

Cotham Hill – Permanent Scheme Consultation Report

Dec 2021



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1. Summary

Between 25 October 2021 and 30 November 2021 Bristol City Council asked residents, businesses, and anyone else who enjoys Cotham Hill to comment on three possible permanent schemes.

How we engaged

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

- Paper copies of the survey with a language template covering 12 languages were created along with a free post envelope
- Posters were put up in the local area to raise awareness of the survey
- Online survey was compatible with word reader software
- Local stakeholders and community groups were asked to help raise awareness of the survey
- Promoted the survey via online social media platforms which appeal to different age ranges
- Officers conducted two 'town hall' virtual meetings with local businesses, stakeholders, and residents to present the three possible schemes and hear feedback.

Town hall virtual meetings

Two meetings were held targeting local community groups and traders and immediate residents. A presentation was given followed by an opportunity for those attending to ask questions and put forward comments and suggestions.

Stakeholders

Key stakeholders (including emergency services), Equality, Voluntary and Community Sector and faith groups and local businesses were engaged. 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.

Other organisations that have been briefed include Bristol Physical Access Chain who have been involved to help guide on access for those with disabilities, Bristol Walking Alliance, and Bristol Cycle Campaign.

Supportive responses were received from the following citywide organisations:

- Bristol Walking Alliance
- Bristol Cycle Campaign

Survey

A total of 1527 completed responses to the survey have been captured using the online Smart Survey platform over the consultation period. Of the responses the headline findings are:

- Over 60% were from residents
- Over 14% live on Cotham Hill or within 100 yards and nearly 65% live within one mile
- 80% walk and 40% cycle on Cotham Hill

- 63% selected Option A, 27% selected Option B and 5% selected Option C and 5% supported no option or didn't know.
- 37% wanted a bike hangar on their street and put forward 240 road names. Hampton Park, Cotham Hill, Aberdeen Road and Hampton Road were the top 4.
- 59% would like to see street artwork on the carriageway included in the preferred option

2. Background

In November 2020 the council carried out a consultation on Cotham Hill. People filled in a survey asking them about their street environment, what they liked about the street, what they would improve and what would they prioritise. The survey was open for 6 weeks and closed in January 2021. 2632 responses were received, and the responses showed strong support for pedestrianisation on Cotham Hill.

The feedback from the first survey was used to help produce a road layout design for two temporary road closures on Cotham Hill. The aim was to implement two temporary road closures by 12 April 2021 to allow several hospitality businesses to trade outside as COVID-19 restrictions started to lift, as well as providing improved journeys for pedestrians and cyclists. Two parts of the road have been closed to motorised traffic - between Whiteladies Gate and Hampton Lane: and between Hampton Park and Abbotsford Road. Whilst this was an urgent measure to support businesses and enable social distancing, the council committed to engaging the community on a more permanent scheme in the coming months which would look at a more holistic approach and could incorporate changes to the wider area.

In July 2021 the council installed new planters to replace the red and white barriers, improving the appearance of the road layout and provided new signs and road markings to advise people to cycle slowly through the shared area.

An on street survey was also carried out to provide a snapshot of how the temporary closure is working and the council asked almost 200 people over a few days. Nearly 80% of the responses were from residents and 6% were from local business owners. Of those who travelled over 85% walked to the street and 26% use a bicycle. In terms of the street environment of the respondents 65% felt the air is cleaner, 80% felt the street is cleaner, 80% felt the road was safer in terms of traffic movement and 75% felt the shared space was very easy and easy to use in the street compared to before the road closures.

2.1 Consultation on a permanent scheme

The council developed designs for a permanent scheme, using feedback received in the first survey and since the temporary arrangements were implemented, and were seeking views on the designs for a permanent scheme. The temporary road closure will remain in place during this process so that the temporary arrangement can continue to be monitored. The overall the aim of any scheme will be to make it easier to walk and cycle within the local community for everyone including those with disabilities, support the local economy, and improve air quality with less pollution.

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.

2.2 Objectives of engagement and communications

The main aim of the detailed engagement exercise was to:

- seek views from key stakeholders on the three proposals
- seek views from local businesses, local people living and working along and near the street
- continue constructive dialogue and create an 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 that the council is prioritising sustainable transport options to help Bristol become a sustainable city with a low impact on our planet, clean air, and a healthy environment for all

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

- Bristol City Council is committed to working with local people and partners to improve sustainable transport across the city.
- The council have introduced some short term measures during COVID-19 aimed at making it easier for people to choose to walk and cycle
- The council have been talking to businesses, local people living and working along the street to get early thoughts on what works well, what could change and how people would like to be able to travel. This feedback helped to produce the three proposals for a permanent scheme.

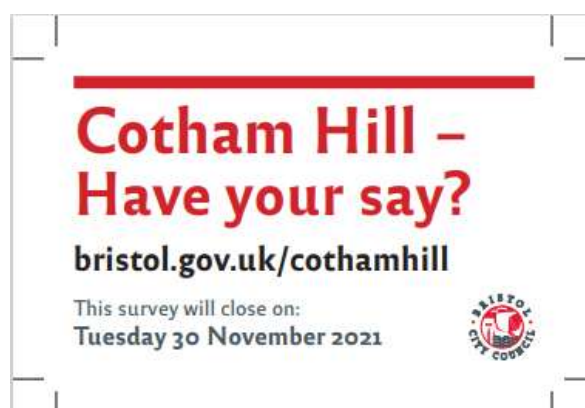
The target audiences for this project include stakeholders such as:

- Bristol City Council ward members, Members of Parliament
- Local businesses and traders
- Local people who live on the street or on side roads
- Local resident associations, faith, and community groups
- People working on the street
- People who visit the street

3. Consultation Tools

The team produced different products to support the consultation 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, business cards and posters. All the information was provided online and was compatible with word reader software.

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





The team 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 translation offer in 12 languages noting that ‘if English is not your first language and you need a translation, we can get one for you’.

3.1 Community Survey

The survey was designed by the team to capture views from residents, businesses and anyone who uses the street to help build a picture of what people would like to see for the permanent scheme. The survey was split into the following sections:

1. Details of who is responding, travel habits, usage of the street
2. Proposed permanent options – option A, option B and option C
3. Details about community bike hangar and street artwork and any other comments
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 three proposed options and asked people which one they preferred and thinking about the option they picked would it improve the street. It asked what people liked about the preferred option and what they would change. The third section asked about interest in a community bike hangar and street artwork and for any other comments and the last focused on the ‘about you’ detail so that the team could monitor who responded to the survey.

The survey was launched on 25 October and closed on 30 November 2021 which allowed six weeks for comment. The survey was hosted on the consultation hub on the council website and had a shortened link of www.bristol.gov.uk/cothamhill.

See Appendix 6.1 'Cotham Hill Permanent Scheme Consultation Survey' to see the paper version which reflects the online version.

4. Survey launch

A social media plan was created which included images of the consultation and text for use in communications and web friendly copy for website, Facebook posts, Twitter and copy for newsletters that were used for local organisations. These social media posts were also promoted by the Travelwest, Betterbybike and other transport social media accounts. A press release was circulated to local news outlets which announced the proposals under consideration.

4.1 Town Hall virtual meetings

Two 'town hall' style virtual meetings were organised. The first on 28 October 2021 at 6pm was specifically for local stakeholders who have been involved in the engagement for Cotham Hill and included traders and local resident association groups such as the Cotham Hill Community Group, Liveable Bristol Group, Redland, and Cotham Association Society.

The second was held on Thursday 4 November at 6pm and was open to anyone who wished to attend. A letter was sent to around 1000 households to ensure we heard from residents who live on or very close to Cotham Hill letting them know about the consultation and invite them to the second virtual meeting. The team also carried out door knocking in the local area and had an on street presence handing out business cards and asking people to fill in the survey in the first week of the consultation period.

A second letter was also sent to over 2000 households in the local area to raise awareness of the consultation and to invite them to take part and give their views on the proposals. The letters also had a link to the webpage and contact details if paper copies were required or if the survey was required in a different format. There was also a phone number and email address if people wanted to make a specific comment or to ask a question.

4.2 Stakeholders

An email was sent to local traders on Cotham Hill and in surrounding roads such as Hampton Lane and a follow up letter was sent to ensure everyone knew about the consultation and could have a say.

