

**Cotham Hill - Early Engagement Survey Report
January 2021**



Contents	Pages
1. Summary	3
2. Background	5
2.1 Objectives of engagement and communications	6
3. Engagement Tools	6
3.1 Community Survey	7
3.1.1 Supporting communications	8
3.2 Business Operational Survey	8
4. How we engaged	9
4.1 Survey launch	9
4.2 Less heard communities	9
5. Results	10
5.1 Stakeholder engagement	10
5.2 Community Survey Results	12
5.2.1 Survey Demographics and Equalities analysis	32
5.2.2 Social media	38
5.2.3 Emails and phone calls	40
5.3 Business survey results	41
5.4 Getting Bristol Moving Map results	42
6. Appendices	49
6.1 Survey	49
6.2 Business Operational Survey	57
6.3 Bristol Walking Alliance	60
6.4 Bristol Cycling Campaign	62

1. Summary

Between Monday 9th November 2020 and Sunday 17th January 2021 Bristol City Council conducted an early engagement survey on how to improve walking, cycling and the street environment for Cotham Hill.

How we engaged

To ensure the survey reached as wide an audience as possible the team did the following:

- Early informing letter raising awareness about the forthcoming survey to residents
- Paper copies of the community survey with a language template covering 12 languages were posted along with a free post envelope to 3348 local properties
- 25 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
- 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 virtually met with local residential and community groups to hear feedback.

Stakeholders

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

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

Local Stakeholders - meetings and phone conversations were held with members of the Hampton Park and Cotham Hill Community Group and the Redland and Cotham Amenities Society. Both of which are keen to be involved in the next stage of the project and want changes to look at the narrow pavements and parking arrangements.

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. Over 65 businesses were identified and 41 were contacted via email and 48 were called. Of the 17 businesses that engaged with the survey the comments ranged from:

- Encouraging changes to the road layout such as pedestrianisation or one-way arrangement
- Many in the food and drink industry were keen to outdoor seating space in the street

- Some were concerned about any road closure proposal and the effect on their businesses in terms of deliveries and customer access via the car.

Community survey

A total of 2632 responses were received from the survey made up of 2075 online and 557 paper copies. The headline findings are:

- Over 60% of respondents said they were a local resident and lived within 1 mile of the street and just fewer than 45% of respondents are a regular visitor to the area.
- Over 80% of respondents walked to the street and over 65% visit the street over 3 to 4 times a week.
- Most respondents (around 90%) like Cotham Hill due to the “local high street economy” and “personality and character of the street”. Over 60% felt it was a “place for meeting friends and family” and over 70% like “supporting local jobs”.
- Over 85% of respondents think “pavements are too narrow” is a serious and moderate problem
- Over 80% of respondents “have wider pavements” as an essential and high priority for the street
- The main themes that came through the free text boxes were support for pedestrianisation, outdoor seating space and wider pavements.

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

This is an online interactive map that was created when COVID-19 social distancing measures were 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.

35 comments were posted on the active travel map: 21 for road closures, 9 for pavements, 3 for cycle lanes and 2 for local high streets.

- 487 likes were posted against the 21 road closures comments which indicated support for pedestrianisation
- 91 likes were posted against the 9 pavement comments which indicated support for pedestrianisation in some sections of the road
- 14 likes were posted against the 3 cycle lane comments which required better cycle infrastructure
- 42 likes were posted against the 2 local high streets comments which felt pedestrianisation would benefit the businesses

2. Background

The majority Cotham Hill resides in Clifton Down and the lower side of Cotham Hill falls into the central ward. This project however is mainly focusing on the main shopping section from Whiteladies Road to Woodland Road which is where it become one way for motorised vehicles towards the roundabout with St Michael's Hill, Hampton Road and Cotham Road. Cotham hill is part of the Sustrans national cycle route 4 which is on road and Downs Way (Bristol cycle route from City Centre to Cribbs Causeway) also uses the same section of Cotham Hill. Cycle lanes are marked on the road from Cotham Road roundabout to Woodland Road and bike stencils mark out the remainder of the on-road cycle route. There are 8 Sheffield stands for cycle parking on Cotham Hill/ Hampton Park corner and 4 Sheffield stands for cycle parking on Cotham Hill by West Park junction. The speed limit is 20mph and there is one zebra crossing by the junction with Whiteladies Road. The does not have any electric charging points, but there are car club bays close by. Co-Wheels have car club bays on Tyndall's Park Road, Aberdeen Road and Chertsey Road and Enterprise car club bays are located on Warwick Road and Hampton Park. Clifton Down train station is located close by off Whiteladies Road and the closest bus stops are on Whiteladies Road by the Cotham Hill junction and there is also a bus stop on Cotham Road.

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 local ward members have also been working with local stakeholders looking to make improvements to Cotham Hill over the summer months. 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 Cotham Hill. The aim is to improve walking and cycling journeys, minimise rat running and maximise community enjoyment, creating more liveable neighbourhoods free from traffic congestion.

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

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

2.1 Objectives of engagement and communications

The main aim of the early engagement exercise was to:

- seek views from key stakeholders at an early stage, on priorities, what they think should change and issues and concerns to inform preliminary design of the 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 Cotham Hill.
- We have been talking to businesses, local people living and working along the street 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. This feedback will help us to produce some initial proposals for how the street environment could change.

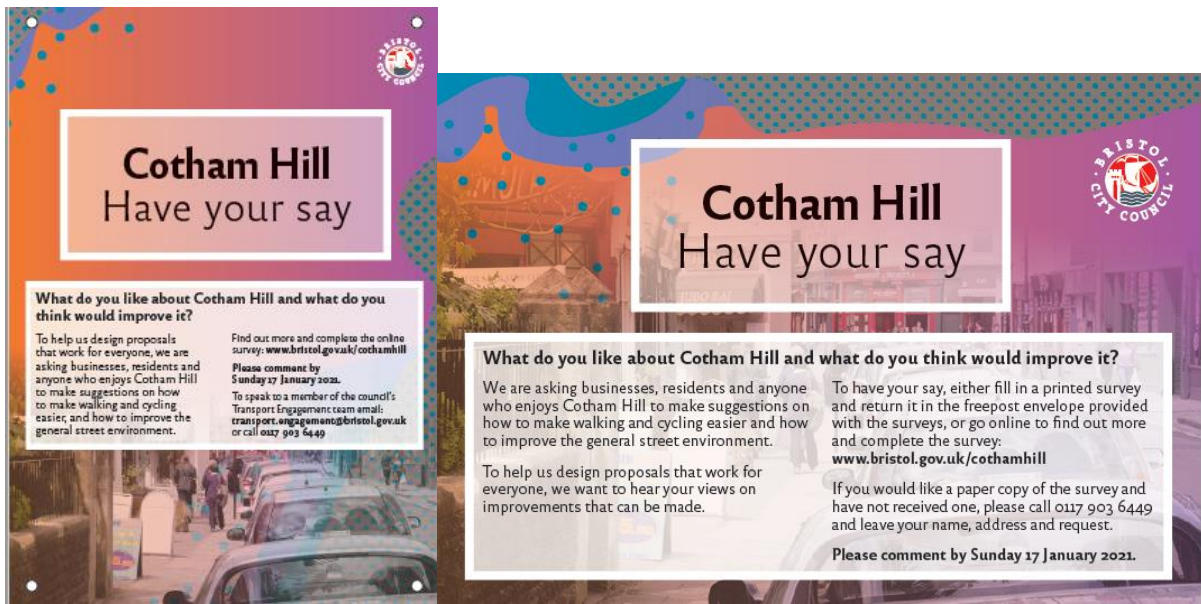
The target audiences for this project include stakeholders such as:

- 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/cothamhill 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 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 25 posters in the local area so that those using the road regularly can see there is a survey taking place
- Posting out the survey to over 3300 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
- Posting out 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 products.

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 Cotham Hill, 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. 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 Cotham Hill. 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/cothamhill .

See 'Appendix 1 – Cotham Hill 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 all via the phone and emails. In pre-covid times the team would have been undertaking face to face engagement and asking the businesses to fill in the

survey. The team attempted to contact the businesses three times over two weeks before the community survey began. Other attempts have also been made during the January to encourage businesses to have their say.

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

4. How we engaged

Before any proposals are put together for Cotham Hill 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 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 and provided local contacts for groups who the officers could approach.

A letter was sent out about two weeks before the survey was launched to give local people warning about the plans and ensure people know about the call to action to fill in the survey. We sent out 3348 letters to residents in advance of the survey.

The team also engaged with local businesses on Cotham Hill 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 the key stakeholders in advance of the survey going live. An email was sent to all the stakeholders on the start date telling them about the project and offering opportunities to speak to the project team asking for their input. 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 3300 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 over 3300 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 Cotham Hill. 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. Stagecoach West also responded to say they are supportive of anything to reduce traffic congestion and have more liveable neighbourhoods. They also went on to say that as

they run the hourly number 10 bus service along Cotham hill this would need to be considered in any future planning.

