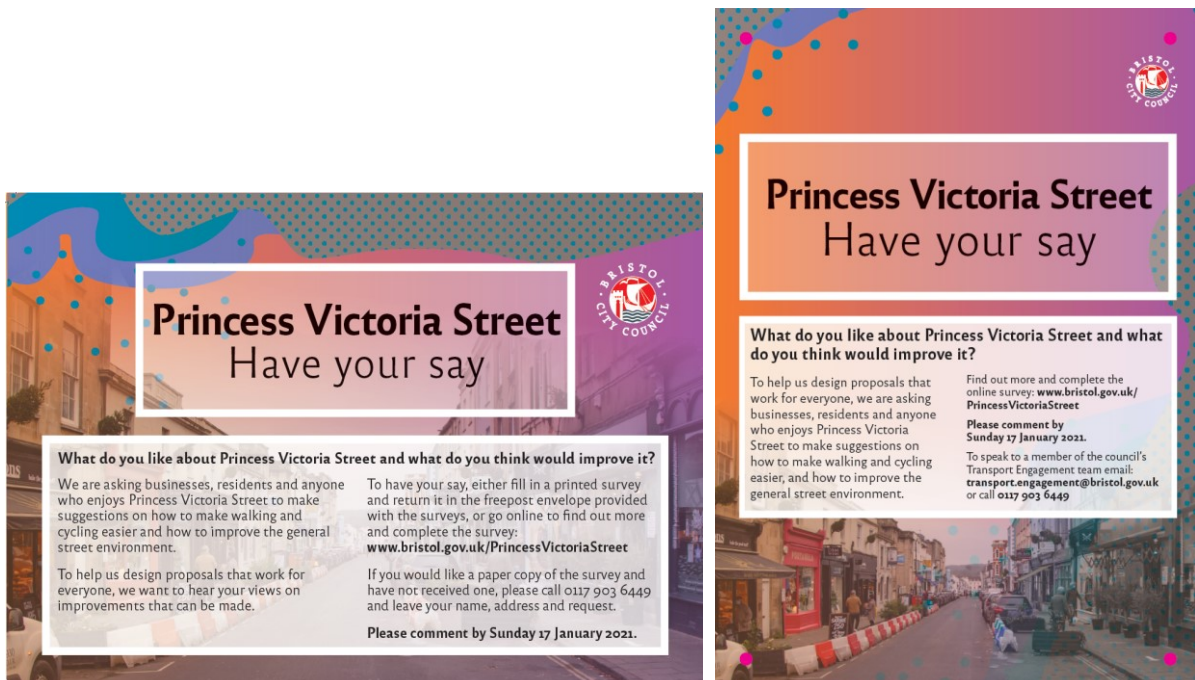
would like to be able to travel. These will help us to produce some initial proposals for how the street environment could change.

The target audiences for this project include stakeholders such as:

- BCC ward members
- MPs
- Internal stakeholders/project teams
- Local businesses, traders and the BID
- Local resident associations and community groups
- Local people who live on the street or on side roads
- People working on the street

### 3. Engagement Tools

The team produced different consumables to support the early engagement process and agreed on a survey as the best way to collate views from the community as a whole. The consumables included the survey with a freepost envelope, postcards and posters. All of the information was provided online and could be emailed out via editable pdfs. The online survey had a redirector [www.bristol.gov.uk/princessvictoriastreet](http://www.bristol.gov.uk/princessvictoriastreet) 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 consumables. See below for images of the poster and postcard



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 40 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 2400 local properties to raise awareness of the survey and encourage local people to have their say
- Contacting local groups and key stakeholders and ask them to help raise awareness of the survey
- Hand delivering a follow up postcard to the survey to remind people to have their say and offering free support to encourage sustainable travel for individuals and businesses.
- Offered virtual chats and phone appointments that were advertised on the consumables.

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](mailto:transport.engagement@bristol.gov.uk), by phone 0117 9036449 or by writing to Princess Victoria Street, Transport Engagement Team, PO BOX 3399, 100 Temple Street, Bristol, BS1 9NE. The survey also had a language template at the start noting that 'if English is not your first language and you need a translation we can get one for you' in twelve different languages.

### **3.1 Community Survey**

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

1. Details who is responding, travel habits, usage of the street
2. Own experiences of the street – Likes, problems and priorities
3. Some suggested approaches – inc. pavement widening, and traffic restrictions
4. Any other ideas
5. About you details

The first section asked about how you would describe yourself and for a full postcode and how far you live from Princess Victoria Street. It also asked you 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 details so that the team can monitor who responded to the survey.

The survey was launched on Monday 9<sup>th</sup> December 2020 and closed on Sunday 17<sup>th</sup> 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/PrincessVictoriaStreet](http://www.bristol.gov.uk/PrincessVictoriaStreet).

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

### **3.1.1 Supporting communications**

The team 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.

### **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.

The survey 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 area has an active and well organised Business Improvement District and the majority of communications to businesses were organised through them. The community survey was emailed to around 250 of their member businesses in the wider area, and the Business Operational survey was emailed to more targeted businesses on and around Princess Victoria Street. On advice of the BID, we held off on any direct follow-ups until January, to enable to retailers to focus on the busy Christmas period. After collating responses in early January, we identified gaps and agreed with the BID for a follow-up email. Other attempts were also made during January as part of email exchanges and phone calls.

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

## **4. How we engaged**

Before any proposals are put together for Princess Victoria Street the council wanted to engage with key stakeholders such as ward members and the local MP, local residents, community groups and local businesses to see what appetite existed for any changes that could improve the local street

environment. The team therefore put together a few different elements of the early engagement process which included:

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

Project officers spoke with ward members to discuss the early engagement approach and agreed a community survey would work well. They were also supportive in distributing the survey and enabling access to community noticeboards.

A letter was sent out about two weeks before the survey was launched to give local people warning about the plans and ensure people know about the call to action to fill in the survey. We sent out 850 letters to local residents and businesses in advance of the survey.

The team also engaged with local businesses on Princess Victoria Street 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 all of the key stakeholders in advance of the survey going live. An email was sent to all of the stakeholders on the start date telling them about the project and offering opportunities to speak to the project team asking for their input. The press release announced the launch of the survey.

There were regular social media posts from both the twitter and Facebook accounts and paid posts were also used to target certain demographics 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 2400 surveys and follow up postcards were sent to households and businesses in the local area. This was to let them know the engagement had started with a link to the webpage and with the contact details if more paper copies were required or a phone appointment or meeting was requested.

#### **4.2 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. We also wanted to make sure we heard from those living close to the street environment so to ensure we gave those communities the chance to get involved we posted over 2400 paper copies of the survey and a freepost envelope to all of the properties in the local area. Social media posts also targeted this area and encouraged them to respond.

In pre COVID-19 times we would have followed these up with targeted door knocking in this area and interview surveys on street to help boost responses. If street events had been allowed the team would have held roadshows asking people to get involved and fill in the survey.

On all of the paper and online copies of the engagement outputs the team provided 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.

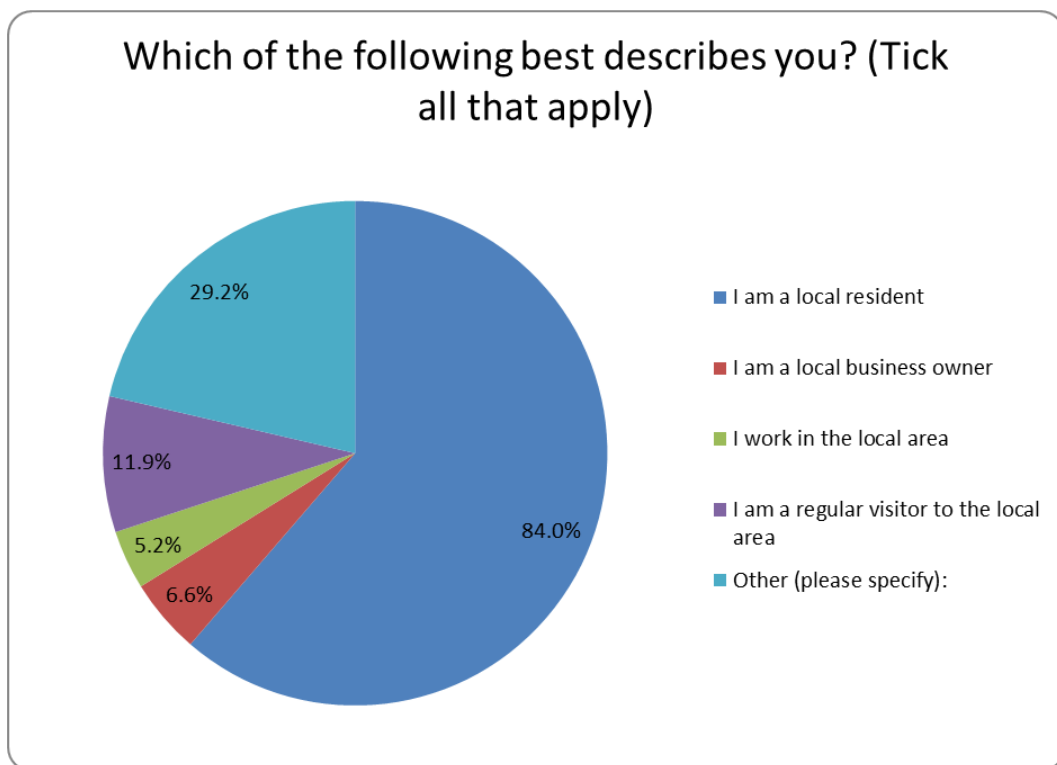
## 5. Results

### 5.1 Community Survey Results

There were 907 completed responses to the survey which were captured using the online Smart Survey platform. 425 of these were paper survey responses.