Emails with details of the consultation and inviting comment were also sent to over 100 key stakeholders such as:

- 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

4.3 Seldom heard communities

Traditionally the younger population, those from ethnic minority groups and those living in the most deprived wards are often seldom heard from. To ensure those groups and those living close to the street environment were aware of the engagement process the team sent out over 3000 letters to all the properties in the local area. Social media posts also targeted this area and encouraged people 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.

The council is 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 appointments and virtual meetings to allow people to speak to the team if they had any questions and queries.

5. Results

The following section will detail the results from the Town Hall virtual meetings, stakeholders, and the survey.

5.1 Town Hall virtual meetings

Each meeting was chaired by the local ward members and supported by council officers who are working on the project. The meeting format included an introduction followed by a presentation covering the history of the scheme so far and explaining the 3 proposed options for a permanent scheme. The attendees were then split into break out rooms to allow individuals the time and space to express their opinions on the three options. Officers took notes and fed back any comments, objections, and suggestions to the wider group at the end of the meeting.

28 October 2021 meeting

The first meeting held on 28 October 2021 focused on those who already understood the background to the project and were local stakeholder representing residential associations and local businesses. 17 people registered to attend the meeting and 14 attended. Due to the numbers that attended the meeting 3 break out rooms were used.

A summary of the feedback follows:

Attendees liked the School Street idea in all options just wanted more detail if this was to move forward. A few preferred option A and didn't feel there was much difference with option B. They felt the pedestrian scheme had been great and had helped keep jobs. They liked the fact both options were looking at the wider area in terms of traffic management. However, there was concern about traffic congregating between the two sections of closure. A suggestion to make Hampton Lane access only (for deliveries) was supported. The shared space is liked but there is concern about the speed of cyclists and those on scooters in this area. The lack of loading bays particularly by the Post Office is an issue as Royal Mail have apparently not collected or delivered due to access issues. There were concerns over waste collection and some felt a time limit for loading bays would be good. A suggestion of a loading bay specifically for the Post Office / Pharmacy was put forwarded but this is not possible. Some wondered if the road closure could be timed and felt a freight consolidation for traders would be worth exploring.

Option C was preferred by a few of the group as they felt it would be easier for traders in terms of deliveries and waste collection. Although others felt it was going backwards as it would not be so nice with traffic going through the street again.

Other issues that were raised included the proposed one way on Hampton Lane and some preferred an access only approach is possible. There were concerns about cycling in the narrow section by Crying Wolf as this looks like a pinch point and some felt there should be signs saying cyclists dismount in the shared area as they can go too fast.

4 November 2021 meeting

The second meeting held on 4 November 2021 was open to anyone to attend and 15 people registered for the meeting and 8 attended. The issues raised at the first meeting were very similar to the second meeting as a few of the attended came to both. Some additional viewpoints that were made are as follows:

Concern about structures built across the footway and questions about how this will work in any future designs. There were also questions about the closure of Hampton Lane and how future planning applications will affect the traffic flow.

Following the town hall meetings a few emails were received as a follow up to illustrate some of the points made:

- 1) One-way on Hampton Lane: Concerned this proposal will cause considerable inconvenience for residents and businesses using the lane. The lane is not suitable for heavy traffic, it is too narrow and in poor repair. Pedestrians walk in the road due to the lack of a pavement or obstructions such as bins. The lane itself can also be obstructed by brewery lorries up to 30 minutes whilst they unload. An alternative is to keep the road as two way but with limited use for residents and business users only, with clear signage "No entry except residents and business".
- 2) Traffic flows on roads surrounding Cotham Hill – simplify plans to create a better traffic flow. Create a circular system which would involve changing the one way on Aberdeen Road and Abbotsford Road in the opposite direction, make Abbotsford Road one way from Cotham Hill

to Hampton Road and reverse the one way direction between Hampton Lane and Cotham Hill junction

5.2 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.

Other organisations that have been briefed include Bristol Physical Access Chain who have been involved to help guide on access for those with disabilities, Bristol Walking Alliance, and Bristol Cycle Campaign. Official responses were received from the Bristol Walking Alliance and Bristol Cycle Campaign.

Bristol Walking Alliance

They support retaining the trial closures of Cotham Hill to motor vehicles. They support making the motor access closures along Cotham Hill permanent, extending the southern closure to the junction with Abbotsford Road and the widening of the footway on the south-west side of the southern closure. They like the proposed School Street in Aberdeen Road near St Peter & St Paul Primary School and the continuous footways at the junctions of Cotham Hill with Whiteladies Road, Hampton Park and Abbotsford Road.

They also discussed replacing ramps with dropped kerbs and tactile paving, recycling and bin store on the road and tightening space between the free space of the two traffic free sections to minimise opportunities for parking.

Concerns relate to footway space on the corner of Cotham Hill and Hampton Park, footway widening needs to be at least 1.8m wide and avoidance of sharp dips due to the camber of the road causing accessibility issues. They have also provided additional suggestions such as reducing the occurrence of collisions at the junction of Aberdeen Road with Cotham Hill, continuous footways, space for future e-scooter parking and cycle parking on the road, planting trees where possible.

They also reiterated concerns about the consultation process as they felt it would have been better to highlight the proposed changes between option A and B and felt the plans were too small to easily read the text or see details online.

See Appendix 6.2 for the full response from Bristol Walking Alliance.

Bristol Cycling Campaign






They support the permanent transformation of the Cotham Hill high street into a vibrant space for all and support Option A even at the expense of the segregated cycle lane in Option C. They think a modal filter at the main boundaries such that motorised traffic volumes along Cotham Hill are so low as to make separated cycle lanes redundant. They like the measures in the wider neighbourhood to limit rat running but feel this is a missed opportunity for a liveable neighbourhood.

Suggestions include replacing one-ways with through routes with point closures and concern exists over contraflow cycle lanes on the wrong side of the road on Aberdeen Road and West Park. They are concerned about the access to businesses from Whiteladies Road as there is potential for conflict of vehicles with pedestrians using the continuous footway.

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

5.3 Survey Results

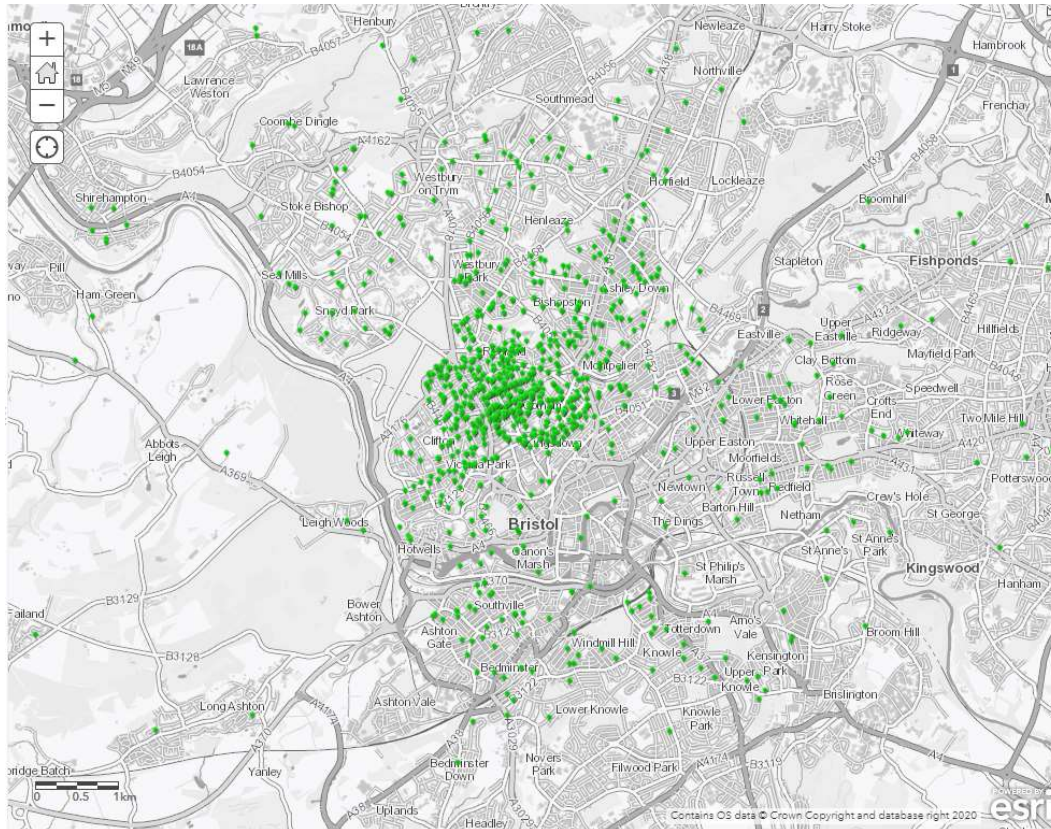
A total of 1527 completed responses have been captured using the online Smart Survey platform over the consultation period. Below is a summary for each question with the breakdown of responses:

1. Which of the following best describes you? Please select all that apply				
			Response Percent	Response Total
1	I am a local resident		63.48%	963
2	I am a local Business Owner		3.16%	48
3	I work in the local area		8.17%	124
4	I am a regular visitor to the local area		40.01%	607
5	Other (please specify):		1.91%	29
			answered	1517

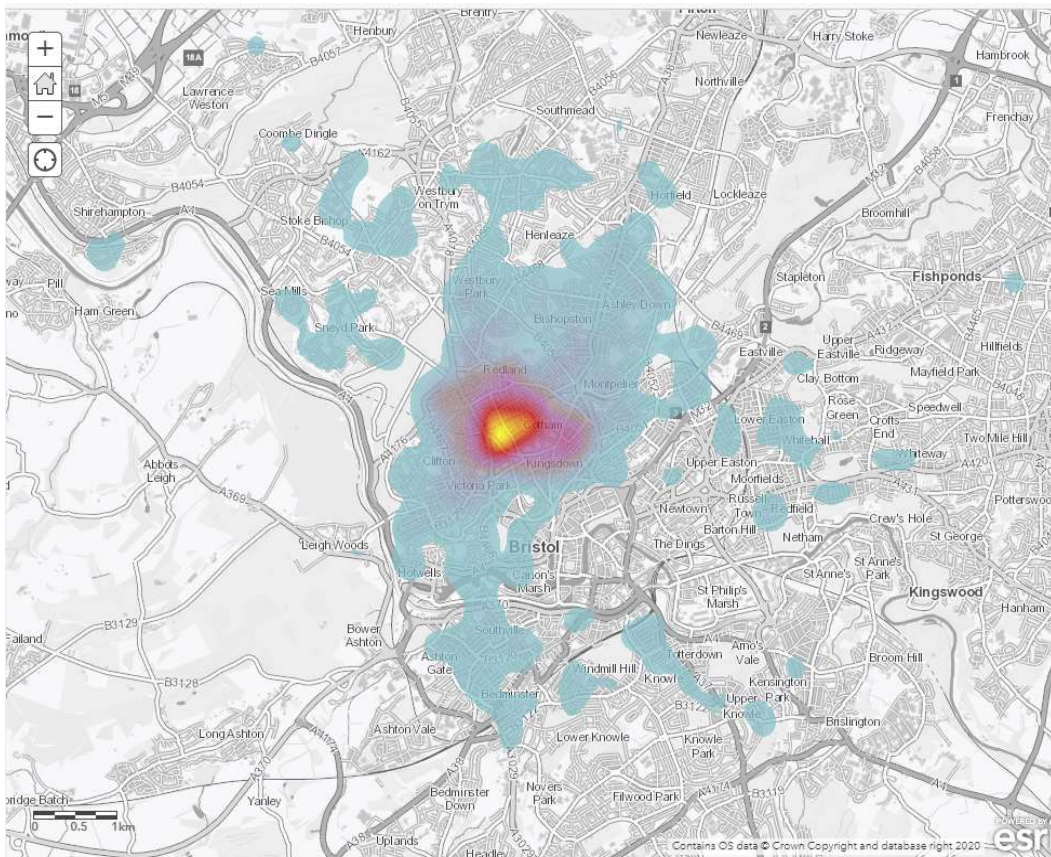
Over 63% of respondents said they were a local resident and 40% of respondents are a regular visitor to the area.

2. What is your full postcode?				
			Response Percent	Response Total
1	Open-Ended Question		100.00%	1510

Of the responses, 1510 left their postcode. The postcodes have been plotted on a map below to show where the respondents live.



The second map is a heat map that shows that there is a concentration of high responses surrounding the Cotham location.



3. How far do you live from Cotham Hill?

			Response Percent	Response Total
1	On Cotham Hill		1.38%	21
2	Within 100 yards of Cotham Hill		12.89%	196
3	Up to one mile		50.86%	773
4	1-2 miles		21.51%	327
5	3-5 miles		8.82%	134
6	5+ miles		1.32%	20
7	I live outside of Bristol		3.22%	49
			answered	1520

Over 60% of respondents live within 1 mile of Cotham Hill.

4. How do you travel to Cotham Hill? Please select all that apply






			Response Percent	Response Total
1	I walk		80.97%	1230
2	I use a bicycle		40.88%	621
3	I use a scooter		8.43%	128
4	I catch the bus		7.77%	118
5	I catch the train		6.65%	101
6	I use a taxi		2.76%	42
7	I use a motorbike		0.59%	9
8	I drive a car / van		19.09%	290
9	I am a car passenger		3.36%	51
10	Other (please specify):		0.92%	14
			answered	1519

Over 80% walk to and around Cotham Hill and less than 20% travel by car / van as a driver. In the 'Other' response 14 comments were received and were broken down into 5 topics. They are noted in the following table:

Electric scooter (Voi/private)	1
Electric car	1
Cycle with kids	1
Walk from city centre	1
Train	2
Run	1
Live on Cotham Hill	3
Car (due to health issues)	1
Used to drive	2

Live elsewhere	1
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5. Which option do you prefer?

			Response Percent	Response Total
1	Option A		62.80%	952
2	Option B		26.72%	405
3	Option C		5.21%	79
4	None		4.35%	66
5	Don't know		0.92%	14
			answered	1516

Of those who responded over 63% preferred Option A.

Option A

For those who choose Option A:

6. Thinking about the option you have chosen; do you think this improves the street for:

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Response Total
Pedestrian movement	88.2% (834)	11.3% (107)	0.1% (1)	0.2% (2)	0.1% (1)	945
Cyclist movement	66.8% (628)	26.7% (246)	6.4% (61)	0.4% (4)	0.2% (2)	940
Road safety for pedestrians	82.5% (778)	14.9% (141)	0.9% (9)	0.2% (2)	0.2% (2)	942
Disabled access and movement	55.5% (519)	30.7% (287)	13.2% (124)	0.2% (2)	0.2% (2)	934
Road safety for cyclists	54.3% (609)	26.7% (250)	7.6% (72)	0.5% (5)	0.5% (1)	937
Cycle parking provision	41.0% (383)	32.1% (300)	24.5% (229)	2.1% (20)	0.2% (2)	934
Provision of disabled parking	26.6% (247)	35.2% (327)	36.6% (340)	1.2% (12)	0.7% (2)	928
Provision of loading bays	22.4% (207)	35.6% (328)	40.3% (372)	1.0% (10)	0.4% (4)	921
Outdoor space for trading, activities etc.	81.0% (759)	17.1% (161)	1.6% (15)	0% (0)	0.2% (2)	937
Traffic flows on Cotham Hill	39.3% (365)	27.1% (252)	29.0% (270)	3.4% (32)	0.9% (9)	928
Traffic flows in the surrounding streets	34.4% (320)	31.6% (294)	29.6% (275)	3.6% (34)	0.6% (6)	929
Traffic noise on Cotham Hill	67.4% (627)	23.8% (222)	7.4% (69)	0.9% (9)	0.3% (3)	930

6. Thinking about the option you have chosen; do you think this improves the street for:

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Response Total
Pedestrian noise on Cotham Hill	22.4% (208)	24.0% (223)	46.4% (431)	6.1% (57)	0.9% (9)	928
Opportunities for community interaction	78.7% (732)	18.0% (168)	2.7% (26)	0.2% (2)	0.1% (1)	929

7. What do you like about your preferred option?

Of the 530 responses received these have been broken down into the following categories:

- Road safety
- Public space/ traders/ sense of community
- Ambitious scheme/ improves air quality
- Improves local traffic movements
- Pedestrianisation is good/ less cars
- Quieter streets
- Better for peds and cyclists
- School Streets
- Other