Other organisations that have been briefed include Bristol Physical Access Chain who are 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 Cotham Hill. 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 Cotham Hill the pavements are very narrow and are exacerbated by queuing customers for certain shops. The road supports high volumes of motorised traffic despite being narrow and remaining two-way. They felt opportunities existed to transform the street into a safe, green and friendly high street and noted that the route is a key link in the National Cycle Network so it is essential that cycling access is retained and prioritised in the longer plan for Cotham Hill (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 active travel. They feel it is commendable that the council is taking views on the issues that concern people in particular neighbourhoods but feel more information is required to fully assess impact of schemes.

They would like to know how the projects fit into the Bristol Transport Strategy and how each project reduces air pollution and promotes public health. They would like a strategic vision to bring these proposals together and what the impact will be on the wider transport networks.

They would like more information connecting air quality information with the transport schemes and how the first round of ATF schemes affected walking and cycling levels. They also felt some of the issues selected in the surveys may guide respondents and may miss other issues.

They commented on consequences of possible road changes such as traffic displacement which would have been useful to address as part of the engagement. They would have liked objectives to include suggestions for visual amenity or conservation of heritage assets.

Local stakeholders

The local stakeholders for Cotham Hill include all the local businesses but they have been reported on in section 5.2 so this section will focus on the local stakeholders who represent local community groups.

The two community groups who got involved were Hampton Park and Cotham Hill Community Group who had an online meeting with officers and Redland & Cotham Amenities Society who sent an email with their views.

Hampton Park and Cotham Hill Community Group

The team met with members from the group during the engagement period and discussed their concerns about any changes to the road. They expressed their wish to reduce carbon emissions and talked through existing issues about the street environment which included noise pollution, pavements width (too narrow) and illegal parking and on pavements. Any changes need to think about unintended consequences for example if the road was pedestrianised would that results in increased noise pollution from additional people and how traffic would be re-routed. They support wider pavements, possible one-way system with traffic calming measures and better enforced parking arrangements.


Redland and Cotham Amenities Society

The members are keen to be engaged on any future proposals and want to be kept up to date and do have some concerns if the proposals included pedestrianisation.

5.2 Community Survey Results

A total of 2632 completed responses to the survey have been captured using the online Smart Survey platform over the engagement period. This was made up of 2075 online respondents and 557 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		60.98%	1599

1. Which of the following best describes you? (Tick all that apply)				
			Response Percent	Response Total
2	I am a local business owner		2.36%	62
3	I work in the local area		8.31%	218
4	I am a regular visitor to the local area		42.03%	1102
5	Other (please specify):		19.60%	514
			answered	2622

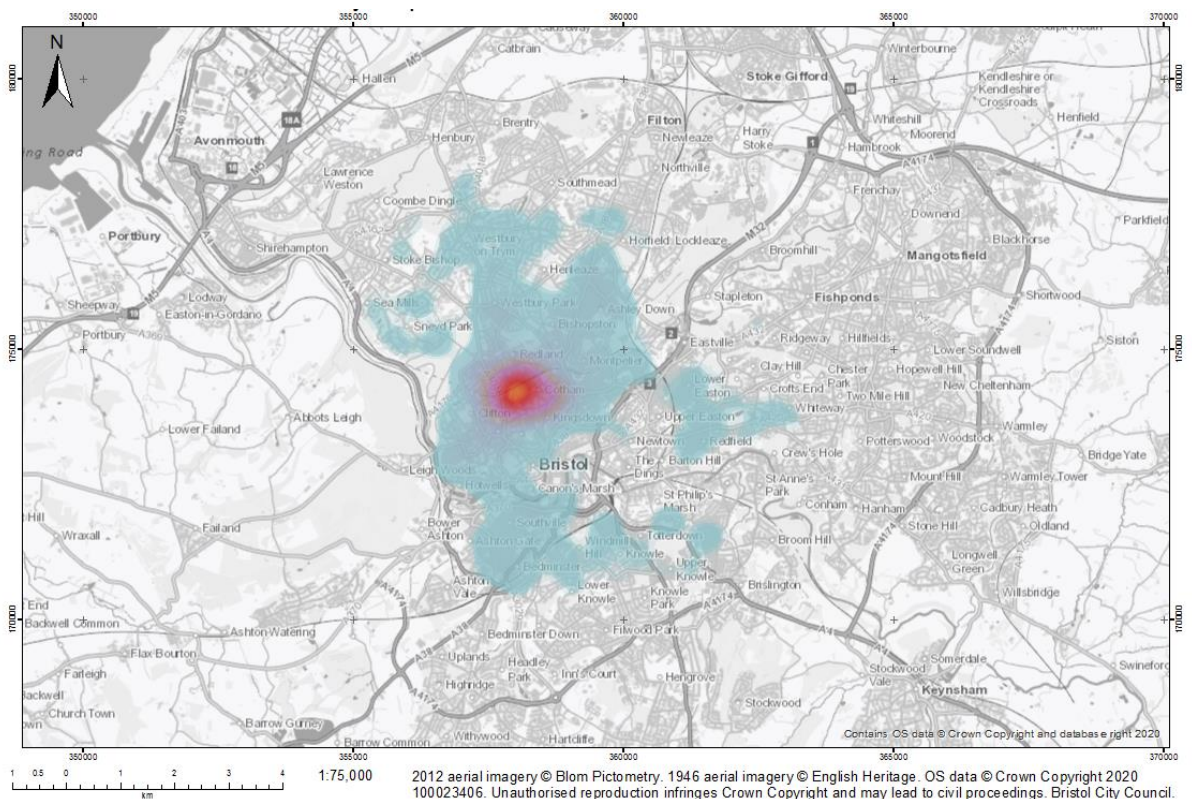
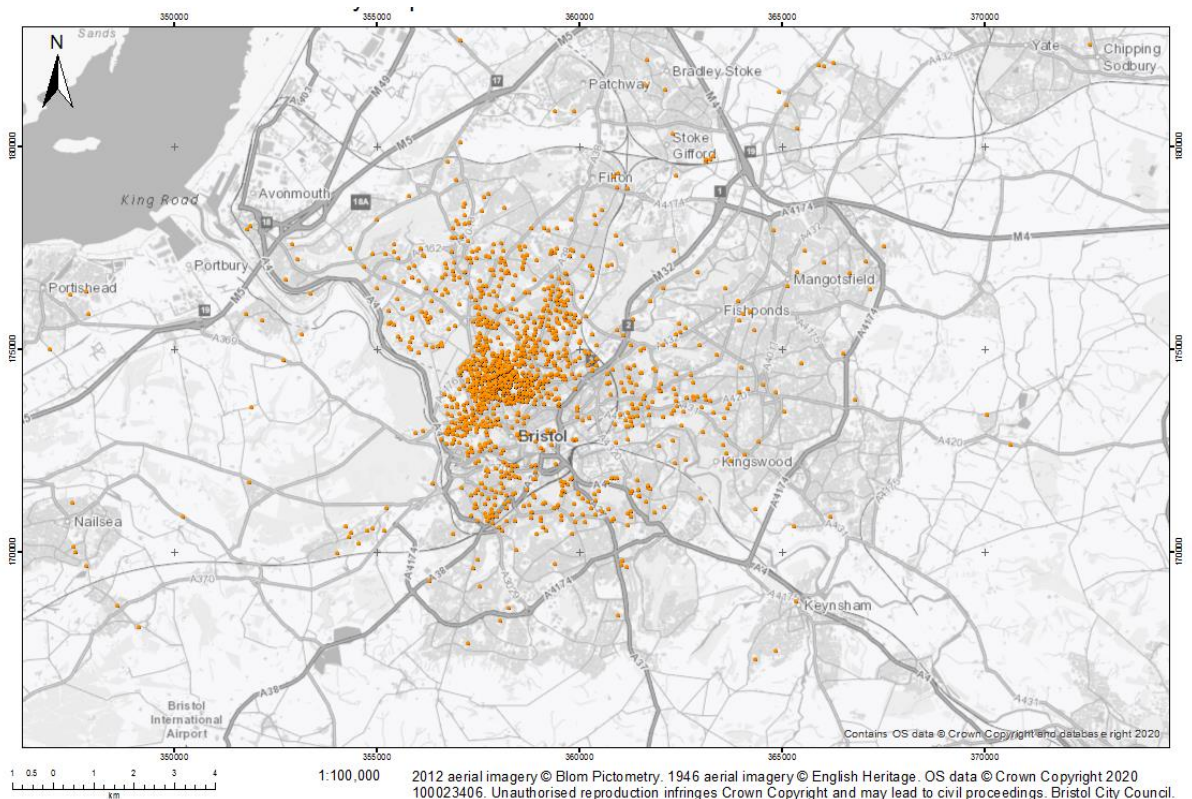
Over 60% of respondents said they were a local resident and just fewer than 45% of respondents are a regular visitor to the area.

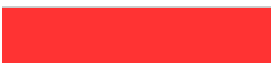




Of the 'Other' category 43 comments were made and 9 of those noted they used to live on Cotham Hill, 3 own a property on the street, 5 travel through the area, 13 are occasional visitors, 1 was a local councillor, 2 were students, 4 visit the businesses and the other comments were repeats of the categories 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.

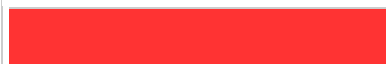









Of the 2632 responses, 2530 left their postcode and most lived within Bristol. The postcodes have been plotted on a map below to show where the respondents live. There is a higher concentration in the Cotham / Central wards but there are also respondents across the city.