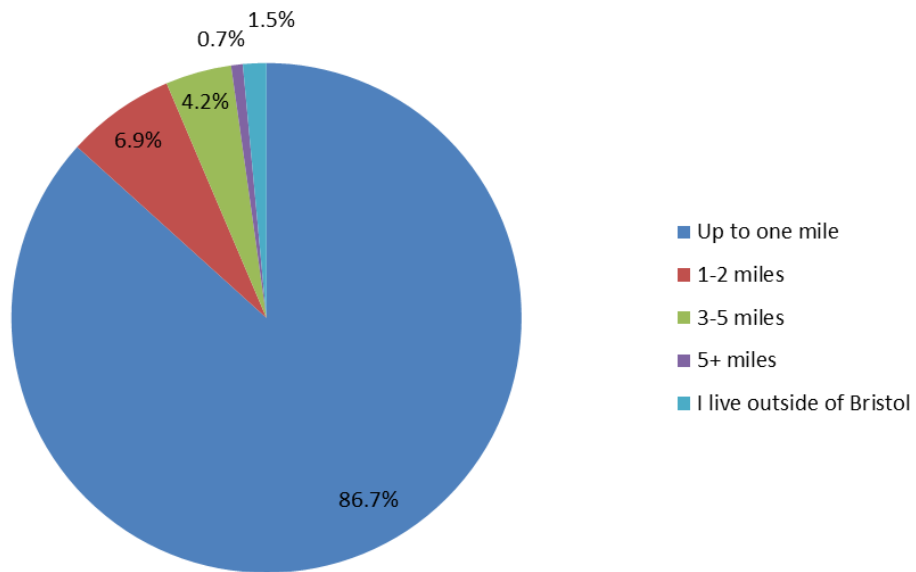
Below is a summary for each question with the breakdown of responses:

#### Demographics and Personal Information



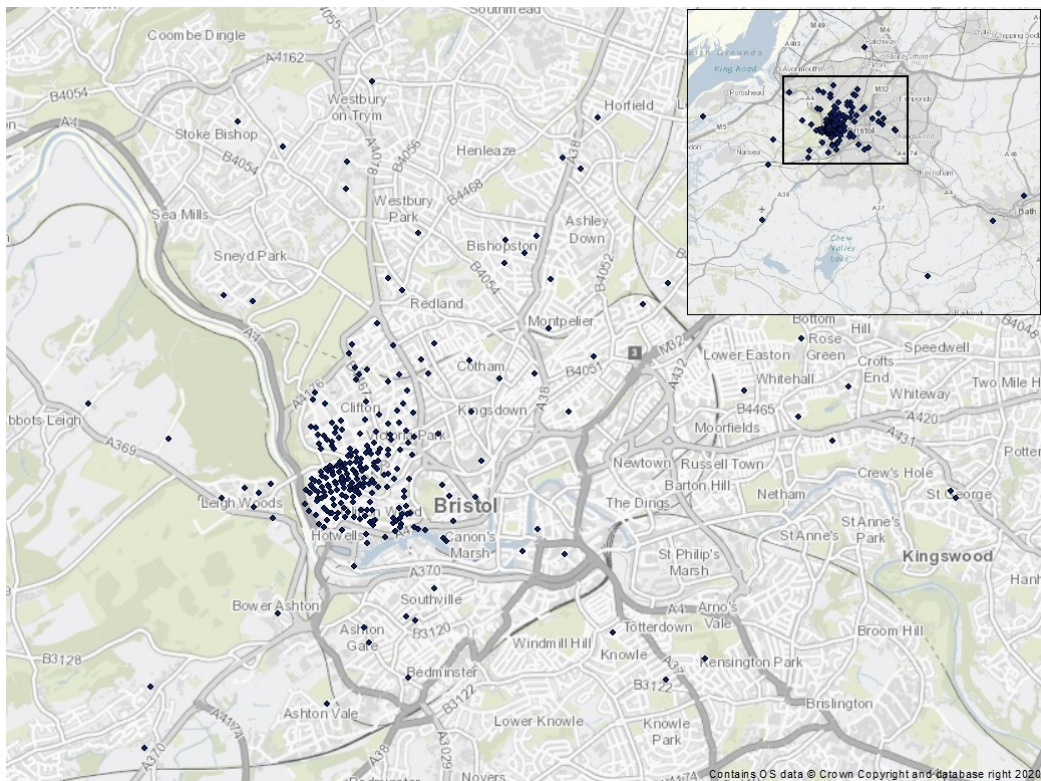
The majority of respondents are local residents (755 responses), with also good numbers of local business owners (61 responses) and local workers (52 responses). There will be some cross over as respondents could tick multiple categories.

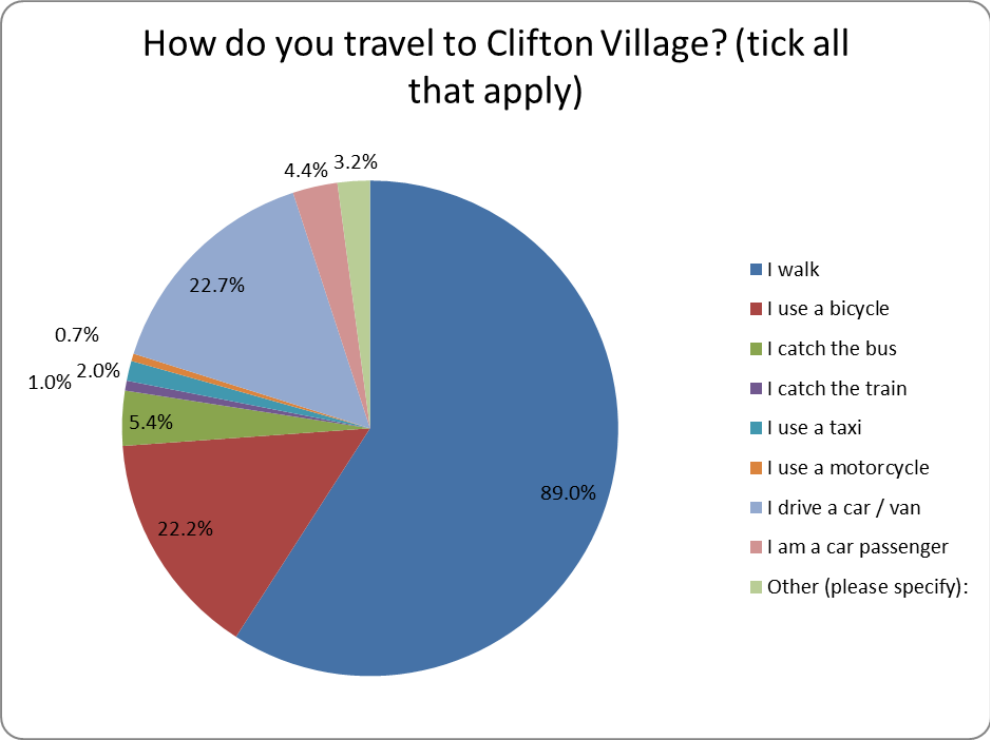
## How far do you live from Princess Victoria Street in Clifton Village?



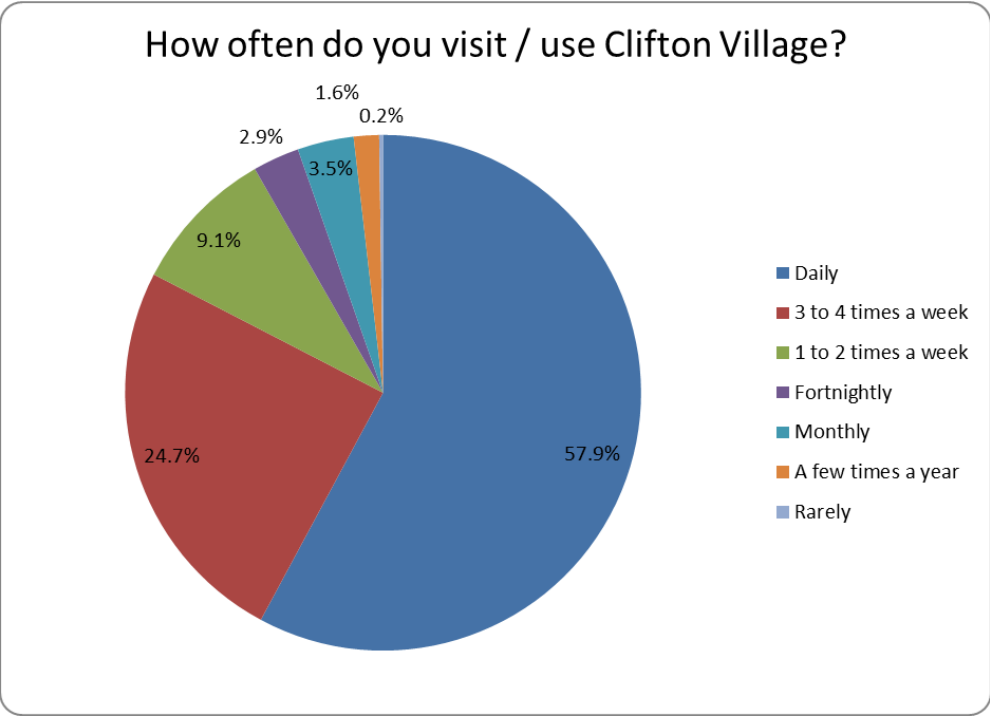
Over 90% of responses are from people who live within 2 miles of Princess Victoria Street.

### Postcode mapping of responses





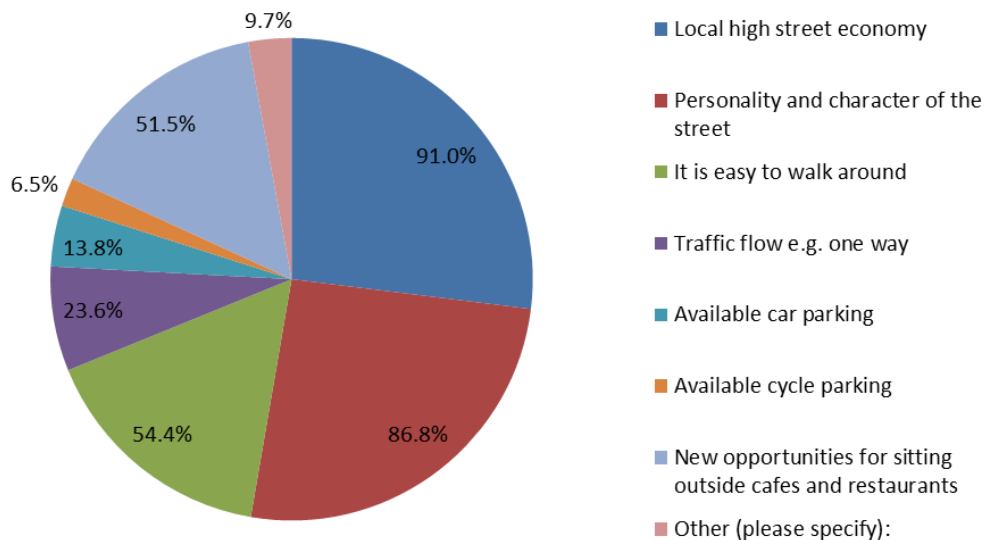
Almost 90% of respondents travel to Clifton Village by walking, around 25% of respondents travel by car as driver or passenger and 22% by bicycle. There will be some cross-over as multiple options could be selected.