Category	Number	Summary of comments
Pedestrianisation is good/ less cars	230	Continue with pedestrianisation and opportunities for small businesses/cafe. Feels Mediterranean. This is a narrow street and is far safer, more pleasant and with better air quality if there are no cars travelling through. It has changed from a space where you rush through to avoid traffic to somewhere you slow down talk to people and feel more relaxed. This is the most comprehensive of the three options and looks at the whole area holistically. Cotham Hill is delightful with less cars. The less traffic the better. None preferably.
Public space/traders/ sense of community	162	Great for businesses and offers community sense of place and collaboration. This street has become a destination. Businesses are thriving. Keep outdoor trading space. European feel to the street. Community spirit. Place you slow down and talk to people and feel more relaxed. Making space for people not cars. Love eating outside on the street. Giving back to the traders is a good thing.
Better for pedestrians & cyclists	108	More space for pedestrians and cyclists. It feels like a proper commitment to accessibility for all groups concerned. I cycle or walk everywhere in Bristol and cycling on CH feels so much safer now. I appreciate suggested improvements to road safety for cyclists on the streets off CH. It prioritises pedestrians and cyclists over cars. As a local resident, I can

		enjoy walking along Cotham Hill far more than was the case prior to the closure. Prior to the temporary closure, pavements on Cotham Hill were ludicrously inadequate.
Improves local traffic movements	106	A greater focus on one way systems in the side streets should also reduce traffic in the other parts of Cotham Hill. The one way flow on Aberdeen Road would be a major improvement. The whole area is improved, not just Cotham Hill. Maximises one way traffic streets - smoothing traffic flow. Minimising, and slowing traffic on the surrounding roads. More one way systems as the roads are narrow and are hard to cross over sometimes when traffic is coming from both directions.
Ambitious scheme / improves air quality	72	A scheme to be ambitious on reducing cars, moving towards 2030 zero carbon Bristol. Better air quality and the chance for people-friendly parts of Bristol! A small step away from car dependency. Reducing the ease of driving, promoting healthier lifestyles, and allowing local communities to grow and thrive, especially Cotham Hill businesses. It's brave and very environmentally friendly.
Road Safety	34	Makes the area safer for all users. Option A will make the area by Pitville much safer. Improves safety for school children. Less risk of injury from vehicular traffic.
Quieter Streets	16	It would be much quieter than having all the cars go up and down the streets. Reduced noise and pollution. It has improved shopping experiences with less pollution and noise pollution. It is cleaner, quieter, and happier.
School Streets	10	I like the school street closures on Aberdeen Rd. Introduction of a school street. I like the "school street" where the road closes to motorised vehicles between school drop off and school pick up times.
Other	10	Better parking enforcement needed, good option but licensed venues must shut at 10pm, no new cycle parking provision? Slow traffic coming along Hampton lane.

8. Is there anything you would change about your preferred option?

Of the 350 responses received these have been broken down into the following categories:

- Nothing – fine as is
- Cycling movements
- Increase scheme/ larger pedestrianised area
- Look & feel/ planters/ signage
- Local traffic comments
- Shared space
- Other
- Hampton Lane
- Access and loading bays
- More disabled parking bays
- Enforcement needed

Category	Number	Summary of comments
Nothing – fine as is	99	Most comments said ‘no’ they would not change anything, and a few said do it as fast as possible, all sounds good.
Cycling movements	49	More definite cycle lanes along Cotham Hill since it will be mostly contraflow. More cycle parking on street. Need segregated cycle lanes and not in shared space. Cycle lane along the entire length of Cotham Hill. More thought needed on contraflow cycle lanes on Aberdeen Rd and surrounding roads as dangerous as traffic is not expecting bikes.
Increase scheme/ larger pedestrianised area	48	Extend this to other roads, put in a liveable neighbourhood over wider area, expand the scheme to Whiteladies Road. Wider scope for pedestrianisation. Join the two schemes and extend to include more shops.
Look & feel/ planters/ signage	36	Get rid of bollards, more planting, and trees. Benches and seats for older people. Use what they have in Princess Victoria Street. Pave the area eliminating pavements. Continuous surface throughout. Include bins in design. Use public art and improve signage.
Local traffic comments	27	Traffic calming in surrounding roads. Many pairs of side roads should be one way in opposing directions. Include West Park and make one way in opposite direction. No need for so many one-ways – nightmare for residents. Extend one way in Aberdeen Road for full length. Do not make Abbotsford one way. Filter out west to east movements.
Shared space	23	Most comments about keeping the shared space should be for pedestrians and not cyclists/ scooters. Cyclists should dismount. Keep the zebra crossing by the shared space.
Other	19	Better street lighting, add a tram, electric charge points, voi scooter parking, worries about outdoor heaters, questions about the survey itself.
Hampton Lane	16	One way system will make Hampton lane a rat run. Allowing access from Hampton Lane to Hampton Park will encourage traffic through the pedestrian pathway on Cotham Hill. Access only road. Close Hampton Lane at Cotham Hill end.
Access and loading bays	7	Roads and pavements same height to improve disabled access and remove barriers to accessibility. Businesses need to get their deliveries. Disagree with loading bay outside of shop on Abbotsford Road as will be in constant use and block view of shop.
More disabled parking bays	5	Re-shape the footway at the Whiteladies Gate end by the barbers/ Whitemore tap to allow provision of an additional disabled parking bay. Disabled bays are very limited. More disabled spaces.
Enforcement needed	5	Add ANPR cameras. Proper policing of shared space and illegal parking. Police licensed premises closure times.

Option B

For those who choose Option B:

6. Thinking about the option you have chosen; do you think this improves the street for:

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Response Total
Pedestrian movement	83.2% (336)	16.0% (65)	0.7% (3)	0.2% (1)	0% (0)	405
Cyclist movement	60.4% (243)	31.1% (126)	7.92% (32)	0.7% (3)	0% (00)	404
Road safety for pedestrians	76.2% (309)	21.7% (88)	0.9% (4)	0.7% (3)	0.2% (1)	405
Disabled access and movement	44.0% (177)	35.3% (142)	18.9% (76)	1.4% (6)	0.2% (1)	402
Road safety for cyclists	55.2% (222)	35.0% (141)	8.9% (36)	0.7% (3)	0% (0)	402
Cycle parking provision	28.6 (115)	36.4% (146)	33.1% (133)	1.2% (5)	0.4% (2)	401
Provision of disabled parking	18.0% (72)	36.4% (145)	42.7% (170)	2.5% (10)	0.2% (1)	388
Provision of loading bays	16.0% (64)	39.0% (156)	41.6% (166)	2.7% (11)	0.5% (2)	399
Outdoor space for trading, activities etc.	76.0% (308)	21.2% (86)	2.7% (11)	0% (0)	0% (0)	405
Traffic flows on Cotham Hill	34.2% (138)	34.7% (140)	23.5% (95)	5.7% (23)	1.7% (7)	403
Traffic flows in the surrounding streets	21.6% (87)	37.5% (151)	31.5% (127)	7.2% (29)	1.9% (8)	402
Traffic noise on Cotham Hill	55.4% (223)	30.3% (122)	12.6% (51)	0.9% (4)	0.4% (2)	402
Pedestrian noise on Cotham Hill	17.7% (71)	26.0% (104)	47.5% (190)	7.5% (30)	1.2% (5)	400
Opportunities for community interaction	73.1% (292)	22.0% (88)	4.5% (18)	0.2% (1)	0% (0)	399

7. What do you like about your preferred option?

Of the 251 responses received these have been broken down into the following categories:

- Pedestrianisation is good
- Good balance between access and pedestrianisation
- Public space / Community feel / Traders
- Better for pedestrians and cyclists
- Better for environment (air quality, noise, greener)
- Road Safety
- School Streets
- Other

Below is a summary of the number of comments received and the type of comments made for each category:

Category	Number	Summary of comments
Pedestrianisation is good	86	Love the currently pedestrianised scheme. Cars should not dominate the streets people should. Present closure period has been fantastic – breath of fresh air! Quality of street and experiences of Cotham Hill have vastly improved since pedestrianisation. Current arrangements are a major improvement to the area. Pedestrianised road is totally brilliant. Prefer traffic free roads. Makes it like a destination area. Increased pedestrianisation and reduction of vehicular traffic. Has worked so well since introduction. Cotham Hill has been revitalised and transformed by the temporary closure.
Good balance between access and pedestrianisation	72	West Park should be two way to access Whiteladies Rd for residents whilst increasing road closure up to Abbotsford Road. Option A takes traffic on a lengthy detour. This one way system looks best out of all the options. Offers most benefits of all options. Local drivers not forced to detour to get onto Whiteladies Road.
Public space / Community feel / Traders	67	Enables businesses to benefit from street whilst retaining access. Amazing outdoor space. Community interactions but still have access. More space for leisure/coffee/restaurants. More lively and friendly place. People talk more and place to meet friends. Sense of community and vibrancy.
Better for pedestrians and cyclists	27	More space to walk. Really enjoyed walking down the road without worrying about cars. Protected cycle lane. Better pedestrian priority and cycle safety in this option. Putting cyclists and pedestrians first. Like inclusion of new raised footpaths. One way streets are important for cyclists.
Better for environment (air quality, noise, greener)	9	Greener, less traffic noise and pollution. Great against battle against global warming. Step in right direction to reduce traffic and pollution in Bristol.
Road Safety	6	Have issues with conflicts and this scheme will help reduce that and make it safer. The proposed cycle routes will help increase safety between cyclists and pedestrians. Make a safer and all round more pleasant place.
School Streets	3	Great idea to have a school street. Strongly support introduction of school street to increase student safety and air quality.
Other	2	The survey was not clear and did not like the way it was set out.

8. Is there anything you would change about your preferred option?

Of the 165 responses received these have been broken down into the following categories:

- Nothing – fine as is
- Traffic movements / one way streets
- Look and feel/ signage/ paving/ planters
- Larger area for pedestrianisation
- Shared space clarity/ cyclists’ dismount
- Cycle routes/ parking
- Other
- Accessibility/ loading bays
- Enforcement
- Hampton Lane

Below is a summary of the number of comments received and the type of comments made for each category:

Category	Number	Summary of comments
Nothing – fine as is	57	Nothing to change. Nothing comes to mind. No!
Traffic movements / one way streets	28	Can West Park one way in different direction. Reverse one way on Aberdeen Road between Cotham Hill and Whiteladies Road to allow traffic to flow to Whiteladies Road. Do we have to have so many one-ways? Don’t like the one way part on Abbotsford Road. May stop some rat runs but will cause chaos elsewhere.
Look and feel/ signage/ paving/ planters	16	Need more planters and greenery. Don’t skimp on design aspects of overall look. Clifton looks good. Pave entire width of road so all one level. Better signage. More street bins and benches to sit on the road.
Larger area for pedestrianisation	15	Close the whole of Cotham Hill. Extend to Aberdeen Road. Wider scheme over larger area.
Shared space clarity/ cyclists’ dismount	13	Clearly marked space where scooter and cyclists should go. Dangerous for pedestrians in shared space with fast cyclists. Cyclists and pedestrians should be kept separate. Traffic calming for cyclists. Properly govern interaction between pedestrians and cyclists.
Cycle routes/ parking	12	More places to lock bikes. Make a dedicated cycle lane down Cotham Hill and allow movements from side roads. Do not like bollards for cycle lanes need a separate track.
Other	11	Why do restaurants have to close at 10pm? Do not support school street. Parking for motorcycles. Widen footways on surrounding roads. What about the Builders merchant site? Parking issues in surrounding streets.
Accessibility/ loading bays	7	Stop vans blocking small access points at either end of street. Better loading provision and disabled parking. You need to make access for all a priority.
Enforcement	4	Speed cameras on local roads to reduce speeding. Enforce licences and parked vehicles that are illegally parked.
Hampton Lane	3	Stop all through traffic on Hampton Lane. How will the junction of Aberdeen Road and Cotham Hill work?

For those who choose Option C:

6. Thinking about the option you have chosen; do you think this improves the street for:						
	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Response Total
Pedestrian movement	22.8% (18)	45.6% (36)	25.3% (20)	2.5% (2)	2.5% (2)	78
Cyclist movement	29.1% (23)	44.3% (35)	22.7% (18)	0	2.5% (2)	78
Road safety for pedestrians	33.3% (26)	34.6% (27)	24.3% (19)	3.8% (3)	3.8% (3)	78
Disabled access and movement	37.1% (29)	25.6% (20)	29.4% (23)	3.8% (3)	3.8% (3)	78
Road safety for cyclists	28.5% (22)	35.0% (27)	31.1% (24)	2.5% (2)	2.5% (2)	77
Cycle parking provision	18.1% (14)	25.9% (20)	50.6% (39)	3.8% (3)	1.2% (1)	77
Provision of disabled parking	19.7% (15)	35.5% (27)	36.8% (28)	6.5% (5)	1.3% (1)	76
Provision of loading bays	19.4% (15)	37.6% (29)	40.2% (31)	1.3% (1)	1.3% (1)	77
Outdoor space for trading, activities etc.	19.7% (15)	22.3% (17)	43.2% (33)	10.5% (8)	3.9% (3)	76
Traffic flows on Cotham Hill	44.3% (35)	40.5% (32)	11.3% (9)	2.5% (2)	1.2% (1)	79
Traffic flows in the surrounding streets	45.5% (36)	30.3% (24)	12.6% (10)	7.5% (6)	3.8% (3)	79
Traffic noise on Cotham Hill	18.1% (14)	27.2% (21)	44.1% (34)	9.0% (7)	1.3% (1)	77
Pedestrian noise on Cotham Hill	26.3% (20)	19.7% (15)	40.7% (31)	9.2% (7)	3.9% (3)	76
Opportunities for community interaction	15.5% (12)	25.9% (20)	46.7% (36)	9.0% (7)	2.6% (2)	77
					answered	78

7. What do you like about your preferred option?

Of the 58 responses received these have been broken down into the following categories:

- Improve traffic flow / reduces congestion
- Allows access for all modes of travel
- Improve access for businesses /customers e.g., delivers and parking
- Not enough space for non-motorised vehicles in pedestrianised scheme
- Other
- Wider pavements

Below is a summary of the number of comments received and the type of comments made for each category:

Category	Number	Summary of comments
Improve traffic flow / reduces congestion	23	The scheme helps local road traffic. Roads are for movement, not eating outside. It is a through road. Allowing vehicle access will reduce congestion in surrounding roads. Need for outdoor trading not needed in winter.
Allows access for all modes of travel	15	Allows traffic and pedestrians and cyclists. Best compromise for all. Cars are still able to use this road. Re-opening of the street with wider pavements. Fair balance. Keeping access for cyclists open.
Improve access for businesses /customers e.g., delivers and parking	11	For those with limited mobility not being able to drive to the street has meant using facilities further away. Option C improves access for traders in terms of their deliveries. The post office and pharmacy will benefit from this option.
Not enough space for non-motorised vehicles in pedestrianised scheme	5	Removes cycles and scooters from pavements. Not safe for pedestrians in shared space. Need to provide boundaries between pedestrians and cyclists /scooters.
Other	4	Put it back to how it was. Option C best of a bad lot. Reduce noise in the evenings.
Wider pavements	3	Widened footways make me feel safer when walking around. Been trying to get these for 30 years.

8. Is there anything you would change about your preferred option?

Of the 45 responses received these have been broken down into the following categories:

- More parking / disabled parking
- Other
- Nothing – fine as is
- Better layout for local traffic
- Keep zebra crossing
- Back to how it was
- Wider pavements/ clear delineations for users

Below is a summary of the number of comments received and the type of comments made for each category:

Category	Number	Summary of comments
More parking / disabled parking	9	More disabled access/ parking required. More general parking bays required particularly at upper end of Cotham Hill. Metered parking.

Other	9	Bollards for cycle lane are eyesore. Completely pedestrianise the road with lanes for cyclists. Think of all traders on street not just hospitality ones. Too much noise from students. Better policing! Outdoor trading in summer.
Nothing – fine as is	6	I wouldn't propose to change anything as it stands now. Nothing!
Better layout for local traffic	6	Prevent rat running. Do not agreed with one-ways and think they should remain two way in their current sections. Aberdeen Road and West Park one way onto Whiteladies Road
Keep zebra crossing	5	Keep crossing for safety. Move it into the street a bit so not on edge of Whiteladies Road.
Back to how it was	5	Prefer two way traffic. Back to how it was. This option not offered!
Wider pavements/ clear delineations for users	4	Wider and bigger pavements. No bike hangars and keep scooters and cyclists off pavements.