The second map is a heat map that shows that there is a concentration of high responses surrounding Cotham Hill and the local ward.



3. How far do you live from Cotham Hill?				
			Response Percent	Response Total
1	Up to one mile		57.17%	1491
2	1-2 miles		25.23%	658
3	3-5 miles		11.66%	304
4	5+ miles		2.68%	70
5	I live outside of Bristol		3.26%	85
			answered	2608

Nearly 60% of respondents live within 1 mile of Cotham Hill and just over 80% live within two miles.








4. How do you travel to Cotham Hill? (Tick all that apply)				
			Response Percent	Response Total
1	I walk		81.99%	2149
2	I use a bicycle		32.96%	864
3	I use a scooter		1.72%	45
4	I catch the bus		12.25%	321
5	I catch the train		5.84%	153
6	I use a taxi		9.35%	245
7	I use a motorcycle		0.65%	17
8	I drive a car / van		31.51%	826
9	I am a car passenger		8.05%	211
10	Other (please specify):		1.14%	30
			answered	2621

Over 80% walk to Cotham Hill with a similar amount (30%) of people travelling by bike or car / van.



In the 'Other' response 30 comments were received and were broken down into 6 topics. They are noted in the following table:

Running	4
Live there	4
Those with a disability	3
Electric mobility cycle	3
Multiply modes	5
Other	10










Where only one person made a comment, they were put into an 'other' category. There were 10 of these where one person noted they liked to skip, use a skateboard, use a rollator, travel through the area and comments about football and restaurants.

5. How often do you visit / use the Cotham Hill area?				
			Response Percent	Response Total
1	Daily		18.20%	476
2	3 to 4 times a week		25.00%	654
3	1 to 2 times a week		23.17%	606
4	Fortnightly		15.10%	395
5	Monthly		12.46%	326
6	A few times a year		5.93%	155
7	Rarely		0.15%	4
			answered	2616

Of those who responded over 65% visit the street over 1 to 2 times a week or more.

6. What are the key things that you like about the street environment on Cotham Hill? (tick all that apply)				
			Response Percent	Response Total
1	Local high street economy		91.04%	2378
2	Supporting local jobs		72.86%	1903

**6. What are the key things that you like about the street environment on Cotham Hill?
(tick all that apply)**

			Response Percent	Response Total
3	Personality and character of the street		85.95%	2245
4	Customer service and shopping experience		54.02%	1411
5	Places for meeting friends and family		65.51%	1711
6	A clean and green shopping environment (i.e. cleaner air and more greenery than other shopping areas)		24.77%	647
7	Direction of traffic flow		2.91%	76
8	Available cycle parking on widened pavements		10.07%	263
9	Coloured pavements and decorated bollards		5.97%	156
10	Available car parking		7.12%	186
11	Other (please specify):		6.62%	173
			answered	2612

Most respondents (around 90%) like Cotham Hill due to the “local high street economy” and “personality and character of the street”. Over 60% felt it was a “place for meeting friends and family” and over 70% like “supporting local jobs”. Around 7% of respondents like the street for “available car parking” and 10% like “available cycle parking on widened pavements”.

In the ‘Other’ response, 173 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 so the overall total of comments noted below will exceed 173 received.

- Local shops (Cafes, Food, Bars, Restaurants, Shops)
- Location (close to home, convenient)
- Environment (Greener, safety, social, quieter)
- Motorised traffic (road for cars, parking, too many cars)
- Walking and Cycling (walking, cycling)
- Other

For the 'local shops' category, 150 comments were received and are summarised below:

Local Shops	Number of comments	Summary of comments
Cafes	10 comments	Very nice cafes, lively atmosphere.
Food	21 comments	Plenty of eating establishments, quality of food is high and support for independent places.
Bars	6 comments	Excellent bars, kerb appeal
Restaurants	46 comments	Very wide range of restaurants with all types of cuisine. Support the restaurants and create outdoor areas for dining space.
Shops	67 comments	Lots of quality independent shops. Post office and laundrette are useful. Variety of shops. Grocery and hardware shops.

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

Location	Number of comments	Summary of comments
Close to home	4 comments	Live close to the area. Within walking distance
Convenient	6 comments	Proximity of the train station and bus stops. Available car parking at Clifton Down shopping centre. Convenient location

For the 'environment' category, 37 comments were received and are summarised below:

Environment	Number of comments	Summary of comments
Greener	3 comments	Use of planters would be nice and need more greenery.
Safety	4 comments	Wider is a necessity, not safe with too much traffic
Social	26 comments	Community feel, friendly environment. Know local business owners. Arty feel to the area, Unique feel
Quieter	4 comments	Quieter than the city centre, alternative route to Whiteladies Road

For the 'motorised traffic' category, 26 comments were received and are summarised below:

Motorised Traffic	Number of comments	Summary of comments
Road for cars	5 comments	Current set up works well. People drive up the road most days and timed parking is fit for purpose.
Too many cars	16 comments	Road is blighted by cars. Illegal parking and too many vehicles each day.
Parking	5 comments	Insufficient parking, blocked pavements due to deliveries

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

Walking and Cycling	Number of comments	Summary of comments
----------------------------	---------------------------	----------------------------

Cycling	7 comments	Cycle route away from main road. Need more cycle parking.
Walking	3 comments	Wider pavements needed.

There were 8 'other' comments that did not fit into these categories and varied from noting the street is nothing special, none of these apply and the church.

7. Thinking about your current experiences of the street environment along Cotham Hill, 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	25.8% (664)	42.1% (1083)	17.3% (445)	14.0% (361)	0.8% (21)	2574
The pavements are too narrow	55.4% (1444)	29.5% (770)	9.3% (242)	5.7% (148)	0.2% (4)	2608
The road is difficult to cross	18.3% (474)	35.3% (915)	26.3% (682)	19.3% (501)	0.7% (18)	2590
There is too much pollution / poor air quality	26.9% (697)	34.6% (896)	18.3% (475)	11.5% (297)	8.8% (227)	2592
There is too much noise pollution	18.3% (472)	32.1% (826)	25.7% (661)	17.4% (449)	6.5% (167)	2575
There are no places to sit and rest	29.7% (770)	34.3% (889)	20.1% (520)	12.5% (325)	3.4% (87)	2591
The road feels unsafe to cycle on	23.2% (601)	26.8% (694)	14.2% (368)	9.9% (256)	25.8% (667)	2586
There is not enough cycle parking	17.9% (462)	28.7% (739)	13.0% (334)	9.9% (254)	30.6% (788)	2577
The street does not feel safe	8.5% (220)	20.2% (521)	23.3% (603)	43.0% (1110)	5.0% (130)	2584
The street is busy with traffic	38.6% (1006)	36.3% (945)	16.9% (439)	7.4% (193)	0.8% (21)	2604
The traffic speeds are too high	24.6% (637)	29.8% (773)	21.8% (565)	18.6% (482)	5.1% (133)	2590
Access for disabled people is poor	34.9% (901)	18.6% (479)	5.3% (138)	3.8% (97)	37.4% (966)	2581

7. Thinking about your current experiences of the street environment along Cotham Hill, 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 not enough disabled parking	17.6% (452)	14.9% (384)	8.3% (213)	6.3% (161)	52.9% (1361)	2571
There is not enough car parking	11.4% (292)	13.3% (341)	18.8% (482)	38.4% (986)	18.2% (467)	2568
You can only drive in one direction at one end of the road	3.8% (98)	8.4% (215)	13.5% (345)	55.0% (1408)	19.3% (494)	2560
There is too much congestion	29.6% (763)	32.9% (847)	19.5% (502)	10.8% (277)	7.3% (187)	2576
					answered	2623

The most serious problem identified was that the “pavements are too narrow” (55%) followed by “street is busy with traffic” (39%) and “access for disabled people is poor” (35%). If you add the moderate problem totals to these, then over 85% of respondents think “pavements are too narrow” and 75% think the “street is too busy with traffic” and 54% think “access for disabled people is poor”.

Over 50% think “driving in one direction at one end of the road” is not at all a problem and around 38% think “there is not enough car parking” is also not at all a problem.

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

This question received 882 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:

- Pavements (not wide enough, poor maintenance, pavements difficult to use)
- Safety (not safe, speeding traffic)
- Parking (dangerous and too much, difficult but needed, remove parking, other parking available)
- Deliveries (block pavements and road)
- Street (narrow street)
- Environment (feel, busy road, litter/anti-social behaviour, air quality, noise pollution)
- Pedestrians (lack of space, mobility issues, crossing, improvements)
- Cars (car focused, negative impact, traffic displacement, other available routes, not a problem)

- Pedestrianisation (support, one-way, part pedestrianised, negatives, timed closures)
- Local shops (improve businesses, restaurants/pubs, outside seating, variety of shops)
- Cyclists (cycle lane, negative behaviour, parking, unsafe)
- Consultation (wording of survey)
- Covid (social distancing space)
- Other

Of the comments received four categories received over 100 comments. 192 comments were categorised in the 'not wide enough pavements' followed by 135 supporting 'pedestrianisation', 111 for cars having a 'negative impact' on the street and 105 for 'dangerous and too much traffic'.