Over 95% of respondents regularly visit Clifton Village, with more than half daily. This is to be expected as a high proportion of respondents live very locally.

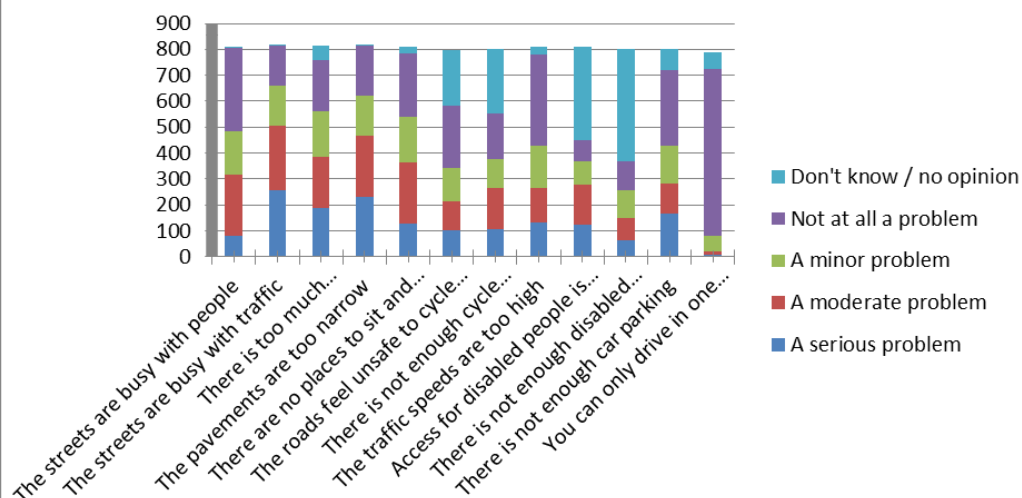
## General questions regarding the street environment in the area

What are the key things that you like about the street environment in Clifton Village? (tick all that apply)



The top two responses for what people like about the street environment were the 'local high street economy' and the 'personality and character of the street'. Just over half of respondents

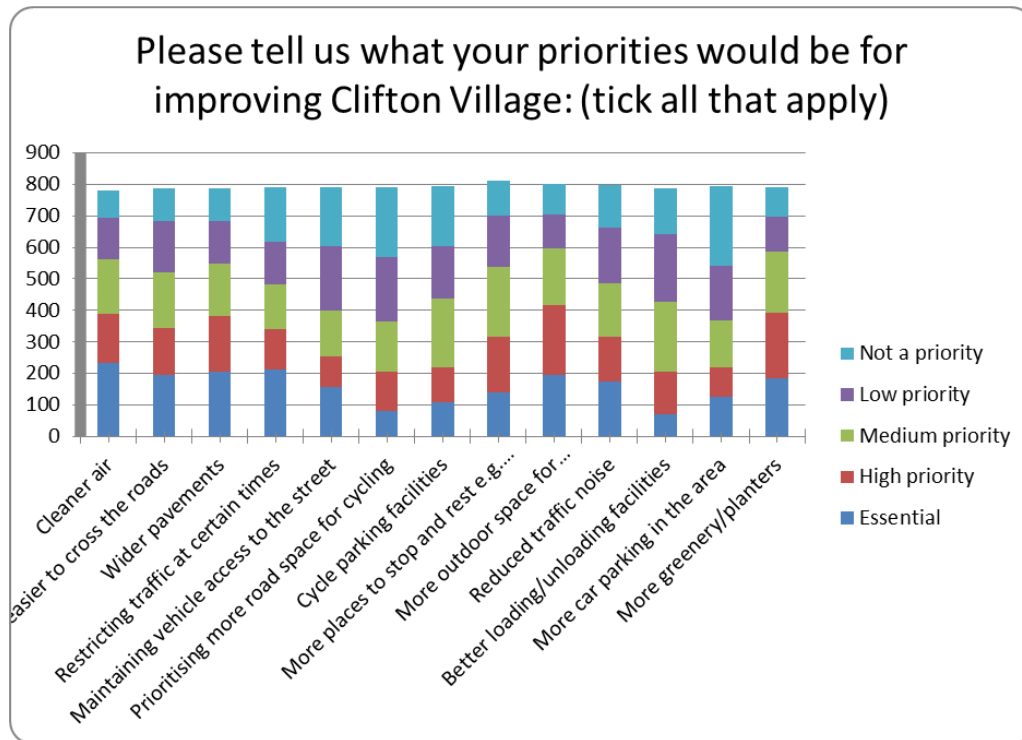
Thinking about your current experiences of the street environment in Clifton Village, how much of a problem do you think the following things are:



32% of respondents reported “The streets are busy with traffic” as a serious problem and 30% as a moderate problem.

28% of respondents reported “Narrow pavements” as a serious problem and 29% as a moderate problem.

While 35% of respondents felt that “there is not enough car parking” was either a serious problem or a moderate problem, 54% felt it was a minor problem or not a problem at all.

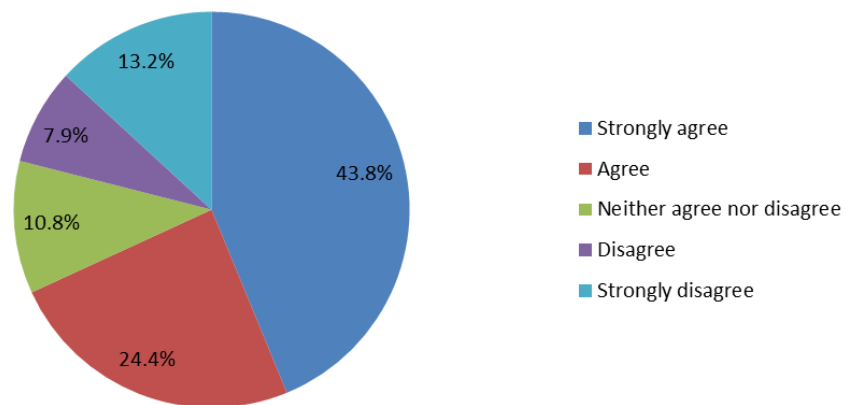


The top 4 priorities for respondents were “more outdoor space for café/restaurants”, “cleaner air”, “more greenery/planters”, & “wider pavements”. All had similar scores when combining Essential and High priority responses of between 48% - 52%.

“More car parking” and “prioritising more road space for cycling” were given the lowest priority with 54% of respondents selecting Low priority or No priority.

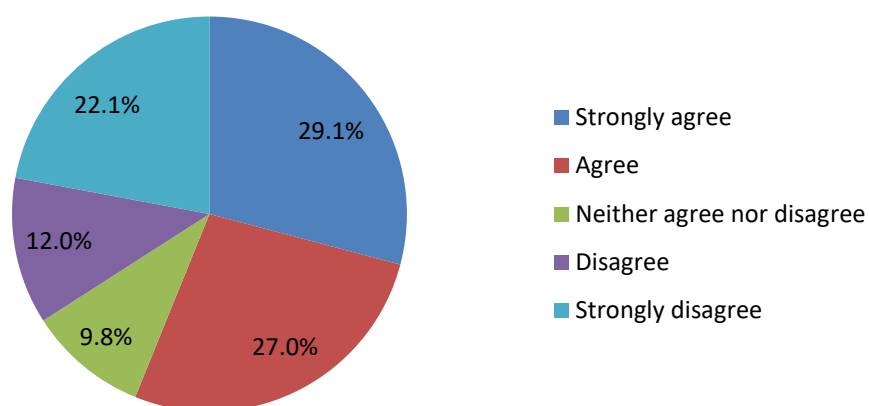
## Responses to Suggestions from the Community

Widen the pavement on Princess Victoria Street, between Clifton Down Road & the junction with Waterloo Street. (Highlighted on the map above).

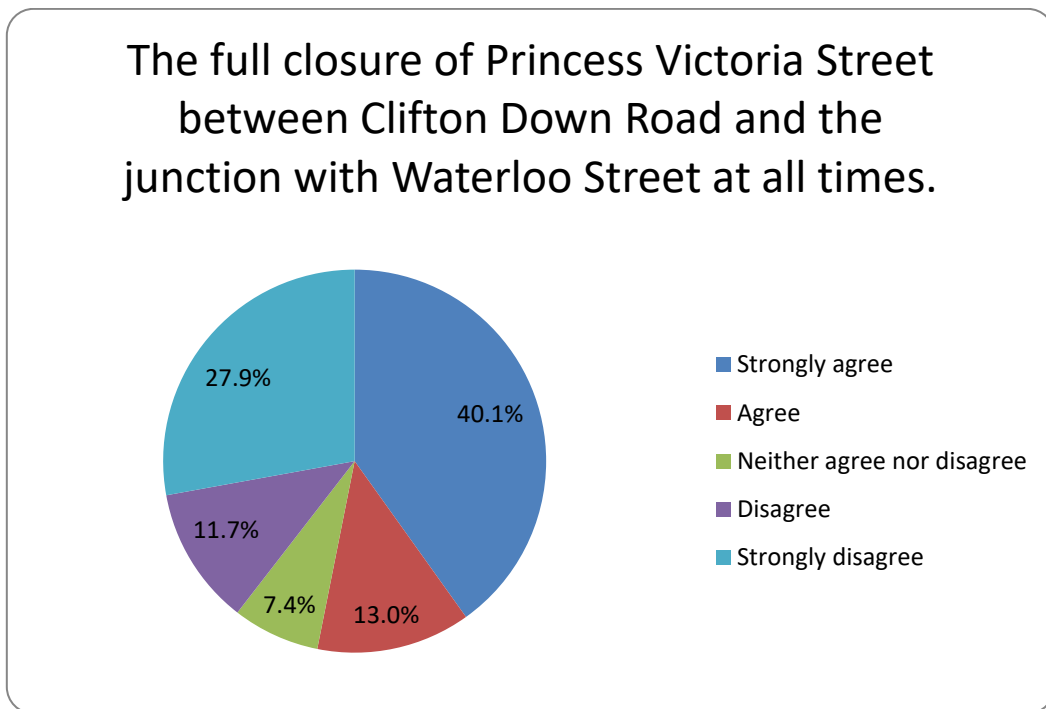


A clear majority of respondents (68%) Strongly Agree or Agree with the suggestion to widen pavements on a stretch of Princess Victoria Street. 21% of respondents Strongly Disagree or Disagree.