For those who chose 'None' of the options:

6. Thinking about the option you have chosen; do you think this improves the street for:						
	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Response Total
Pedestrian movement	22.2% (10)	24.4% (11)	37.8% (17)	6.7% (3)	8.9% (4)	45
Cyclist movement	24.4% (11)	17.8% (8)	44.4% (20)	2.2% (1)	11.1% (5)	45
Road safety for pedestrians	18.2% (8)	13.6% (6)	47.7% (21)	13.6% (6)	6.8% (3)	44
Disabled access and movement	15.9% (7)	15.9% (7)	47.7% (21)	9.1% (4)	11.4% (5)	44
Road safety for cyclists	20.9% (9)	14.0% (6)	46.5% (20)	9.3% (4)	9.3% (4)	43
Cycle parking provision	14.3% (6)	16.7% (7)	57.1% (24)	2.4% (1)	9.5% (4)	42
Provision of disabled parking	15.9% (7)	13.6% (6)	50.0% (22)	6.8% (3)	13.6% (6)	44
Provision of loading bays	16.3% (7)	9.3% (4)	60.5% (26)	4.7% (2)	9.3% (4)	43
Outdoor space for trading, activities etc.	11.4% (4)	11.4% (4)	61.4% (27)	4.5% (2)	11.4% (4)	44
Traffic flows on Cotham Hill	22.2% (10)	4.4% (2)	42.2% (19)	6.7% (3)	24.4% (11)	45
Traffic flows in the surrounding streets	21.7% (10)	2.2% (1)	24.8% (16)	2.2% (1)	39.1% (18)	46
Traffic noise on Cotham Hill	11.1% (5)	15.6% (7)	48.9% (22)	8.9% (4)	15.6% (7)	45
Pedestrian noise on Cotham Hill	11.1% (5)	6.7% (3)	55.6% (25)	4.4% (2)	22.2% (10)	45
Opportunities for community interaction	13.3% (6)	11.1% (5)	60.0% (27)	2.2% (1)	13.3% (6)	45

7. What do you like about your preferred option?

Of the 37 responses who selected 'none' against question 5 asking 'which option do you prefer?' and who responded to question 7 the answers have been categorised as follows:

- Back to how it was
- Keep closure but not one way proposals
- Other
- Rat running / access to Whiteladies Road
- One-ways/ School Streets

Below is a summary of the number of comments received and the type of comments made for each category:

Category	Number	Summary of comments
Back to how it was	15	Leave it as it was. Worked perfectly fine before closure. Not a problem with it. For the sake of a few businesses not necessary, poorly hatched temporary scheme do not want it to become permanent.
Keep closure but not one way proposals	7	Love pedestrianised area but not the one-ways. This is not an option in the survey. One-ways will create rat runs.
Other	7	Appalling idea. No allowance for shoppers in cars accessing road. No difference between A and B. Need enforcement. Was meant to be a temporary scheme!
Rat running / access to Whiteladies Road	4	All options take no account of increased traffic on Tyndalls Park Road. Prevent car travel to Whiteladies Road from Cotham Hill.
One-ways/ School Streets	3	Don't like all options including one way routes around Cotham Hill; it would make it more confusing for cars and cause more pollution. Do not want school street as stops access to business during key times.

8. Is there anything you would change about your preferred option?




Of the 36 responses received these have been broken down into the following categories:

- Back as it was
- Support pedestrianisation but not one-ways
- One-ways
- Other
- Enforcement




Below is a summary of the number of comments received and the type of comments made for each category:

Category	Number	Summary of comments
Back as it was	14	Put back the heart into residential Cotham Hill. Go back to as it was before. Stop wasting money!
Support pedestrianisation but not one-ways	8	Approve of option A and B if did not have the one way restrictions. Difficult to access local streets for residents. Keep it as the temporary scheme.
One-ways	6	Do not make Abbotsford Road or Aberdeen Road from Whiteladies one way. Should be different from each other. Do not make Hampton Lane one way.
Other	5	Traffic free Sundays to appease people. Need traffic lights to get across Whiteladies to get to Sainsburys. Make wholly pedestrianised.
Enforcement	3	Need to address enforcement in all options. Cotham Hill jammed up by parking restrictions being ignored.

There were also 14 responses who selected don't know to Q5 'which option do you prefer?'

9. Would you be interested in having a community bike hangar (shared, secure bike storage on the road) installed on your street?				
			Response Percent	Response Total
1	Yes		37.33%	545
2	No		35.62%	520
3	Don't know		27.05%	395
			answered	1460

As shown above 37% of responses are interested in having a community bike hangar on their street. There were 240 roads nominated by those who said 'yes'. Not everyone put forward a road name.

10. Would you like to see street artwork on the carriageway included in the preferred option you chose?				
			Response Percent	Response Total
1	Yes		58.99%	873
2	No		20.54%	304
3	Don't know		20.47%	303
			answered	1480

Nearly 60% of respondents would support street artwork on the carriageway in the preferred option.

11. Any other comments on this scheme?

		Response Percent	Response Total
1	Open-Ended Question	100.00%	389

Of the 389 responses received the comments were broken down into categories as follows:

- Supportive comments on pedestrianisation
- Look and feel/street artwork
- One way traffic comments
- Negative Comments
- Other
- Cycling/ scooters
- Illegal parking/ loading and enforcement

Below is a summary of the number of comments received and the type of comments made for each category:

Category	Number	Summary of comments
Supportive comments on pedestrianisation	204	Many people just want this made permanent. Love the scheme. Brilliant idea! Ambitious scheme. Welcome more pedestrianisation in other parts of the city. Don't waste all the good work that has been done so far on Cotham Hill.
Look and feel/street artwork	55	People wanted to know what street art meant. Not supportive if it means tagging and graffiti. Want more trees and planters. Use local artists.
One way traffic comments	33	Do not like the one way streets making it longer to get to Whiteladies Road. Concerned will lose support if included in scheme.
Negative comments	35	Don't waste tax payer's money. Closure causes congestion elsewhere. Use money to support businesses. Don't make it impossible to get around by car.
Other	27	Maps hard to read. Worried about Option A and B splitting the vote. Weekly street market. Make sure it works for local businesses. Bike hangars please!
Cycling/ scooters	26	Provide scooter parking so keep footway clear. Keep cyclists away from pedestrians. Provide good quality joined up cycle routes.
Illegal parking/ loading and enforcement	13	Vehicles must be prevented from parking at the ends of the scheme. Need enforcement and traffic wardens. Stop Tops Pizza ignoring the scheme.

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:

12. What is your age?			Response Percent	Response Total
1	0-10		0.00%	0
2	11-15		0.07%	1
3	16-17		0.07%	1
4	18-24		7.22%	108
5	25-34		26.82%	401
6	35-44		17.99%	269
7	45-54		16.32%	244
8	55-64		17.06%	255
9	65-74		9.36%	140
10	75-84		2.27%	34
11	85 +		0.13%	2
12	Prefer not to say		2.68%	40
			answered	1495

The largest response is from those aged 25 to 34 years old with just over 25% of the comments.




13. Do you consider yourself to be a disabled person?			Response Percent	Response Total
1	Yes		3.61%	54
2	No		93.38%	1396
3	Prefer not to say		3.01%	45
			answered	1495

14. What is your sex?









			Response Percent	Response Total
1	Female		43.30%	646
2	Male		50.20%	749
3	Prefer not to say		5.70%	85
4	Other (please describe):		0.80%	12
			answered	1492

Just over 50% of respondents were male and nearly 45% were female. 12 people ticked the 'other' category and comments included non-binary, couple but completed the survey together, normal and a few left an empty space with no comment.







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

			Response Percent	Response Total
1	Yes		0.34%	5
2	No		92.52%	1361
3	Prefer not to say		7.14%	105
			answered	1471











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

			Response Percent	Response Total
1	White British		78.35%	1162
2	White Irish		1.75%	26
3	White Other		7.96%	118
4	Black /African / Caribbean / Black British		0.27%	4
5	Asian / Asian British		2.02%	30
6	Mixed / Multi ethnic group		2.02%	30
7	Gypsy / Roma / Irish Traveller		0.00%	0
8	Prefer not to say		6.54%	97
9	Any other ethnic background (please describe):		1.08%	16
			answered	1483

Of the respondents 78% were White British and nearly 8% were White other. 16 people ticked the different ethnic background box, but most could have been included some of the groups above and a few identified as being human as a narrow group of those listed e.g., White Scottish.