For the 'pavements' category, 227 comments were received and are summarised below:

Pavements	Number of comments	Summary of comments
Not wide enough	192 comments	Pavements are not wide enough, requires regularly walking on the road. Lower sections have very narrow pavements. Not enough space to walk on the pavement.
Poor maintenance	18 comments	The pavements and roads are poorly maintained and uneven.
Pavements difficult to use	17 comments	Lack of dropped kerbs, narrow widths that change suddenly, obstructions on the pavement such as cars.

For the 'safety' category, 75 comments were received and are summarised below:

Safety	Number of comments	Summary of comments
Not safe	43 comments	Road has become very dangerous. Conflict between cars, cyclists, and pedestrians. Dangerous parking blocking crossing points.
Speeding traffic	32 comments	Traffic speeds down the road. No regard for 20mph speed limit.

For the 'parking' category, 151 comments were received and are summarised below:

Parking	Number of comments	Summary of comments
Dangerous and too much	105 comments	Illegal parking on double yellow lines. Pavement parking and double-parking causing congestion. Vehicles parked on the corners.
Difficult but needed	28 comments	Parking is a nightmare but required. Need more short-term spaces.
Remove parking	9 comments	Parking is not required in central location. Remove parking from the street.
Other parking available	9 comments	Car park by Sainsburys. Clifton Down Shopping centre.

For the 'deliveries' category, 44 comments were received and are summarised below:

Deliveries	Number of comments	Summary of comments
Blocking pavements and road	44 comments	Delivery vans block pavements. Takeaway places are the worst for blocking the road.

For the 'Street' category, 33 comments were received and are summarised below:

Street	Number of comments	Summary of comments
Narrow street	33 comments	The road is too narrow to support two-way traffic. Congestion occurs due to passing traffic held up by parking.

For the 'Environment' category, 167 comments were received and are summarised below:

Environment	Number of comments	Summary of comments
Feel	56 comments	Lovely pleasant place to shop and live. Great charm to the street. Welcoming and sociable.
Busy road	29 comments	Busy road with pedestrians. Too many cars. Street and pavements congested.
Litter / Anti-social behaviour	42 comments	Road is often dirty and full of rubbish. Bins are often not put away. Too many young people gathering at night drinking.
Air quality	21 comments	Bad air quality. Pollution is intolerable.
Noise pollution	19 comments	Noise pollution from students/ drunk people. Loud music from places. Traffic noise.

For the 'Pedestrians' category, 138 comments were received and are summarised below:

Pedestrians	Number of comments	Summary of comments
Lack of space	82 comments	Quality of pavements is poor. Not wide and lots of competing demands for the pavement area. Busy with pedestrians.
Mobility issues	24 comments	Can be difficult to manoeuvre. Issues for wheelchair users, mobility scooters and buggies.
Crossing	24 comments	Crossing the road is also difficult. The zebra crossing can be tricky to safely cross.
Improvements	8 comments	Huge areas for improvement and it would enhance the area. More crossing points

For the 'Cars' category, 175 comments were received and are summarised below:

Cars	Number of comments	Summary of comments
Car focussed	29 comments	Street dominated by cars. Too much space for cars.
Negative impact	111 comments	Road used as rat run. It is used a cut through from Whiteladies Road. Road can be spoilt by traffic conditions.
Traffic displacement	3 comments	If you block off the road it will push traffic elsewhere.
Other available routes	26 comments	Traffic could easily use Whiteladies Road.

Not a problem	6 comments	It is not congested. The road is fine as it is.
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For the 'Pedestrianisation' category, 204 comments were received and are summarised below:

Pedestrianisation	Number of comments	Summary of comments
Support	135 comments	Ideal for pedestrianisation. Would be great for the road if it was pedestrianised. Would create local centre and community space.
One-way	15 comments	Making the entire street one way would be a solution. Prioritise cycle lanes and bike parking and pedestrians over cars.
Part pedestrianised	36 comments	Making the entire street part pedestrianised would be a solution. Could try Whiteladies Road to Abbotsford Road.
Negatives	10 comments	Street closures will cause more people to drink and create noise. Keep the road as it is.
Timed closures	8 comments	Limit access for delivery only at certain non-peak times and emergency services.

For the 'Local shops' category, 170 comments were received and are summarised below:

Local shops	Number of comments	Summary of comments
Improve businesses	10 comments	High footfall and supporting local businesses. More support for dining and entertainment would benefit all areas.
Restaurants/pubs	27 comments	Good independent restaurants. Lots of bars/cafe's and shops.
Outdoor seating	87 comments	Businesses should have more outdoor space. Nowhere to sit or congregate.
Variety of shops	46 comments	Busy post office, great independent shops. Village 'feel' to the local street.

For the 'Cyclists' category, 59 comments were received and are summarised below:

Cyclists	Number of comments	Summary of comments
Cycle lane	21 comments	Great to see road pedestrianised with bike lanes. Not enough cycle provision.
Negative behaviour	4 comments	Cyclists use the pavements. Cyclists speed down the road.
Parking	9 comments	Not enough cycle parking. Difficult to find bike spaces.
Unsafe	25 comments	Vans/ cars parked on the pavement and over cycle lane making it dangerous for cyclists. Cycling can be difficult uphill.

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

Consultation	Number of comments	Summary of comments
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Survey wording	10 comments	Questions are biased. Consider all views.
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For the 'Covid' category, 10 comments were received and are summarised below:

Covid	Number of comments	Summary of comments
Social distancing	97 comments	Pedestrians are forced walk into the road. Wider pavement access needed. Not enough space to social distance.

For the 'Other' category, 71 comments were received and are summarised below:

Other	Number of comments	Summary of comments
Other	71 comments	Consider charging students for cars. Need weight limit on road. Not enough lights. Create greener environment.

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.

Of the 882 comments received in question eight, 1213 responses were received for this question. Respondents put 331 ticks against one of these categories but did not have a corresponding comment so have not been recorded below.

Of the 882 comments received in question eight, 876 had a corresponding tick in one of the categories and 557 were serious, 195 were moderate, 40 were minor, 40 not at all a problem and 44 don't know/ no opinion.

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

	Essential	High priority	Medium priority	Low priority	Not a priority	Response Total
Better lighting	7.6% (188)	16.4% (407)	39.0% (967)	26.5% (657)	10.6% (263)	2482
People feel safer	26.3% (656)	26.3% (657)	24.1% (602)	15.4% (384)	7.9% (198)	2497
Improved road surfaces	11.8% (293)	16.7% (413)	32.6% (807)	26.2% (649)	12.6% (312)	2474
Improved signage	5.8% (141)	8.8% (216)	29.1% (712)	36.6% (895)	19.7% (483)	2447

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

	Essential	High priority	Medium priority	Low priority	Not a priority	Response Total
Have cleaner air	40.7% (1030)	29.4% (743)	17.9% (452)	7.7% (195)	4.3% (110)	2530
Easier to cross the road	30.3% (759)	26.0% (652)	24.1% (604)	13.5% (338)	6.1% (152)	2505
Have wider pavements	58.6% (1514)	24.4% (630)	9.4% (244)	4.3% (111)	3.3% (84)	2583
Improved access to community spaces / places of worship	16.5% (405)	16.5% (404)	24.9% (612)	20.8% (510)	21.3% (523)	2454
Be a nicer / safer place to walk	52.6% (1345)	26.8% (687)	11.0% (282)	5.5% (140)	4.1% (105)	2559
Be a nicer / safer place to cycle	38.8% (980)	24.5% (618)	18.6% (470)	7.9% (200)	10.2% (258)	2526
More cycle priorities	27.3% (680)	24.8% (617)	21.9% (545)	12.3% (307)	13.7% (340)	2489
Cycle parking facilities	21.6% (535)	25.3% (628)	25.1% (621)	14.4% (356)	13.7% (339)	2479
More places to stop and rest e.g. seating areas	33.3% (843)	27.8% (703)	22.7% (574)	9.8% (249)	6.5% (164)	2533
Reduced traffic noise	29.3% (738)	27.1% (684)	22.8% (576)	12.9% (326)	7.9% (198)	2522
Better loading / unloading facilities	11.0% (272)	14.4% (357)	31.6% (782)	24.5% (607)	18.6% (460)	2478
Improved disabled parking on the street	13.1% (321)	19.3% (475)	35.1% (863)	15.9% (392)	16.6% (407)	2458
Better car parking facilities	6.5% (162)	7.9% (196)	18.8% (467)	26.5% (657)	40.3% (999)	2481
Have enough shade and shelter e.g. increased greenery, planters	31.5% (795)	29.2% (737)	24.2% (611)	8.8% (222)	6.3% (159)	2524
					answered	2612

Over 58.6% think “having wider pavements” is essential and 24.4% think it is a high priority showing that over 80% of respondents have this as the main priority for the street. This is closely followed by respondents showing that over 80% also think “being a nicer and safer place to walk” is a high / essential priority. 6.5% of respondents think “better car parking facilities” is essential and over 66% think this is a low priority or not a priority at all.