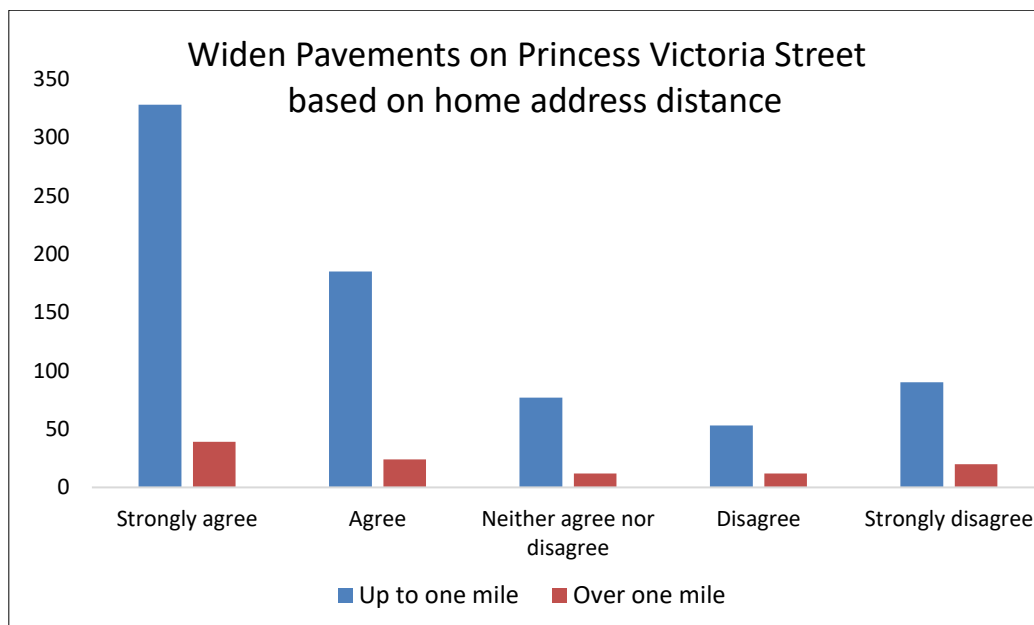
A daily timed closure of Princess Victoria Street between Clifton Down Road and the junction with Waterloo Street.



A majority of respondents (56%) Strongly Agree or Agree with the suggestion of a daily timed closure of this section of the street. 34% Strongly disagree or disagree



A majority of respondents (53%) Strongly Agree or Agree with the suggestion of a full closure of this section of the street. 40% Strongly Disagree or Disagree

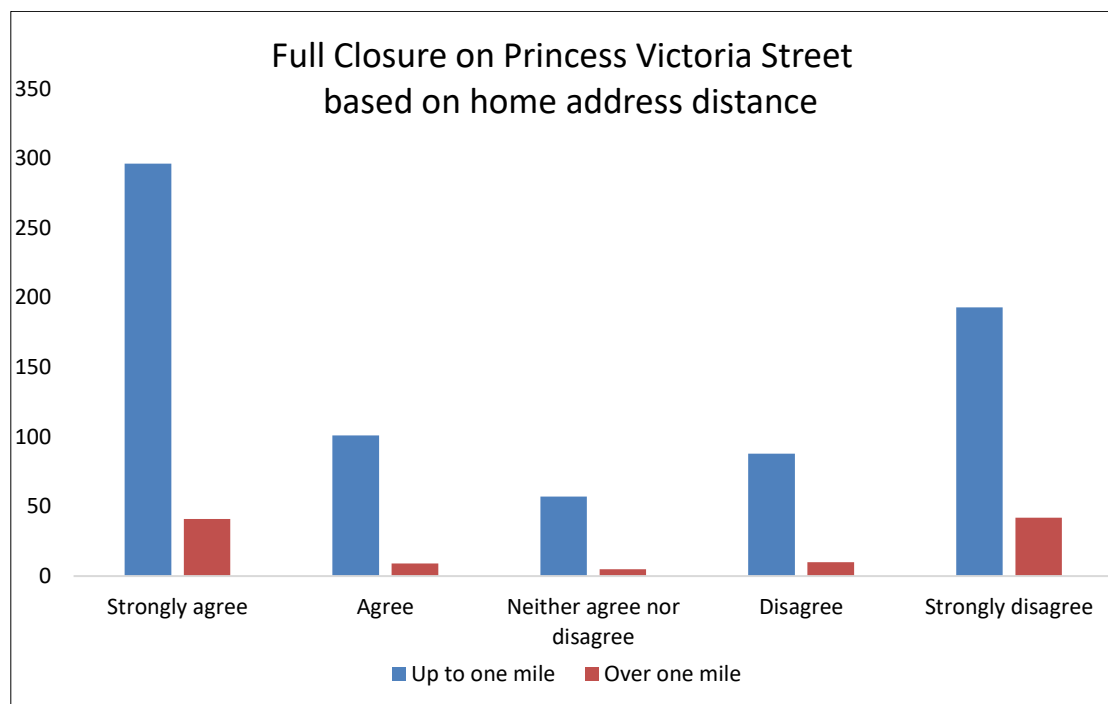


748 of the respondents answered that they “live within 1mile” of Princess Victoria Street, and a further 108 responses to this question were in the categories of Within 1-2 miles, Within 3-5 miles, 5+ miles or Outside Bristol.

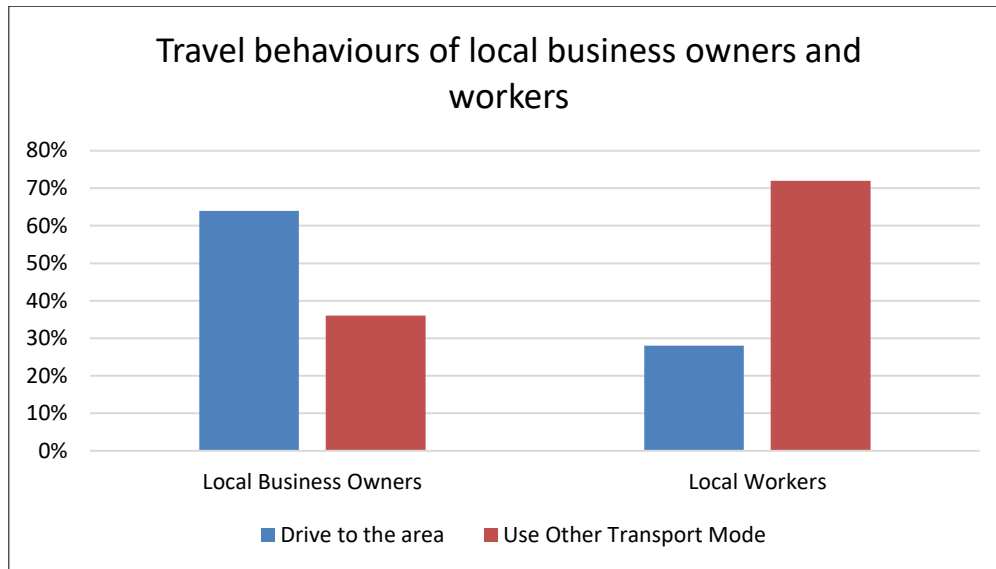
A majority of respondents from both Up to 1 mile and Over 1 mile either Strongly Agree or Agree with widening pavements on Princess Victoria Street. There is not much difference in the responses based on geographical location, although a slightly higher proportion of those Over 1 mile Strongly disagree.



A majority of respondents from Up to 1 mile either Strongly Agree or Agree with the Timed Closure suggestion for Princess Victoria Street. There is not much difference in the responses based on geographical location.



A small majority of respondents from Up to 1 mile Strongly Agree with the Full Closure suggestion, while a small majority of respondents from Over 1 mile Strongly Disagree with the Full Closure suggestion. A higher proportion of those Over 1 mile Strongly disagree with a full closure compared to Up to 1 mile.



A common concern from respondents, particularly the local business owners, is that any removal of parking may impact business. The above shows the proportion of local business owners and local workers who report regularly driving to the area. From this survey alone, it shows more than 50 people are regularly driving to the area to work, although it is not clear where they are parking. This may present an opportunity to help free up on-street parking spaces for shoppers. A combination of promoting behaviour change such as car sharing or providing off-site parking may be a quick win.

### Free Text Analysis

There were opportunities to add free text responses in questions 6, 8, 11 and 16. These responses have been coded, so that we can group them into categories to help with analysis. There were over 2000 comments, and some have been coded to multiple categories. Below is a summary of the top 10 most common themes.