17. What is your sexual orientation?			Response Percent	Response Total
1	Bisexual		5.71%	84
2	Gay Man		2.65%	39
3	Gay Woman / Lesbian		1.29%	19
4	Heterosexual / Straight		74.64%	1098
5	Prefer not to say		14.55%	214
6	Other (please describe):		1.16%	17
			answered	1471

Most respondents were heterosexual/ straight but of the other comments most questioned 'why this matters' and one or two submitted pansexual and polyamorous.




18. What is your religion/faith?			Response Percent	Response Total
1	No Religion		67.07%	988
2	Buddhist		1.56%	23
3	Christian		17.85%	263
4	Hindu		0.41%	6
5	Jewish		0.54%	8
6	Muslim		0.41%	6
7	Pagan		0.41%	6
8	Sikh		0.14%	2
9	Prefer not to say		10.52%	155
10	Other (please describe):		1.09%	16
			answered	1473

67% of respondents selected no religion and of the 16 other there was a range from spiritual, jedi to working class and no response.

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

			Response Percent	Response Total
1	Yes		2.32%	34
2	No		91.80%	1344
3	Prefer not to say		5.87%	86
			answered	1464

20. Are you a refugee or asylum seeker?

			Response Percent	Response Total
1	Yes		0.07%	1
2	No		94.14%	1382
3	Prefer not to say		5.79%	85
			answered	1468

21. We want to make sure our surveys are as good as possible. Please tell us if you agree or disagree with the following statements:

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Response Total
There is enough information for me to answer the questions	39.2% (573)	50.5% (737)	5.1% (74)	4.0% (58)	1.2% (18)	1460
The questions make it easy for me to give my views	38.3% (557)	47.9% (696)	6.7% (98)	4.9% (71)	2.2% (32)	1454
The survey meets my accessibility needs	43.6% (630)	40.7% (589)	13.4% (194)	1.0% (15)	1.2% (18)	1446
						answered 1468

5.2.3 Emails, phone calls and virtual chats

During the consultation 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. No phone calls were received but 17 emails were received, and a few virtual chats were undertaken.

From the emails the main comments were requested for paper copies, clarity about Options A and B, support for the pedestrianisation and concern about Hampton Lane one way proposal and worries about access to certain properties.

6. Appendices

6.1 Permanent Scheme Consultation survey (paper version)



Cotham Hill Permanent Scheme Consultation Have your say

We are asking residents, businesses and anyone who enjoys Cotham Hill to comment on three possible permanent schemes.

Over the summer, the council provided more space for walking and cycling on our streets to support social distancing during COVID-19. This included installing two temporary road closures on Cotham Hill. Two parts of the road have been closed to motorised traffic – between Whiteladies Gate and Hampton Lane; and between Hampton Park and part of the street towards Abbotsford Road.

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.

Building on feedback from the current temporary scheme we now have three possible permanent schemes that we would like your views on.

In November 2020 we carried out public engagement. People filled in a survey where they were asked about their street environment, what they liked about the street, what they would improve and what would they prioritise. The survey was open for 6 weeks and closed in January 2021. 2632 responses were received and the responses showed strong support for pedestrianisation on Cotham Hill and a full report is available at <https://bristol.citizenspace.com/sustainable-transport/cotham-hill-engagement-survey>

Temporary scheme installation

The feedback from the first survey held in November 2020 along with the engagement with local businesses, community groups and local stakeholders has been used to help produce a road layout design for two temporary road closures on Cotham Hill. The aim was to implement two temporary road closures by 12 April 2021 to allow several hospitality businesses to trade outside as COVID-19 restrictions started to lift, as well as providing improved journeys for pedestrians and cyclists. Two parts of the road have been closed to motorised traffic - between Whiteladies Gate and Hampton Lane; and between Hampton Park and Abbotsford Road.

Whilst this was an urgent measure to support businesses and enable social distancing, we committed to engaging the community on a more permanent scheme in the coming months which would look at a more holistic approach and could incorporate changes to the wider area.

Improvement to scheme installation

In July 2021 we installed new planters to replace the red and white barriers, improving the appearance of the road layout and provided new signs and road markings to advise people to cycle slowly through the shared area.

On street survey

The Council also carried out a snapshot survey of how the temporary closure is working and asked almost 200 people over a few days. Nearly 80% of the responses were from local residents and 6% were from local business owners. Of those who travelled over 85% walked to the street and 26% use a bicycle. Around a third of respondents live on or within 100 yards of Cotham Hill with almost 50% living within one mile of the street. Most people (around 60%) visit 2 to 3 shops in their average trip to Cotham Hill and over half visit daily or 3 to 4 times a day.

TRANSLATIONS

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

ALBANIAN

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

BENGALI

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

CHINESE

如果英文不是您的第一語言，而您需要翻譯的話，我們可以為您安排。

GUJARATI

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

HINDI

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

KURDISH

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

POLISH

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

PORTUGUESE

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

PUNJABI

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

SOMALI

Haddii Ingiriisku aanu ahayn afkaaga kowaad oo aad u baahan tahay turjumaad, 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.

In terms of the street environment:

We are looking at a number of roads, including Cotham Hill, with the aim to:

- 65% felt the air is cleaner on this street today than before the temporary road closure, and a similar amount thought the air quality was good or excellent on that day.
- Over 80% felt the street is cleaner or about the same since the temporary closure and 55% rated the cleanliness on the street that day as good and or excellent.
- Over 80% felt the road was safer in terms of traffic movement today than before the road closure and 65% felt the road was safe and or very safe on this day.
- 75% felt the shared space was very easy and easy to use in the street.
- 83% felt there was less noise caused by traffic on the road today than before.
- 42% felt there was more noise caused by people on the road today than before and 43% felt it was about the same.
- 58% felt the noise on the street was neither noisy or quiet and 26% felt it was quiet.
- 65% of respondents had been present during the night time economy and 24% felt the street was noisier and 32% felt the noise was about the same and 24% felt it was quieter than before the temporary closure.
- Over 75% felt the street was easy to walk along and 48% felt cycling was easier with 31% thinking about the same after the road closure.
- 50% of people felt it would be more difficult to drive around the area and 41% felt it was about the same after the road closure.
- Over 80% were very satisfied or satisfied with the street on this day.

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.

Consultation on a permanent scheme

We have now developed designs for a permanent scheme, using feedback received in the first survey and since the temporary arrangements were implemented. We are now seeking your views on our designs for a permanent scheme.

The temporary road closure will remain in place during this process so that we can continue to monitor the temporary arrangement.

Below is a survey asking local people to think about three possible options for a permanent scheme. The overall the aim of any scheme will be to make it easier to walk and cycle within the local community for everyone including those with disabilities, support the local economy, and improve air quality with less pollution.

Please give us your feedback by Tuesday 30 November 2021.

If you have a comment, question or you would like this information in another language, Braille, audio tape, large print, easy English, BSL video or CD rom or plain text please contact us:

- **Email:** transport.engagement@bristol.gov.uk
- **Phone:** 0117 903 6449 and leave a message on the answerphone.
- **Write to:** 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?

- On Cotham Hill Within 100 yards of Cotham Hill 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):

Proposed permanent options

We have developed designs for a permanent scheme, using feedback received in the first survey and since the temporary arrangements were implemented. We are now seeking your views on our designs for a permanent scheme.

Option B – Cotham Hill pedestrianisation scheme



This option largely retains the arrangements of the temporary scheme but with some alterations based on the feedback that has been received over the last few months. This option proposes to make the following changes.

Extending the pedestrianised area to the junction of Abbotsford Road. Vehicle access will be retained for private access at number 38. Footways will be widened throughout the traffic free area where possible and trading space retained outside businesses with trading outside to cease at 10pm. Removing traffic from Cotham Hill in these locations enables the junctions at side roads to be upgraded significantly.

Loading and disabled bays are proposed in the following locations:

- Whiteladies Gate, close to the Post Office and Pharmacy
- Hampton Park
- Abbotsford Road
- Aberdeen Road (disabled bay only)

Two one-ways have been proposed that retain access for residents, businesses, and visitors

whilst reducing traffic speeds, through traffic (rat running) and vehicles meeting head on.