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

This question received 730 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:

- Pavements (not wide enough, poor maintenance)
- Parking (Parking/disabled parking is necessary, illegal parking, remove parking, suggestions)
- Road Layout (road safety, narrow street)
- Environment (litter/anti-social behaviour, outdoor space and greenery, rat run)
- Pedestrianisation (support, restrict car access, one-way, part pedestrianised, negatives, timed closures)
- Businesses (cater for deliveries, improve businesses, shop variety)
- Cycling (cycle lane, improvements)
- Consultation
- Other

Of the comments received two categories received over 100 comments. 336 comments were categorised in supporting “pedestrianisation” and 123 comments supporting “outdoor seating space” for businesses.

For ‘Pavements’ category, 36 comments were received and are summarised below:

Pavements	Number of comments	Summary of comments
Not wide enough	26 comments	Widen pavements. The road is congested with little room for walking. Current pavements difficult for prams and wheelchairs.
Poor maintenance	10 comments	Pavements can be uneven for walking. Pavements need serious attention

For ‘Parking’ category, 57 comments were received and are summarised below:

Parking	Number of comments	Summary of comments
Parking/disabled parking is necessary	9 comments	There should be more disabled parking. More parking required.
Illegal parking	18 comments	Cars regularly parked on double yellow lines, over the cycle lane and pavements

		causing obstructions. Enforcement is needed.
Remove parking	14 comments	Remove all parking places to make the pavement wider. There should be no car parking on the street. Parking is not a priority.
Suggestions	16 comments	Short stay parking for 10 minutes. Stricter controls of parking. One permit per HMOs.

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

Road Layout	Number of comments	Summary of comments
Road safety	19 comments	Current traffic situation is dangerous. Parking on pavements and blocking sightlines. Speeding traffic.
Narrow streets	4 comments	The road is so narrow that it's not a great road to drive down. Stopping for oncoming traffic.

For 'Environment' category, 163 comments were received and are summarised below:

Environment	Number of comments	Summary of comments
Litter/ Anti-social behaviour	20 comments	Reduction of anti-social behaviour. Better street and waste management would improve the overall ambience of the area
Outdoor space and greenery	123 comments	Most comments ask for more outdoor seating areas. Other comments ask for use for community projects. Seating/ benches.
Rat run	20 comments	Currently used as a rat run, frequently too fast. There is no requirement for through traffic.

For 'Pedestrianisation' category, 488 comments were received and are summarised below:

Pedestrianisation	Number of comments	Summary of comments
Support	336 comments	Full pedestrianisation needed. Prioritise pedestrians. Low traffic / pedestrianisation with tables in the street. Eliminate cars, pedestrianise the area.
Restrict car access	33 comments	The most important thing is to reduce the volume of private motor transport. Minimise through traffic on the road.
One way	45 comments	One-way would make it possible to widen pavements. Change to one-way traffic the whole length of the road.
Part pedestrianised	34 comments	Close between Hampton Park to Whiteladies Road. Pedestrianise the lower end up to Aberdeen Road.

Negatives	11 comments	Leave it as it is. Access is required for people living on the road and nearby. By closing one street you only push the problem onto another street.
Timed closures	29 comments	Part time pedestrianisation allows street cafes & markets that will draw customers and tourists, while still allowing deliveries. Pedestrianise afternoons/evenings or weekends only

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

Businesses	Number of comments	Summary of comments
Cater for deliveries	33 comments	Allow access only for loading during limited hours. Allow access for emergency vehicles and delivery vehicles.
Improve businesses	4 comments	Support local businesses. Independent businesses must thrive.
Shop variety	8 comments	Great variety of shops. Post office, grocery, and hardware shops. Independent shops.

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

Cycling	Number of comments	Summary of comments
Cycle lane	16 comments	Better cycle lanes. Cycle lanes could be part of pedestrianisation. Stop people cycling on pavements.
Improvements	15 comments	Improve cycle infrastructure. Need more cycle parking.

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

Consultation	Number of comments	Summary of comments
Consultation	2 comments	Loaded questions

For 'other' category, 40 comments were received and are summarised below:

Other	Number of comments	Summary of comments
Other	40 comments	Need to think about all groups of the population. Improve play areas for small kids. Better lighting and think about businesses.

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 which were captured in question twelve.

Of the 730 comments received in question eleven, 1014 responses were received for this question. Respondents put 284 ticks against one of these categories when there was not a corresponding comment and as such these have not been recorded below.

Of the 730 comments received in question eleven, 725 had a corresponding tick in one of the categories and 400 were essential, 204 were high priority, 30 were medium priority, and 6 were low priority.

13. Do you have any other comments or suggestions?

This question received 524 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 (Disabled parking and deliveries, dangerous parking, timed bays/ local area)
- Road safety
- Environment (experience, feel, litter/graffiti, air quality, noise pollution, residents)
- Walking and cycling (lack of space, mobility issues, walking improvements, narrow pavements, cycle lane, cycle improvements)
- Transport modes (public transport, negative impact on street, traffic displacement)
- Pedestrianisation (support, one-way, part pedestrianised, object, timed closures)
- Local businesses (cater for deliveries, improve businesses/outdoor space, parking needed)
- Consultation
- Other

Of the comments received one category received over 100 comments. 227 comments were categorised in support of “pedestrianisation”.

For ‘parking’ category, 37 comments were received and are summarised below:

Parking	Number of comments	Summary of comments
Disabled parking and deliveries	4 comments	Only have disabled parking available. Post Office and Pharmacy need deliveries so must be catered for.
Dangerous parking	18 comments	Cars double park and park on pavements. Need enforcement.
Timed bays/ local area	15 comments	There is plenty of parking in Clifton Down shopping centre and timed bays work well.

For ‘safety’ category, 18 comments were received and are summarised below:

Safety	Number of comments	Summary of comments
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Road safety	18 comments	Speeding traffic so dangerous to cross the road. Enforce speed limits.
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For 'environment' category, 116 comments were received and are summarised below:

Environment	Number of comments	Summary of comments
Experience	25 comments	Various restaurants and businesses are a draw to the area. Would be lovely to sit out in the street.
Feel	33 comments	Has a lovely vibe particularly in the summer. Mix of independent businesses. Unique place
Litter/Graffiti	13 comments	Bins and rubbish need tidying. Need to keep graffiti under control
Air quality	20 comments	Climate and ecological emergency. Get rid of the car and replace with community spaces. Help to reduce poor air quality.
Noise pollution	9 comments	Concerns of increased noise pollution during day and night if the road is closed. Buskers are an issue.
Residents	16 comments	Need to have consideration for access for residents. Low traffic neighbourhood would be good.

For 'walking and cycling' category, 193 comments were received and are summarised below:

Environment	Number of comments	Summary of comments
Lack of space	27 comments	Unsafe for walking on small pavements. Provide places to seat for pedestrians on pavements. Temporary widening in summer was great.
Mobility issues	11 comments	Difficult to navigate pavements. Wheelchair and pushchair access are not possible in some locations.
Walking improvements	34 comments	Enhance walking and cycling by reducing vehicular traffic. Get rid of cars and widen pavements for outdoor space for businesses.
Narrow pavements	61 comments	Dangerous pavement width. Provide a café culture with seating for businesses. Close the road to make pavements wider.

Cycle lanes	24 comments	Remove daytime traffic and provide access for cyclists. Frustrating to cycle down the street now.
Cycling improvements	36 comments	Need more cycle parking. Improve the cycle lane at the top of the hill. No shared use areas.

For 'Transport modes' category, 51 comments were received and are summarised below:

Transport modes	Number of comments	Summary of comments
Public Transport	3 comments	Public transport is poor. People are addicted to their cars.
Cars negatively impact the street	26 comments	Road is a rat run and is not appropriate for through traffic. More of a destination than route through.
Traffic displacement	22 comments	Any changes could cause problems for local side roads such as Hampton Park and Aberdeen Road.

For 'Pedestrianisation' category, 379 comments were received and are summarised below:

Pedestrianisation	Number of comments	Summary of comments
Support	227 comments	Pedestrianise the whole street. Give more outdoor space to cafes and restaurants for seating. Be a much nicer environment.
One-way	44 comments	One way could allow for wider pavements. The street itself is too narrow for two-way traffic.
Part pedestrianise	36 comments	Lots of different suggestions for part closures such as from the Whiteladies Road to Aberdeen Road, Abbotsford Road and beyond, Whiteladies Road to Abbotsford Road etc.
Objections	44 comments	Repair the road and leave it as it is. May kill the high street. Make access difficult for residents.
Timed closures	28 comments	Need safe and easy loading facilities for businesses so timed slots would help. Close road during certain times in the day and night.

For 'Local businesses' category, 136 comments were received and are summarised below:

Local businesses	Number of comments	Summary of comments
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Cater for deliveries	47 comments	Allow for emergency access. Need loading bays for deliveries. Businesses rely on deliveries to survive.
Improve businesses/outdoor space	79 comments	Outdoor space will enhance businesses and the street. Involve the businesses in this process.
Parking needed	10 comments	It is a shopping street and needs to cater for traffic and parking of vehicles.

For 'consultation' category, 8 comments were received and are summarised below:

Local businesses	Number of comments	Summary of comments
Survey wording	8 comments	Survey is biased. Pre-determined outcome.

For 'other' category, 37 comments were received and are summarised below:











Other	Number of comments	Summary of comments
Other	37 comments	Stop HMOs, recent decisions about air quality has caused more pollution. Extend engagement to other areas. Excited about this possibility of change.