Q6. What are the key things that you like about the street environment in Clifton Village?	Count	Q8. Please use the text box below to specify any other experiences you have of the Clifton Village street environment:	Count
Shops	9	lower speed limit	1
Feel	6	Restrict loading	1
Character	6	Need to cater for deliveries	1
Traffic	5	Illegal Parking	1
Shoppers	4	Business parking	1
Outside Seating	4	Visitors parking	1

Library	4	Residents parking	1
Greenery/ green spaces	4	Other2	1
Safety	4	Disabled Parking	1
Too many cars/Better with no cars	3	Parking suggestions	1
Experience	3	Steep	1

<b>Q11. If you would like to suggest any other priorities for Clifton Village, please specify below:</b>	<b>Count</b>	<b>Q16. Do you have any other comments or suggestions?</b>	<b>Count</b>
Support for pedestrians	28	Support for pedestrians	64
Residents parking	25	Traffic displacement	23
Restrict traffic	22	Disagree	21
WH Smith Site	17	Parking/ access restrictions will negatively effect businesses	20
Timed closure	12	Leave as is	19
pedestrianisation with exceptions	11	Need to cater for deliveries	18
Suggestion	11	Timed closure	18
Support local businesses	11	Restrict traffic	17
Better/ more parking	10	Support Outside seating	17
Parking suggestions	10	Negatives of Pedestrianisation	16
Improve	10	Suggestion	15

### 5.1.1 Social media

There were 15 social media posts on official Bristol Council channels including Twitter, Facebook, Instagram and NextDoor. Some of these posts had paid advertising targeted towards local residents. There were further posts promoting the wider project web page, which did not specifically mention Princess Victoria Street and also on TravelWest and BetterByBike channels.

From the 15 posts where the engagement could be tracked, there were tens of thousands of impressions and around 450 click-throughs to the survey links.

### 5.1.2 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 Princess Victoria Street. They first provided a summary of the group and describe themselves as the voice of cycling in Bristol and in a general response they strongly support the creation of better environments for pedestrians and cyclists, residents and businesses by reducing the impact of car travel and storage. They felt any measure should retain full access for cycling and should include cycle parking provision.

For Princess Victoria Street 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 (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

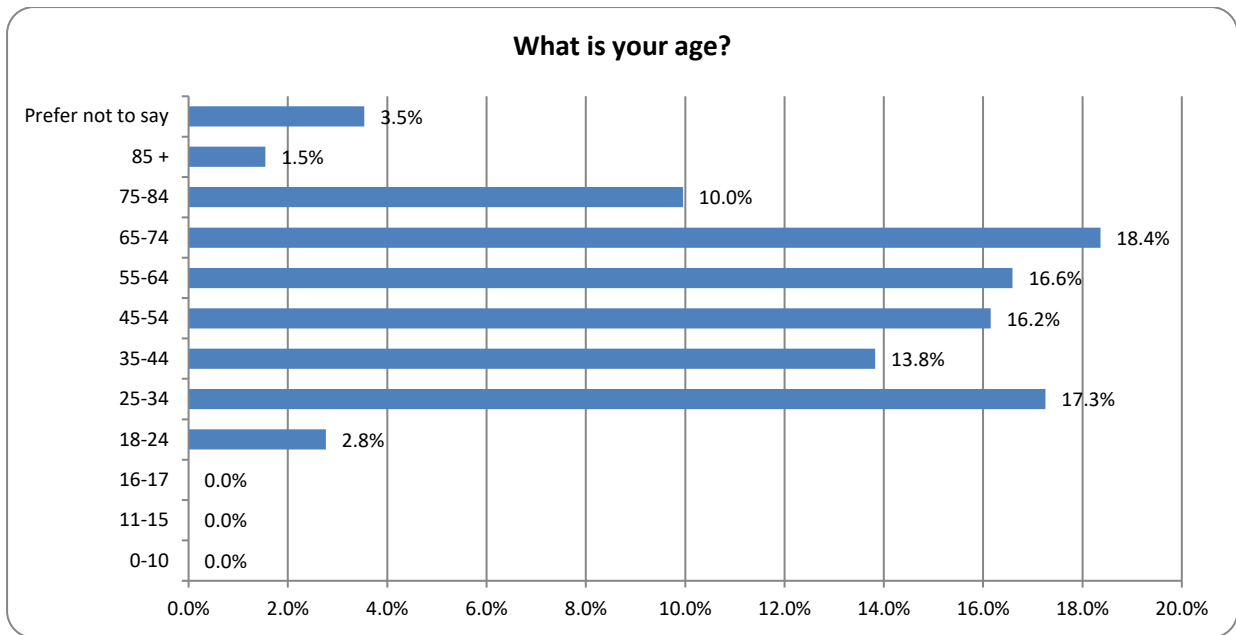
The local stakeholders include all the local businesses, local community groups and religious organisations. Many of the businesses engaged in the business operational survey and this is reported on in section 5.2. The ward members were involved in the process from an early stage, and they met with several residents, businesses and community groups from the Summer of 2020 onwards to discuss potential changes. They also helped to promote the surveys through their email distribution lists.

#### **5.1.4 Equalities and less heard communities**

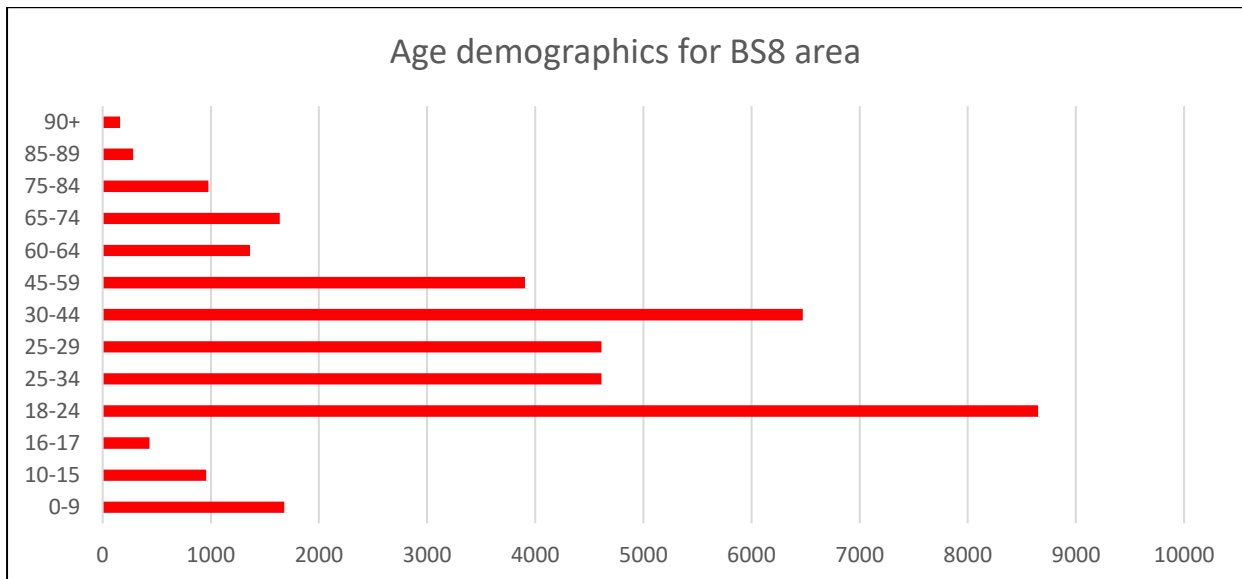
The questions below were asked to help us ensure that the survey has been responded to by a representative sample of the local ward population:

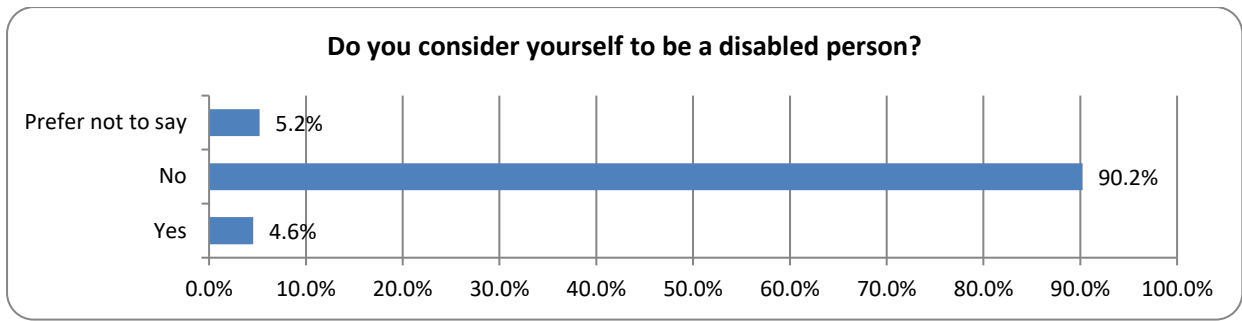
- What is your age?
- Do you consider yourself to be a disabled person?
- What is your sex?
- Have you gone through any part of a gender reassignment process or do you intend to?
- What is your ethnic group?
- What is your religion/faith?
- What is your sexual orientation?
- Are you pregnant or have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

Below are the results for each question:

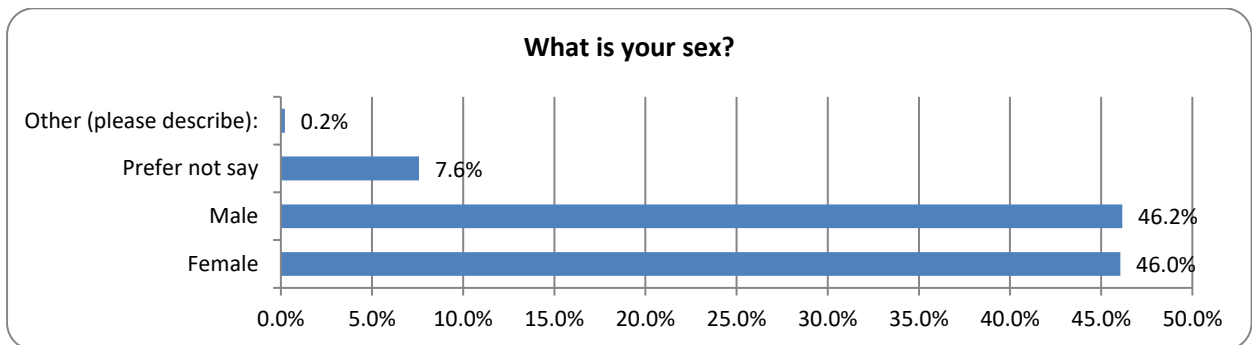


The response rates for all age ranges under 24 years were lower than that of the wider BS8 postcode profile (see chart below for comparison). Those aged between 25 and 54 age groups are slightly overrepresented compared to the area profile, and those aged 65+ were much higher than the profile. The high number of 18-24 year olds in the postcode area can probably be explained by the number of university students in the area, many of whom may not have been in the area during the period of the survey.

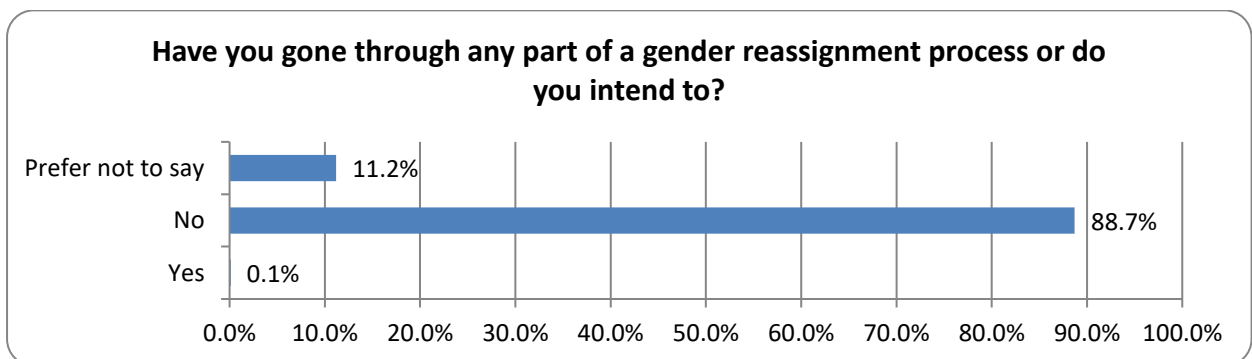


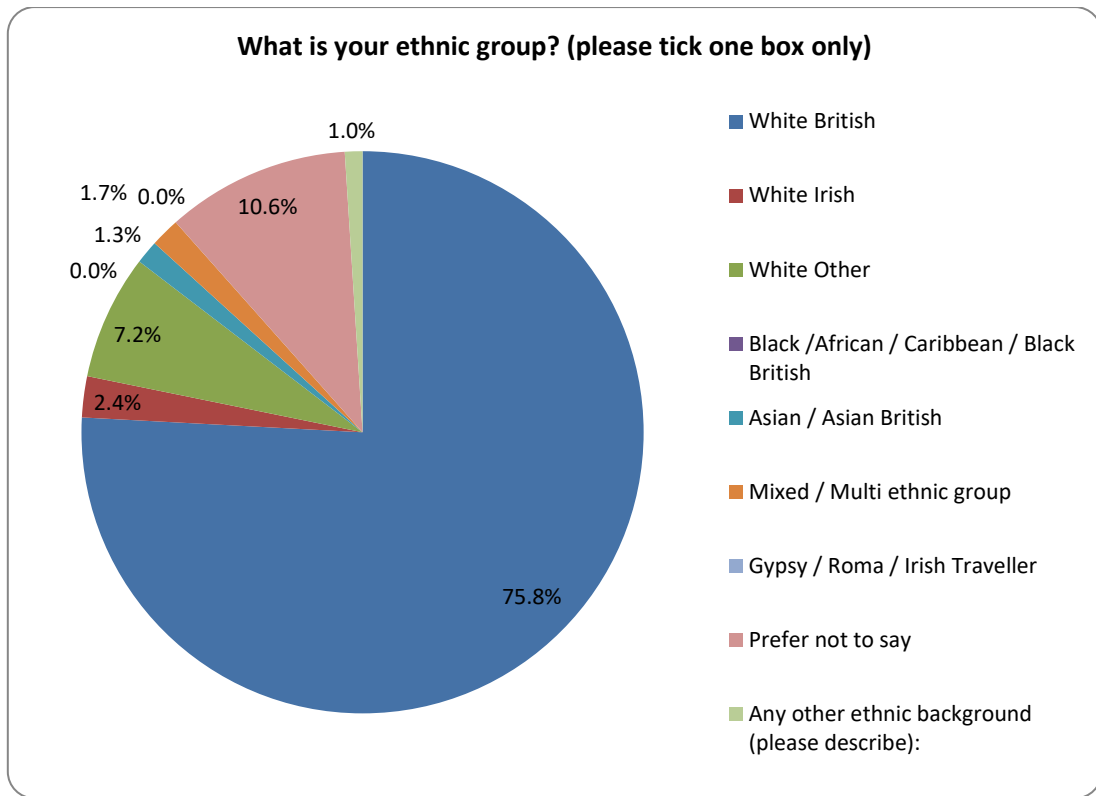


The disability rate for the city is around 8% so the 5.2% response rate is slightly below the city average.

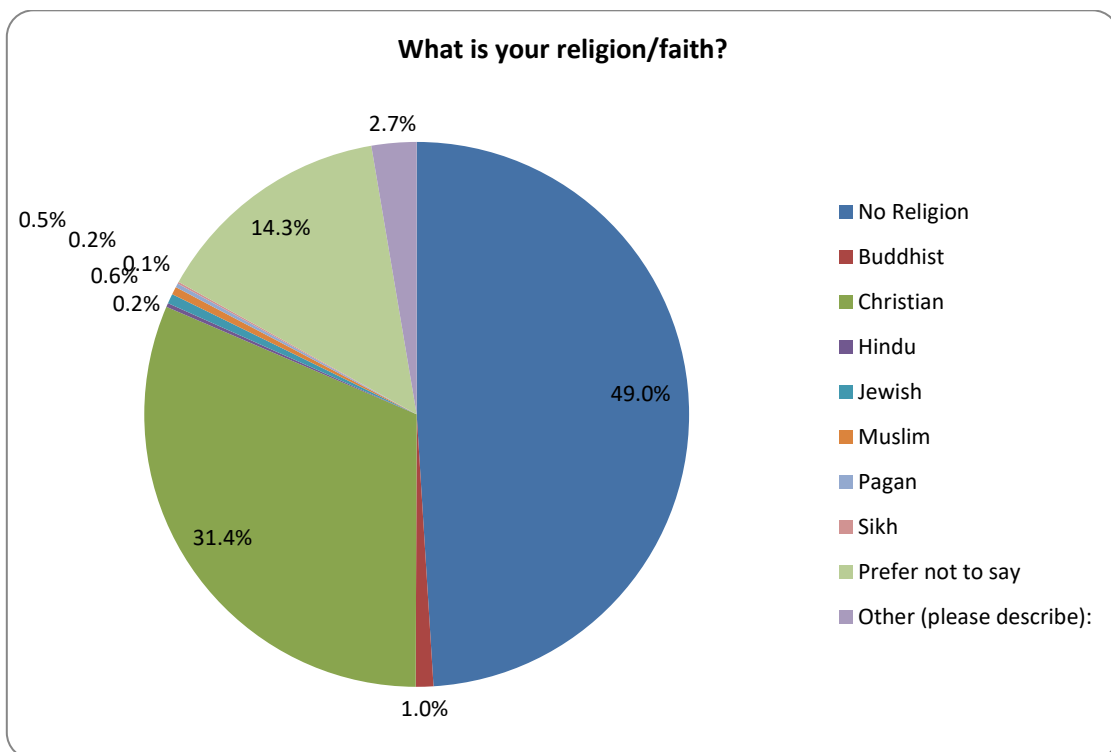


This is comparable to the BS8 postcode area.

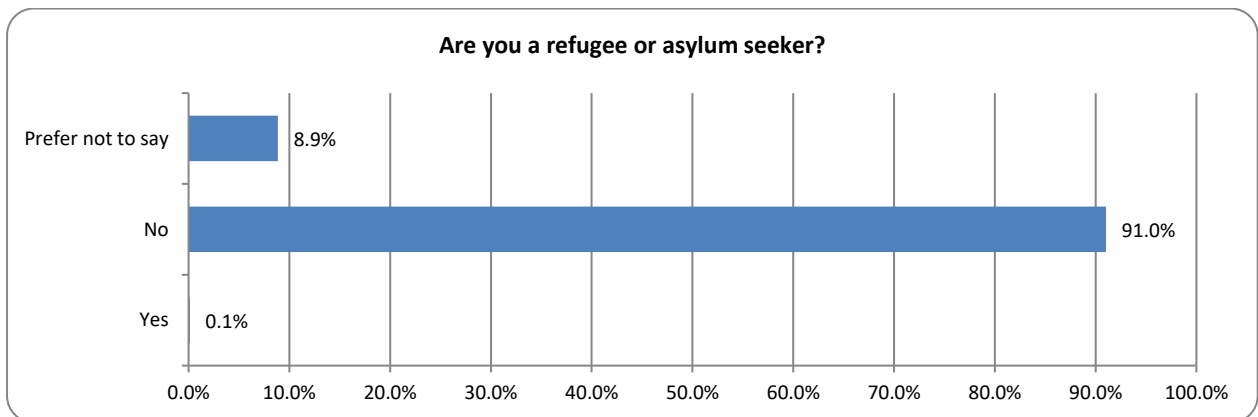
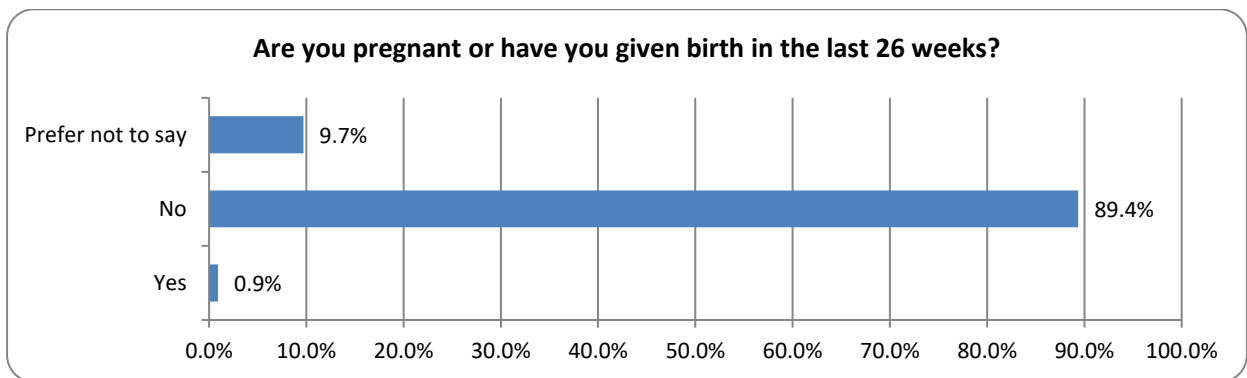
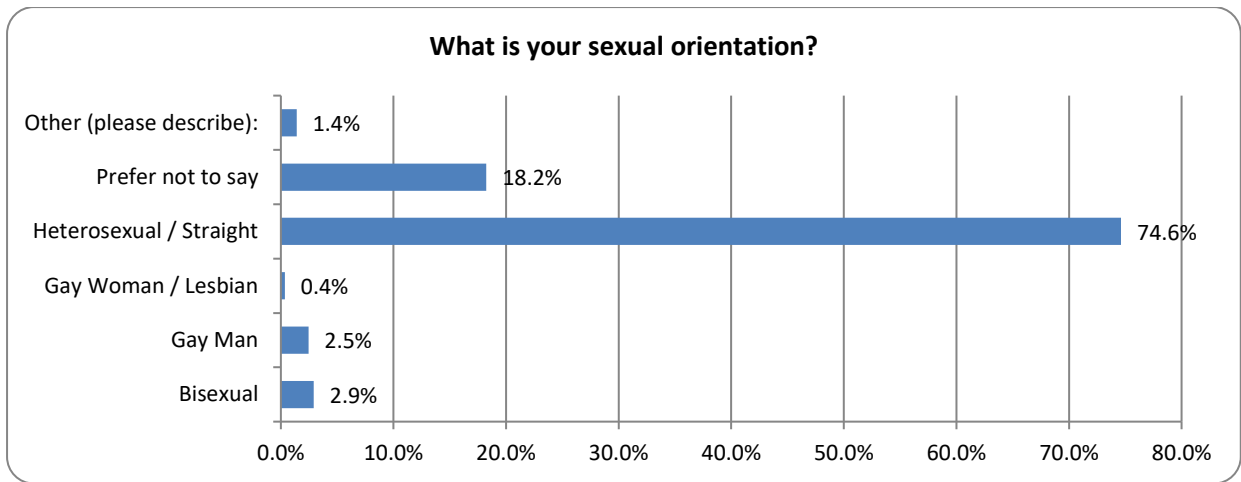