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:

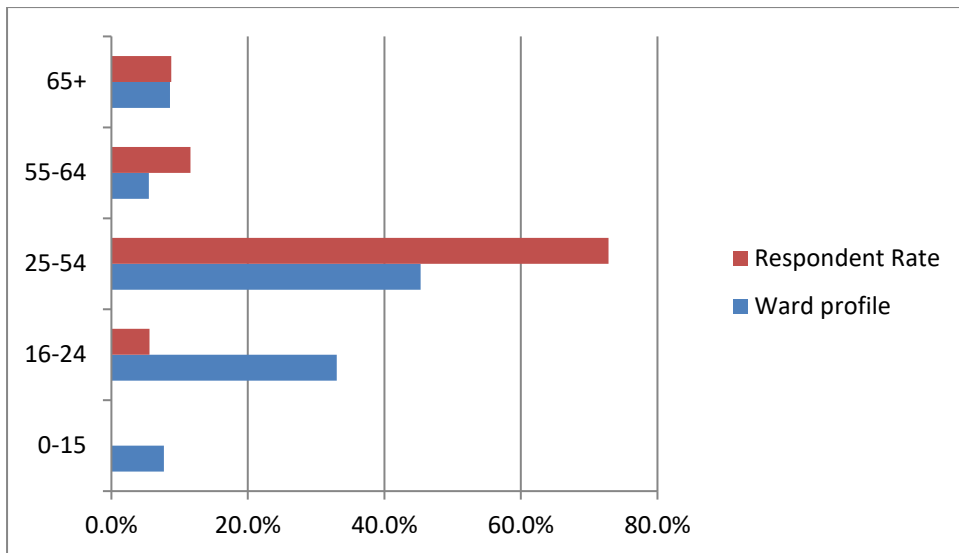
- What is your age?
- Do you consider yourself to be a disabled person?
- What is your sex?
- Have you gone through any part of a gender reassignment process or do you intend to?
- What is your ethnic group?
- What is your religion/faith?
- What is your sexual orientation?
- Are you pregnant or have 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		0.00%	0
3	16-17		0.04%	1
4	18-24		5.58%	145
5	25-34		35.54%	923
6	35-44		20.75%	539
7	45-54		16.52%	429
8	55-64		11.59%	301
9	65-74		6.66%	173
10	75-84		1.85%	48
11	85 +		0.27%	7
12	Prefer not to say		1.23%	32
			answered	2597

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 27% compared to the Cotham ward profile, although those aged 65+ are similar.



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

		Response Percent	Response Total
1	Yes	2.62%	68
2	No	94.57%	2456
3	Prefer not to say	2.85%	74




The disability rate for the city is around 8% so the 2.62% response rate is lower than the city average; although we did still have 68 respondents join the conversation and will be continuing talking to disability groups as part of the design work.

16. What is your sex?










		Response Percent	Response Total
1	Female	58.73%	1521
2	Male	36.22%	938
3	Prefer not to say	4.83%	125
4	Other (please describe):	0.27%	7
		answered	2590

The majority of those who responded were female with 59% of the total which is higher than the ward average of 40%.

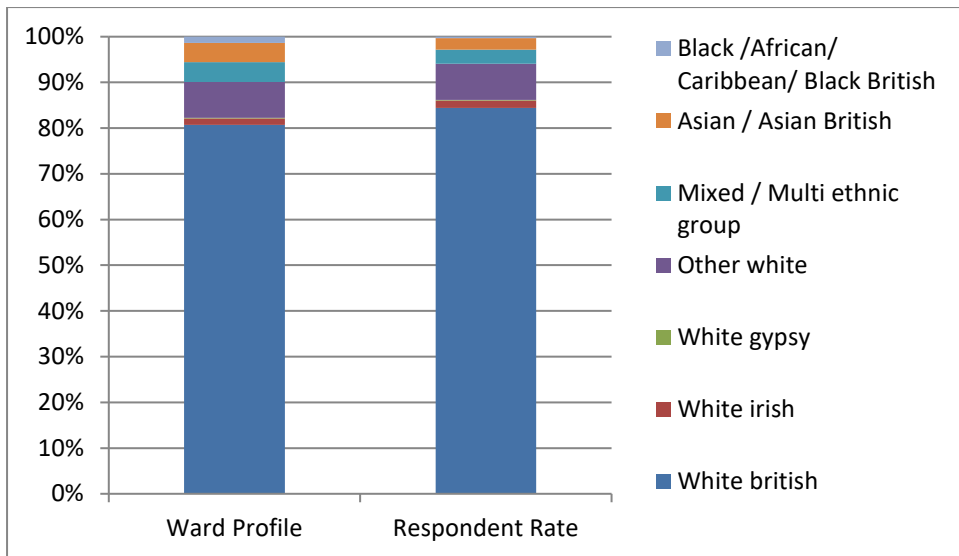
17. Have you gone through any part of a gender reassignment process or do you intend to?

			Response Percent	Response Total
1	Yes		0.12%	3
2	No		92.68%	2368
3	Prefer not to say		7.24%	185
			answered	2555

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

			Response Percent	Response Total
1	White British		77.82%	2010
2	White Irish		1.47%	38
3	White Other		7.32%	189
4	Black /African / Caribbean / Black British		0.31%	8
5	Asian / Asian British		2.28%	59
6	Mixed / Multi ethnic group		2.83%	73
7	Gypsy / Roma / Irish Traveller		0.12%	3
8	Prefer not to say		7.05%	182
9	Any other ethnic background (please describe):		0.85%	22
			answered	2583

Below is a bar chart showing the engagement responses compared to that of the population makeup of the ward. The respondent profile is very similar when compared ward profile rate.



19. What is your sexual orientation?

			Response Percent	Response Total
1	Bisexual		3.82%	98
2	Gay Man		2.18%	56
3	Gay Woman / Lesbian		0.94%	24
4	Heterosexual / Straight		78.82%	2021
5	Prefer not to say		13.77%	353
6	Other (please describe):		0.51%	13
			answered	2564

20. What is your religion/faith?

			Response Percent	Response Total
1	No Religion		66.43%	1708
2	Buddhist		0.66%	17
3	Christian		19.45%	500

20. What is your religion/faith?



			Response Percent	Response Total
4	Hindu		0.47%	12
5	Jewish		0.66%	17
6	Muslim		0.31%	8
7	Pagan		0.35%	9
8	Sikh		0.16%	4
9	Prefer not to say		10.54%	271
10	Other (please describe):		1.01%	26
			answered	2571

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

			Response Percent	Response Total
1	Yes		2.73%	70
2	No		91.14%	2335
3	Prefer not to say		6.17%	158
			answered	2562

22. Are you a refugee or asylum seeker?

			Response Percent	Response Total
1	Yes		0.16%	4

22. Are you a refugee or asylum seeker?			Response Percent	Response Total
2	No		94.12%	2416
3	Prefer not to say		5.77%	148
			answered	2567

In the final section of the survey people were asked if they would like to receive updated and more information about the project. Over 912 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
- Cotham Hill

 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 Cotham Hill 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, reality of roads not suitable for cycling on.
- Nextdoor - post covered Cotham Hill and had 270 impressions

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, 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.

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

Dates	Roads being promoted	Channel	Reach
19 th Dec	<ul style="list-style-type: none"> ▪ St Mark's Road ▪ Princess Victoria St ▪ Cotham Hill ▪ Park Row ▪ Picton St ▪ Rosemary Ln 	Facebook	2011 Organic Reach 2093 Organic Impressions 1.96 Engagement rate 32 Clicks 5 Likes 2 Shares
19 th Dec	<ul style="list-style-type: none"> ▪ St Mark's 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 Dec	<ul style="list-style-type: none"> ▪ St Mark's Road ▪ Princess Victoria St ▪ Cotham Hill ▪ Park Row ▪ Picton St ▪ Rosemary Ln 	Facebook	1408 Organic Reach 1450 Organic Impressions 1.79 Engagement rate 17 Clicks 3 Likes 2 Shares
23 Dec	<ul style="list-style-type: none"> ▪ St Mark's Road ▪ Princess Victoria St ▪ Cotham Hill ▪ Park Row ▪ Picton St ▪ Rosemary Ln 	Twitter	111946 Reach 4928 Impressions 0.69 Engagement rate 24 Clicks 4 Likes 5 Shares
23 Dec	<ul style="list-style-type: none"> ▪ St Mark's Road ▪ Princess Victoria St ▪ Cotham Hill ▪ Park Row ▪ Picton St ▪ Rosemary Ln 	NextDoor	207 impressions
23 Dec	<ul style="list-style-type: none"> ▪ St Mark's Road ▪ Princess Victoria St ▪ Cotham Hill ▪ Park Row ▪ Picton St ▪ Rosemary Ln 	Insta	2670 Reach 2765 Impressions 3.87 Engagement rate 84 Likes
23 Dec	<ul style="list-style-type: none"> ▪ St Mark's Road ▪ Princess Victoria St ▪ Cotham Hill ▪ Park Row 	Linked In	1,447 Impressions 4 Reactions 2.9% Click-through rate 42 Clicks