This is comparable to the BS8 postcode area.



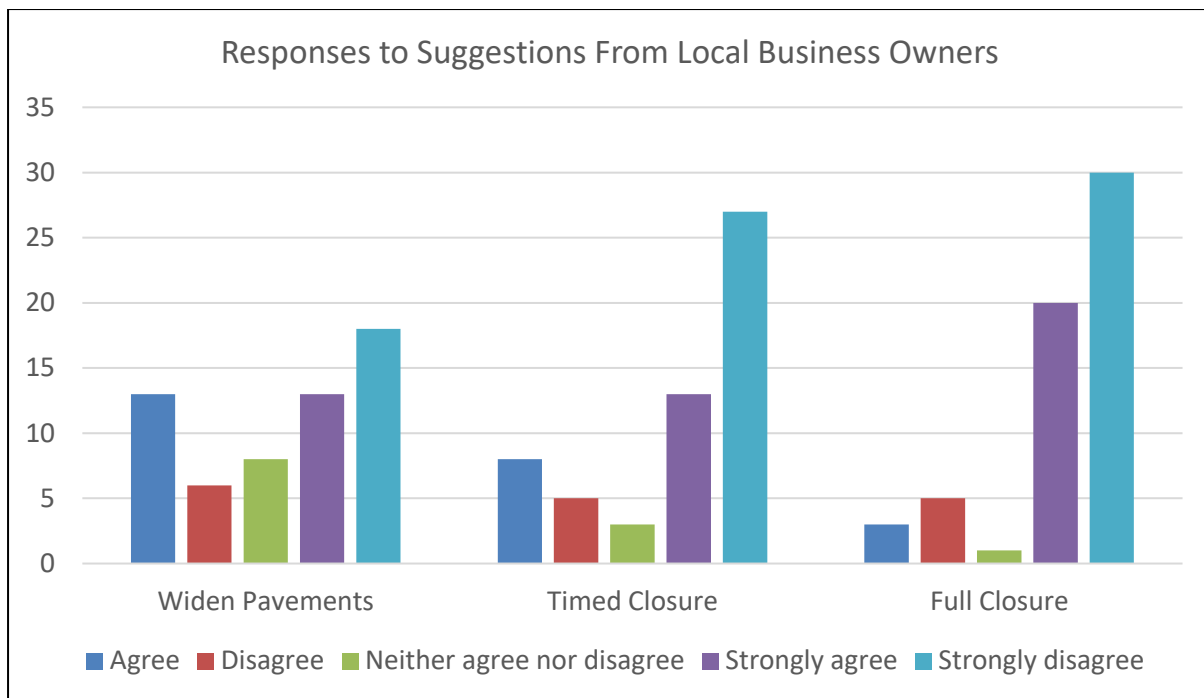
This is comparable to the BS8 postcode area.



## 5.2 Business survey results

61 Respondents identified themselves as ‘Local Business Owners’ in the Community Survey and of these 50 businesses have a BS8 4 postcode, meaning they are located within Clifton Village. A further 13 businesses located on Princess Victoria Street, the Mall and Waterloo Street completed the Business Operational Survey. A summary of the Business Operational Surveys can be found in section 5.2.2 below.

### 5.2.1 Local Business Owner Responses to Community Survey



Of the 3 suggestions for Princess Victoria Street,

“Widening Pavements” is the most balanced with 26 responses for either Strongly Agree or Agree against 24 responses for Disagree or Strongly Disagree.

The “Full Closure” option had the highest number of responses for Strongly Disagree with 36, and the highest number of responses for Strongly Agree with 20.

### 5.2.2 Business Operational Survey

13 businesses responded to the operational survey. Most of them were from Princess Victoria Street, with a few from Waterloo Street, The Mall and Regent Street. The types of businesses that responded were seven retail shops, four from the food and drink industry, and one estate agent.

#### Business details

The number of employees range from 3 to 28 and travel using a range of modes mainly walking, driving, cycling and bus. For all but one of the businesses, the opening times range from 07:30 – 18:30, with one food establishment open until 00:30am. Four of the businesses are open 7 days a week, with all others open Monday-Saturday.

#### Deliveries

In terms of deliveries, most get at least 4 or 5 a week with some getting up to 35 a week and most use vans and lorries up to 7.5 tonnes and unload using trollies and pallets or by hand. There are a few loading bays and these will be used if available but many deliveries are done using double yellow lines. None of the businesses are interested in the concept of delivery consolidation.

#### Waste Collection

The days and number of collections vary from site to site but most are serviced from the front of their premises and do not have any issues to report.

#### Customers

Most businesses who responded think a majority of their customers are not local or within walking distance. As Clifton Village is a well renowned local High Street with specialists shops and businesses, it is thought many customers drive from further afield and park in residential streets in the area.

#### Parking

Most think the demand for disabled parking is fairly high or are not sure but agree that there is a very high turnover of general parking as it is time restricted.

#### Cycling

Some think there is not enough cycle parking or that is totally inadequate. Others feel the amount of cycle parking is perfectly adequate. The majority don't think there are requirements for further cycle infrastructure beyond cycle parking.

#### Walking

Pavements are too narrow is the common theme of some businesses as is poor quality surfaces and trip hazards. Others have responded that the pavements are fine or fair. One respondent would like more crossing points.

#### Public transport


Fewer businesses responded to this question, but all that responded would like to see more regularity or connections across Bristol.

#### Any other comments

Of those that left comments in this section it was largely to object to suggestions of pedestrianisation or access restrictions. There are concerns about deliveries, the ability for customers to collect items from shops and also the loss of parking, particularly due to the perception that a majority of their customers are visiting from outside Clifton. There is a suggestion that the previous social distancing temporary measures in the summer of 2020, led to a decrease in footfall due to the removal of parking. There is also a suggestion to look at measures more widely across Clifton Village to address levels of driving and parking.

## 6. Appendices


### 6.1 Survey



# Princess Victoria Street

## Have your say

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



#### 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 yê yekem nîne û pêwîstîya we bi wergêr heye, em dikarin yekî ji we re bibînin.

#### POLISH

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

#### PORTUGUESE

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

#### PUNJABI

ਜੇਕਰ ਇੰਗਲਿਸ਼ ਤੁਹਾਡੀ ਪਹਿਲੀ ਭਾਸ਼ਾ ਨਹੀਂ ਅਤੇ ਤੁਹਾਨੂੰ ਦੁਬਾਰਾ ਦਿੱਤੇ ਜ਼ਰੂਰਤ ਹੋ ਤਾਂ ਤੁਹਾਡੇ ਲਈ ਅਸੀਂ ਇਸਦਾ ਪ੍ਰਬੰਧ ਕਰ ਸਕਦੇ ਹਾਂ।

#### SOMALI

Haddii Ingiriisku aanu ahayn afkaaga kowaad oo aad u baahantahay fufurmo, aannaga 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.

The council has now secured further funding from the government's Active Travel Fund to provide more space for pedestrians and cyclists while public transport capacity is reduced. As a result, we are now looking for suggestions on how we can change a number of busy neighbourhood roads and high streets around the city, including Princess Victoria Street in Clifton Village.

We are aiming to:

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

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

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

We are keen to hear local views before drawing up any detailed proposals. The council's aim is to ensure any change to the street environment benefits the community as a whole and supports businesses to stay and thrive in the area with increased footfall.

Below is a survey asking local people to think about Princess Victoria Street, what is working well and what could be improved in terms of the street environment. At this stage we are considering all ideas and feedback from local people. We would also like your views on some initial suggestions that have been submitted by the community. All other options for improvements will still be considered.

Your suggestions and feedback will help us design improvements to the street that will work for everyone. Temporary changes may be put in

place following this detailed engagement but any permanent changes would be subject to a public consultation. We will be back in touch to explain next steps for implementing any changes after we have considered all the feedback.

like this information in another language, Braille, audio tape, large print, easy English, BSL video or CD rom or plain text please contact us:

**Please complete the survey and return it in the freepost envelope provided before Sunday 17 January 2021.**

- **Email:** [transport.engagement@bristol.gov.uk](mailto:transport.engagement@bristol.gov.uk)
- **Phone:** 0117 903 6449 and leave a message on the answerphone.
- **Write to:** Princess Victoria Street, Transport Engagement Team, PO BOX 3399, 100 Temple Street, Bristol, BS1 9NE.

If you have a comment , question or you would

### 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 Princess Victoria Street in Clifton Village?

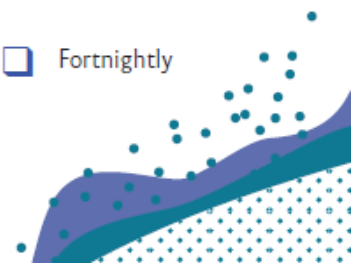
- Up to one mile   
  1-2 miles   
  3-5 miles   
  5+ miles   
  I live outside of Bristol

4) How do you travel to Clifton Village? (tick all that apply)

- I walk                             
  I use a bicycle                     
  I catch the bus  
 I catch the train               
  I use a taxi                             
  I use a motorcycle  
 I drive a car / van               
  I am a car passenger             
  Other (please specify):

5) How often do you visit / use Clifton Village?

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

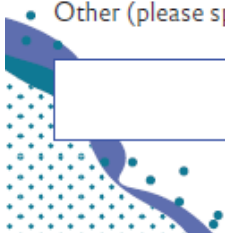


6) What are the key things that you like about the street environment in Clifton Village? (tick all that apply)

- Local high street economy
- Personality and character of the street
- It is easy to walk around
- Traffic flow e.g. one way
- Available car parking
- Available cycle parking
- New opportunities for sitting outside cafes and restaurants
- Other (please specify):

7) Thinking about your current experiences of the street environment in Clifton Village, 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 streets are busy with people	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The streets are busy with traffic	<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"/>
The pavements are too narrow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
There are no places to sit and rest	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The roads feel 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 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"/>
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 Clifton Village: (tick all that apply)

	Essential	High priority	Medium priority	Low priority	Not a priority
Cleaner air	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Make it easier to cross the roads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wider pavements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Restricting traffic at certain times	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maintaining vehicle access to the street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prioritising more road space for cycling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle parking facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More places to stop and rest e.g. seating areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More outdoor space for café/restaurant tables and chairs	<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"/>
More car parking in the area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More greenery/planters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9) Some specific suggestions for improvements have already been submitted by the community. At this stage these are only suggestions which we would like your feedback on. Other options for improvements will still be considered.

The main area of focus that we would like your views on is the small section of Princess Victoria Street between Clifton Down Road and the junction with Waterloo Street. This stretch is about 200 feet/60 metres long and is highlighted on the map.

Please give us your views on two types of change that have been suggested.



### Suggestion A: Widen pavements

Widening pavements on the section highlighted on the map above has been suggested to make the street more accessible for pedestrians, make it easier to cross the road and create more space for outdoor seating and planters. To do this, some parking bays would need to be removed. Opportunities to install additional parking bays in the surrounding area will also be considered to help off-set the loss of parking.

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

Widen the pavement on Princess Victoria Street, between Clifton Down Road & the junction with Waterloo Street. (Highlighted on the map above).

Strongly Agree     Agree     Neither agree nor disagree     Disagree     Strongly disagree

### Suggestion B: Traffic restrictions

Closure of the section highlighted on the map above to motorised traffic could improve the street for pedestrians, allow café seating, greenery, and reduce noise and air pollution in the direct area.

To help with vehicle access, the reversal of one-way traffic on Portland Street (to become westbound) and the Mall (to become southbound) would be considered.

There are two options as part of this suggestion; a timed closure at certain times of the day or a full closure at all times.

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

A daily **timed closure** of Princess Victoria Street between Clifton Down Road and the junction with Waterloo Street. (The area highlighted on the map)

Delivery vehicles would still be able to access the street during an agreed daily time slot i.e. during less busy shopping hours in the morning and/or afternoon. The closure would be implemented using moveable objects such as bollards or barriers.

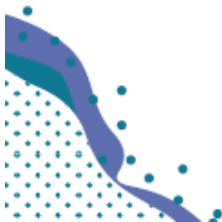
Strongly Agree     Agree     Neither agree nor disagree     Disagree     Strongly disagree

The **full closure** of Princess Victoria Street between Clifton Down Road and the junction with Waterloo Street at all times. (The area highlighted on the map)

This would provide permanent use of the space for planting, benches, and people.

Additional loading bays for deliveries would be provided at both the Clifton Down Road and Waterloo Street ends of Princess Victoria Street.

Strongly Agree     Agree     Neither agree nor disagree     Disagree     Strongly disagree



10) Do you have any other comments or suggestions?

### About You

We would like to receive feedback from people with as wide a variety of views and needs as possible. It would be very helpful if you could complete the following 'About You' questions. This will help ensure that no-one is discriminated against unlawfully. All questions are optional. You do not have to answer any of them if you prefer not to.

Information provided will be treated in the strictest confidence and in accordance with the General Data Protection Regulation (GDPR). Personal and sensitive information will be used solely for the purpose of equalities monitoring to ensure that everyone is treated fairly.

Our privacy policy, which explains how we will process your personal information, how long we will retain it and your rights as a data subject are available on request.

Please answer the following questions by ticking the boxes you feel best describe you.

11) What is your age?

- 0-10     11-15     16-17     18-24     25-34     35-44  
 45-54     55-64     65-74     75-84     85+     Prefer not to say

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

- Yes     No     Prefer not to say

13) What is your sex?

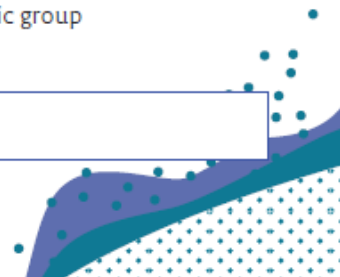
- Female     Male     Prefer not to say     Other (please specify):

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

- Yes     No     Prefer not to say

15) What is your ethnic group (please tick one box only)

- White British     White Irish  
 White Other     Asian / Asian British  
 Black / African / Caribbean / Black British     Mixed / Multi ethnic group  
 Gypsy / Roma / Irish Traveller     Prefer not to say  
 Any other ethnic background (please specify):



16) What is your sexual orientation?

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

17) What is your religion / faith?

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

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

- Yes                               No                               Prefer not to say

19) Are you a refugee or asylum seeker?

- Yes                               No                               Prefer not to say

If you would like to receive updates and more information about this project, please give your email or postal address below:

Information you provide will be treated confidentially and in accordance with the Data Protection Act 1998 and General Data Protection Regulation (GDPR) (EU) 2016/679. Your contact details will be used solely for the purpose of keeping you informed about the outcome of this engagement and future transport consultations if you have ticked the box to request this. Our privacy policy explains what we do with your personal information, how long we keep it and your right to withdraw your consent at any time you choose.

- I would like to receive updates and more information about this project and I consent to my contact details being used for this purpose as defined in Bristol City Council's privacy policy.



## 6.2 Business Operational Survey



### Business Operational Survey

#### – Princess Victoria Street businesses

Name of business	
Name of owner/ manager	
Address of business	
No. of employees	
How do you and your employees travel to the business?	
Operational times eg 8am to 8pm	
Operational weekdays eg Mon to Sat	
<b>Deliveries</b>	
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](mailto: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.

<p style="text-align: center;"><b>Bengali</b></p> <p>ইংরেজী আপনার মাতৃভাষা না হলে এবং আপনার কোন অনুবাদের প্রয়োজন হলে আমরা তা প্রদান করতে সক্ষম।</p>	<p style="text-align: center;"><b>Polish</b></p> <p>Jeżeli ulotka ta wymaga dodatkowego wyjaśnienia, prosimy o skontaktowanie się z najbliższym biurem odpowiedniego regionu.</p>
<p style="text-align: center;"><b>Chinese</b></p> <p>如果您的第一語言不是英文，而您需要翻譯的話，我們可以為您安排。</p>	<p style="text-align: center;"><b>Portuguese</b></p> <p>Se o Inglês não é a sua língua materna e precisa de uma tradução, nós podemos obtê-la.</p>
<p style="text-align: center;"><b>Gujarati</b></p> <p>જો તમારી પહેલી ભાષા અંગ્રેજી ન હોય અને તમને ભાષાંતરની જરૂર હોય તો અમે તમને તે આપી શકીએ છીએ.</p>	<p style="text-align: center;"><b>Punjabi</b></p> <p>ਜੇਕਰ ਇੰਗਲਿਸ਼ ਤੁਹਾਡੀ ਪਹਿਲੀ ਭਾਸ਼ਾ ਨਹੀਂ ਅਤੇ ਤੁਹਾਨੂੰ ਦੁਬਾਰੀਏ ਦੀ ਜ਼ਰੂਰਤ ਹੈ ਤਾਂ ਤੁਹਾਡੇ ਲਈ ਅਸੀਂ ਇਸਦਾ ਪ੍ਰਕਾਰ ਕਰ ਸਕਦੇ ਹਾਂ।</p>
<p style="text-align: center;"><b>Hindi</b></p> <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>	<p style="text-align: center;"><b>Somali</b></p> <p>Haddii Ingiriisku aanu ahayn afkaaga kowaad oo aad u baahan tahay tujumood, annagaa kuu samayn kama.</p>
<p style="text-align: center;"><b>Kurdish</b></p> <p>Heke inglîzî zimanê we yê yekem nîne û pêwîstiya we bi wergêr heye, em dikarin yekî ji we re bibînin</p>	<p style="text-align: center;"><b>Urdu</b></p> <p>اگر انگریزی آپ کی پہلی زبان نہیں ہے اور آپ کو ترجمہ کی ضرورت ہے تو ہم آپ کے لئے اقدام کر سکتے ہیں۔</p>
<p style="text-align: center;"><b>Kosovan</b></p> <p>Nëse anglishtja nuk është gjuha juaj amtare dhe keni nevojë për një përkthim, ne mund t'ua sigurojmë atë.</p>	<p style="text-align: center;"><b>Vietnamese</b></p> <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](mailto:enquiries@bristolwalkingalliance.org.uk)

# Active Travel Fund Consultation Response

January 2021

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## 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

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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

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