	<ul style="list-style-type: none"> ▪ Picton St ▪ Rosemary Ln 		3.32% Engagement rate
11 th Jan	<ul style="list-style-type: none"> ▪ St Mark's Rd, Easton ▪ Princess Victoria St, Clifton ▪ Cotham Hill ▪ Park Row, city centre ▪ Picton Street, Montpelier ▪ Rosemary Lane, Eastville ▪ Dean Lane, Southville ▪ Langton Court Bridge, St Anne's ▪ Overton Road, Bishopston 	Facebook	5163 Organic Reach 4999 Organic Impressions 3.02 Engagement rate 59 Clicks 58 Likes 4 Shares
11 Jan	<ul style="list-style-type: none"> ▪ St Mark's Rd, Easton ▪ Princess Victoria St, Clifton ▪ Cotham Hill ▪ Park Row, city centre ▪ Picton Street, Montpelier ▪ Rosemary Lane, Eastville ▪ Dean Lane, Southville ▪ Langton Court Bridge, St Anne's ▪ Overton Road, Bishopston 	LinkedIn	1,026 Impressions 7 Reactions 4.09% Click-through rate 2 Shares 42 Clicks 5.17% Engagement rate
13 Jan	<ul style="list-style-type: none"> ▪ St Mark's Rd, Easton ▪ Princess Victoria St, Clifton ▪ Cotham Hill ▪ Park Row, city centre ▪ Picton Street, Montpelier ▪ Rosemary Lane, Eastville ▪ Dean Lane, Southville ▪ Langton Court Bridge, St Anne's ▪ Overton Road, Bishopston 	Twitter	6812 impressions 362 total engagements 182 detail expands 68 link clicks 59 media engagements 17 likes 14 profile clicks 13 retweets
17 Jan	Cotham and Clifton	Twitter	112636 Reach 3982 Impressions 0.65 Engagement rate 18 Clicks 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. Over 20 emails and one letter were received from residents, businesses, and a few community groups and two phone calls were carried out with two residents and one virtual chat was held with a community group.

The feedback from the emails and phone calls varied but included those who were concerned about pedestrianisation as it may add to the noise pollution late at night when residents are trying to get to sleep. Worries exist about extra rubbish and anti-social behaviour and people want the street to remain accessible for those who are disabled. As opposed to those who support a road closure and want it for businesses to flourish and this would solve the issue of narrow pavements and improve conditions for pedestrians and cyclists. People were keen for the proposals to look at surrounding

roads as there is a possible displacement of traffic and this would need to be managed if a partial road closure were put forward.

5.3 Business survey results

Over 65 local businesses were identified as part of the data gathering process that were located on Cotham hill itself but also on the surrounding local roads such as Whiteladies Gate, Whiteladies Road, Hampton Lane, Hampton Park, Abbotsford Road and Pitville Place.

The team tried to contact all the businesses three times. First by phone calls on two different occasions and this was 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 business in terms of sustainable travel and a direct link was included for travelwest.info/businesswest.

From the 65 businesses, 36 of those businesses are not currently open due to the pandemic and 26 businesses are still open but some with limited operating hours. The team managed to get 41 email addresses and 48 phone numbers. When doing the phone calls the officers got through to 11 people and left 5 answerphone messages and where an email address was available the survey was sent out.

17 businesses responded to the survey. Most of them were from Cotham Hill and a few from Abbotsford Road and Pitville Place. The types of businesses that got involved were nine from the food and drink industry, three in the hair and beauty trade, two charity shops, one health provider, the launderette and one care home.

Business details

The number of employees range from 2 to 100 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.

Deliveries

In terms of deliveries, most get at least 3 or 4 a week with some getting up to 50 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 through illegal parking. One or two businesses are interested in the concept of delivery consolidation and have been put in touch with our team for more information.

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 their customers are local and walk although many will be dropped to the street. As Cotham Hill has a good reputation, they do think some customers drive

from further afield and park in residential streets to visit shops/ businesses or park in the Clifton Down car park.

Parking

Most think the demand for disabled parking is low or are not sure but that agree that there is a good turnover of general parking as it is metered whereas before commuters / residents would park there all day.

Cycling

Many think that cycle parking is adequate and are worried about putting more in as the pavements are narrow in some places. However, there is a split of opinion on cycle infrastructure with some saying the road is not safe for cyclists and they shouldn't be on the road and others saying it should be improved.

Walking

Pavements are too narrow is the common theme of almost all businesses and this is particularly difficult now due to social distancing and passing with a wheelchair or a buggy. Most people walk in the road and there are huge number of children walking in the road after the school has finished.

Public transport

Most people are happy with the provision on Whiteladies Road and have commented that Cotham Hill is too narrow for any bus services.

Any other comments

Of those that left comments in this section it was to comment on making the road one way or closing part of it to pedestrianise the area. Many of the food and drink industry are very keen to see the road closed to allow for extra space for socialising and eating / drinking which may be a boost for local businesses once they can open again. However, there are a few who are concerned that any change to the road access will devastate their business as they need access for deliveries and customers.

5.4 Getting Bristol Moving Map

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

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 transport network they felt might improve their local 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 Cotham Hill 35 comments were posted in total.

The tables below show the comments for each issue type. 21 comments were left for road closures, 9 under pavements, 3 under cycle lanes and 2 under local high streets.

Of the Road Closures comments 487 likes were posted. These comments varied from 15 supporting a road closure and having 447 likes between them and 4 wanting part time pedestrianisation with 40 likes and two comments had 0 likes. The most liked comment got over 90 likes with the next getting over 70 each. Most comments noted that pavements were too narrow, and the road would benefit from a closure.

Issue Type	Issue	Suggestion	Likes
Road closures	Through traffic, narrow pavements, and nuisance parking. Bustling high street, needs to be pedestrianised and restricted delivery only hours.		90
Road closures	Cotham Hill. Pavements are too narrow for social distancing. Street is retail and leisure and can be perfect urban terrace. Not a useful cut through for traffic.		75
Road closures	Busy street full of shops and restaurants. Perfect for closing to thru traffic and removing parking		73
Road closures	The pavements are very narrow with thriving small shops. An ideal location for pedestrianisation during the day		41
Road closures	Pavement is 1.17m wide. Two-way traffic now increasing. Cars speed off Whiteladies Rd. Health hazard for all.	Pedestrianise the bottom part of Cotham Hill permanently, allowing for safe walking, to boost trade, & enhance the area. Permanent. Allow access & deliveries. Affects a supportive local community of residents and traders Hampton Park & accompanying off streets would also need traffic calming measures.	36
Road Closures	Make into a pedestrianized zone. This is a wonderful small-scale commerce district which is too busy with vehicles for safety and to maximise the	24 hours with access times for delivery Turn into paved area with cycle lane only. Deliveries between 8 and 10am. No through way	24

	social and commercial value of the space		
Road closures	There is no space to walk on the pavement. Cars are now speeding off Whiteladies Road making the road even more dangerous. Bottom of Cotham Hill needs closing urgently. Deliveries could easily be arranged for mornings between 7-8 am	Disabled access could be arranged on Whiteladies rd corner. Traders are supportive. Would give this local Street room to breathe and lovely European pedestrianised feel with cafes, trade on the street	24
Road closures	There is a lot of foot traffic on this part of the road, so would benefit from being pedestrianised, with deliveries being able to access 7pm to 7am for example.		22
Road closures	Would be lovely to pedestrianise Cotham Hill. Lots of restaurants and cafés that could use more space to stay in business with social distancing		15
Road closures	The road is too narrow for the volume of cars and parking and is dangerous. It is well used by pedestrians and cyclists and could be a lovely car free space. I understand that the shop owners support this idea.	Pedestrianise Cotham Hill between Whiteladies Road and Hampton Park	14
Road closures	The hospitality businesses along Cotham Hill don't have any outdoor space (save for a small beer garden for Brewhouse). These businesses will struggle to reopen, and Bristol may lose some of its key venues in the coming months.	of the idea Temporary closure to traffic of part of Cotham Hill to allow restaurants to trade on the street Temporary street closure and an assessment on pavement-widening and adaption to a one-way system for traffic.	12
Road closures	Won't be able to re-open our business with current regulations	Pedestrianise the road. Please close the road between above times (11am-11pm)	11
Road closures	Cotham Hill has narrow pavements, making social distancing difficult, and lots of independent shops and restaurants that will struggle to recover after lockdown.	Pedestrianise the west section of Cotham Hill, allowing restaurants to set up tables outdoors. Deliveries could be restricted to 7 am - 11 am.	9
Road closures	This was a thriving independent street, to ensure its survival through this economic crisis businesses need	Close the road to traffic ideally permanently but if not at least on weekends Would create a nicer space and be a huge boost to business	9

	the ability to utilise the area outside.		
Road closures	Restaurants would benefit from more outdoor space to continue operating, would enhance experience of those using this space, safer for pedestrians and cyclists, allow disabled access to pharmacy or other essential businesses	Close to traffic or close 1 lane to traffic to allow tables and covered areas for business to operate outside; remove parking, control deliveries Could affect delivery to homes and businesses, e.g. pharmacy (would need to facilitate this) Could close one lane only and create laybys for deliveries, disabled or essential access	8
Road closures	Pavements narrow and road only wide enough for single lane traffic because of cars parked either side of road. Lots of shops/restaurants- no space for distancing.		8
Road closures	It's impossible to walk, cycle and drive safely. It's a thriving independent street showcasing Bristol in its best light and could be a wonderful example of pedestrianisation for the city. Help businesses and make the city greener	Pedestrianize Cotham Hill Minimum weekend road closure but ideally 7 days per week allowing a single lane for deliveries a single lane for restricted times.	7
Road closures	Too much traffic. Lots Of food outlets who could open with outdoor space in street.	Pedestrian lower part of Cotham Hill where there are lots of food outlets and awful traffic jams. And high footfall. Too much traffic all day huge delivery lorries And vv barrow pavements do pedestrians at rusk Pedestrianise lower part of Cotham Hill.	5
Road closures	The pavements are quite narrow, and the road seems to be getting busier with cars cutting through as a short cut.	Pedestrianise Cotham Hill between Whiteladies Rd And Aberdeen Rd between 10am and 10pm to allow bars to operate more efficiently During the daytime at the very least. Allowing pedestrians to be safer. Road closed between 10am and 10pm	4

Road closures	Businesses struggling to trade whilst complying with covid measures	Introduce certain hours for pedestrianisation between the Brandon charity shop and Ministry of Beauty. This would affect business owners & deliveries Only at certain times to allow deliveries e.g. 10.30am-10.30pm	0
Road closures	Cotham Hill is part of the main route from Clifton to Cotham/Kingsdown & Gloucester Road. Closing Cotham Hill to through traffic will divert cars to narrower roads such as West Park & Aberdeen Road	Do not pedestrianise. Realistically how many people are going to sit outside for the bars & restaurants between Oct 2020-March 2021?	0

The following table shows 9 comments on pavements with the most popular getting 24 likes and most comments that the pavements were too narrow and need to be widened. Many reiterated the need for pedestrianisation of part of the street.

Pavements	Widen the pavements of Cotham Hill and pedestrianise the section closest to Whiteladies Rd. The pavements are very narrow, have heavy footfall, and are often partially blocked with delivery vans unloading, forcing pedestrians into the road	Widening the pavement will facilitate safe social distancing, and ease pedestrian traffic. Pedestrianising the last section of Cotham Hill (nearest Whiteladies Rd) will further increase safety and decrease pollution.	24
Pavements	Pavements are too narrow and road too narrow - unsafe for pedestrians and cyclists	Pedestrianise the intersection near the pub up Abbotsford rd and allow delivery traffic only	16
Pavements	More safe space is required for queuing customers and pedestrians	Pedestrianise Cotham Hill between Whiteladies Road and Aberdeen Road between 10am and 10pm to allow bars and restaurants to operate more efficiently Affects all shoppers and businesses on Cotham Hill during trading hours Close Cotham Hill to traffic during trading hours to allow customers to queue safely and pedestrians to pass safely. Some businesses, with permission, may also be able to set up outside during the summer to increase customer flow whilst being safe	16

Pavements	Pavements are not wide enough. Parking is a nightmare so people coming into Cotham Hill are forced to park a lot further away which in turn becomes an issue with local business as a massive effect on trade.	I think it would be a good idea to pedestrianise the street. I think it would help the independent businesses to survive. Think to pedestrianise part of Cotham Hill will be great for trade it doesn't have to be permanent. Pedestrianised but maybe weekends all part of the day	9
Pavements		Wider pavements/ pedestrianisation would be a huge help to local businesses, particularly given the Covid 19 outbreak. All businesses are very small	8
Pavements	This would affect business owners & deliveries Potential solutions – please suggest anything you think would resolve the issue Only at certain times to allow deliveries e.g. 10.30am-10.30pm	This section of Cotham Hill needs pedestrianising to make it safe for pedestrians and cyclists. It is long overdue.	7
Pavements	Cotham Hill is a bottle neck with narrow pavements making walking difficult. Delivery vans and Royal Mail van regularly double park or park on the pavement which exacerbates the situation. Pedestrianising would improve the local environment.	Pedestrianise Whiteladies end of Cotham Hill as far as Hampton Park deliveries could be allowed in a window in the morning, say 8-9 A cycle lane would be worth considering too.	7
Pavements	Extremely narrow pavements and busy road, risk to pedestrians	Mostly from the hours 8am till 7pm Pedestrianise the road permanently or 8 until 7	3
Pavements	Pavements are too narrow for busy road.	Whenever shops are open during day Pedestrianise Cotham Hill from Whiteladies to Hampton Park. Redirect traffic along West Park or Redland Park	1

The table below shows 3 comments about cycle lanes and the most popular got 7 likes and noted that the provision of cycle lanes is poor:

Cycle lanes	Reinstate the paintings on the contraflow which were lost when the road was resurfaced. Now cars cut across the lane when driving up		7
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Cycle lanes		This is a bad junction to cycle over or to turn right from St Michael's Hill to go to Cotham Road. I have had many near misses here. Traffic lights would be better	7
Cycle lanes	Poor cycle lane markings have an adverse effect on cyclist safety	Narrow cycle path in gutter becomes junction markings Remove cycle path markings or widen and extend past junction	0

The final table shows 2 comments about local high streets with the most popular with 24 likes, both of which comments on pedestrianisation as a possible solution for the street.

Local high streets	Cotham Hill is prime for a pedestrianisation of the street. We have some of the best local independent restaurants, shops, and other facilities so it would be a boost to them in the current climate.	Pedestrianise Cotham Hill This would affect deliveries but that can be worked out. Either total pedestrianisation or traffic calming measures.	24
Local high streets	The pavement is too narrow and if there are queues of shops then people will need to walk in the road. You need a balance of parking restrictions, taped lines and other ideas already submitted.	The pavements are too narrow, and the road isn't safe for cycling This needs a proper conversation not a form.	18

6. Appendices

6.1 Survey



Cotham Hill
Have your say

We are asking businesses, residents and anyone who enjoys Cotham Hill to make suggestions on how to make walking and cycling easier and how to improve the general street environment.

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 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 looking for suggestions on how we can improve a number of busy neighbourhood roads and high streets.

We are looking at a number of roads, including Cotham Hill, with the aim 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 protected 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.

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

TRANSLATIONS

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

ALBANIAN

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

BENGALI

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

CHINESE

如果英文不是您的第一語言，而您需要翻譯的話，我們可以為您安排。

GUJARATI

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

HINDI

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

KURDISH

Heke Ingilîzî zimanê we yê yekem nîne û pêwîstiya 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 ਦੱਸਣ ਦੀ ਜ਼ਰੂਰਤ ਹੈ ਤਾਂ ਤੁਹਾਡੇ ਲਈ ਅਸੀਂ ਇਸਦਾ ਪ੍ਰਬੰਧ ਕਰ ਸਕਦੇ ਹਾਂ।

SOMALI

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

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.

Your suggestions will help us design improvements to Cotham Hill that will work for everyone. We will work with the community to co-design a scheme and there will be further public engagement early next year 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:** Cotham Hill, 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 Cotham Hill?

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

4) How do you travel to Cotham Hill? (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 Cotham Hill area?

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

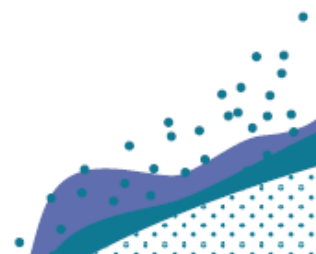
6) What are the key things that you like about the street environment on Cotham Hill? (tick all that apply)

- 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)
- Direction of traffic flow
- 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 Cotham Hill, 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"/>
The pavements are too narrow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The road is difficult to cross	<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 is too much noise pollution	<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 at one end of the road	<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 Cotham Hill:
(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 safer	<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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Be a nicer / safer place to 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"/>
Improved disabled parking on the street	<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

13) What is your sex?

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

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

- Yes No Prefer not to say

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

– Cotham Hill businesses

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

Waste collections	
How frequent is your waste collection e.g. weekly and on what day?	
Where is the waste collected from ego 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.

<p style="text-align: center;">Bengali</p> <p>ইংরেজী আপনার মাতৃভাষা না হলে এবং আপনার কোন অনুবাদের প্রয়োজন হলে আমরা তা প্রদান করতে সক্ষম।</p>	<p style="text-align: center;">Polish</p> <p>Jeżeli ulotka ta wymaga dodatkowego wyjaśnienia, prosimy o skontaktowanie się z najbliższym biurem odpowiedniego regionu.</p>
<p style="text-align: center;">Chinese</p> <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>	<p style="text-align: center;">Portuguese</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;">Gujarati</p> <p>એ તમારી પહેલી ભાષા અંગ્રેજી ન હોય અને તમને ભાષાંતરણની જરૂર હોય તો અમે તમને તે આપી શકીએ છીએ.</p>	<p style="text-align: center;">Punjabi</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;">Hindi</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;">Somali</p> <p>Haddii Ingiriisku aanu ahayn afkaaga kowaad oo aad u baahan tahay tujumood, annagaa kuu samayn kama.</p>
<p style="text-align: center;">Kurdish</p> <p>Heke inglîzî zimanê we yê yekem nîne û pêwîstiya we bi wergêrê heye, em dikarin yekî ji we re bibînin.</p>	<p style="text-align: center;">Urdu</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;">Kosovan</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;">Vietnamese</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

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