One ways have been proposed on the following streets:

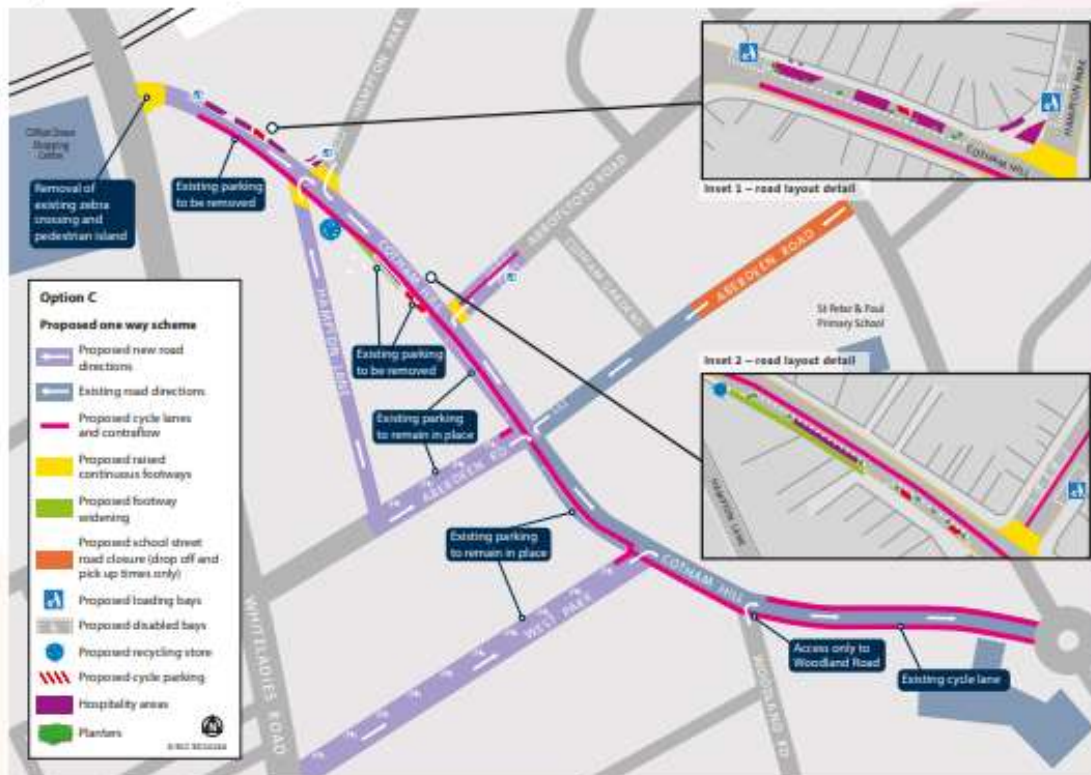
- Hampton Lane (northbound)
- Aberdeen Road (eastbound from the junction of Hampton Lane to the junction of Cotham Hill)

A timed closure or "school street" is where the road closes to motorised vehicles between school drop off and school pick up times. Residents parked within the street can exit the street within these times. The school street is proposed in the following location:

- Aberdeen Road (between the junction of Hampton Road and the school entrance)

The cycle lane on Cotham Hill between West Park and Hampton Road will be upgraded by installing bollards to separate people cycling from traffic. This will help make the cycling environment feel safer and more pleasant.

Option C – One way scheme



This option removes the current scheme and changes Cotham Hill into a one way street for motorised vehicles, allowing traffic to travel from Whiteladies Road to Cotham Road. By taking out a traffic lane and by removing the existing parking between Whiteladies Gate and Abbotsford Road we have been able to widen the footways and enable space for cycling in both directions. In this design there is no pedestrianised area and space on the high street to carry out trading for businesses is reduced. Reallocation of further road space to create additional space for pedestrians is not possible due to the constraints.

Loading and disabled bays are proposed in the following locations:

- Whiteladies Gate, close to the Post Office and Pharmacy
- Hampton Park
- Abbotsford Road
- Aberdeen Road (disabled bay only)

An additional northbound one-way has been proposed on Hampton Lane to reduce turning movements at the Hampton Park/Cotham Hill

junction and reduce vehicles meeting head on in a narrow lane.

A timed closure or "school street" is where the road closes to motorised vehicles between school drop off and school pick up times. Residents parked within the street can exit the street within these times. The school street is proposed in the following location:

- Aberdeen Road (between the junction of Hampton Road and the school entrance)

The cycle lane on Cotham Hill between West Park and Hampton Road will be upgraded by installing bollards to separate people cycling from traffic. This will help make the cycling environment feel safer and more pleasant.

5. Which option do you prefer?

- Option A
- Option B
- Option C
- None
- Don't know

6) Thinking about the option you have chosen; do you think this improves the street for:

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
Pedestrian movement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cyclist movement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road safety for pedestrians	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Disabled access and movement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road safety for cyclists	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle parking provision	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provision of disabled parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provision of loading bays		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Outdoor space for trading, activities etc.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic flows on Cotham Hill	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic flows in the surrounding streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic noise on Cotham Hill	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian noise on Cotham Hill	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Opportunities for community interaction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7) What do you like about your preferred option?

8) Is there anything you would change about your preferred option?

9) Would you be interested in having a community bike hangar (shared, secure bike storage on the road) installed on your street?

Yes No Don't know

If yes, what is the name of the street:

10) Would you like to see street artwork on the carriageway included in the preferred option you chose?

Yes No Don't know

11) Any other comments on this scheme?

About You

We want to hear from as many people as possible from all parts of Bristol, so we can understand all viewpoints.

It would be very helpful if you could complete the following 'About You' questions. This will help us ensure that no-one is discriminated against unlawfully and will help us see if people in different parts of Bristol and different circumstances have different views. The questions include each of the protected characteristics in the Equality Act 2010.

All questions are optional. You can skip any questions you do not wish to answer.

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 is available on request.

Please answer the questions below by ticking the boxes that you feel most describes you.

12) What is your age?

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

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

- Yes No Prefer not to say

14) What is your sex?

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

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

- Yes No Prefer not to say



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

- | | |
|--|---|
| <input type="checkbox"/> White British | <input type="checkbox"/> White Irish |
| <input type="checkbox"/> White Other | <input type="checkbox"/> Asian / Asian British |
| <input type="checkbox"/> Black / African / Caribbean / Black British | <input type="checkbox"/> Mixed / Multi ethnic group |
| <input type="checkbox"/> Gypsy / Roma / Irish Traveller | <input type="checkbox"/> Prefer not to say |
| <input type="checkbox"/> Any other ethnic background (please specify): | <input type="text"/> |

17) What is your sexual orientation?

- | | | |
|--|--|--|
| <input type="checkbox"/> Bisexual | <input type="checkbox"/> Gay man | <input type="checkbox"/> Gay woman / lesbian |
| <input type="checkbox"/> Heterosexual / straight | <input type="checkbox"/> Prefer not to say | |
| <input type="checkbox"/> Other (please specify): | | |

18) What is your religion / faith?

- | | | |
|--|-----------------------------------|--|
| <input type="checkbox"/> No religion | <input type="checkbox"/> Buddhist | <input type="checkbox"/> Christian |
| <input type="checkbox"/> Hindu | <input type="checkbox"/> Jewish | <input type="checkbox"/> Muslim |
| <input type="checkbox"/> Pagan | <input type="checkbox"/> Sikh | <input type="checkbox"/> Prefer not to say |
| <input type="checkbox"/> Other (please specify): | | |

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

- | | | |
|------------------------------|-----------------------------|--|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Prefer not to say |
|------------------------------|-----------------------------|--|

20) Are you a refugee or asylum seeker?

- | | | |
|------------------------------|-----------------------------|--|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Prefer not to say |
|------------------------------|-----------------------------|--|

21) We want to make sure our surveys are as good as possible.
Please tell us if you agree or disagree with the following statements:

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
There is enough information for me to answer the questions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The questions make it easy for me to give my views	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The survey meets my accessibility needs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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 Bristol Walking Alliance (full response)

Comments by Bristol Walking Alliance on Cotham Hill Permanent Scheme Consultation



Bristol Walking Alliance (BWA) supports retaining the trial closures of Cotham Hill to motor vehicles. Our comments mainly relate to the details of how a permanent scheme can most effectively be implemented. We encourage poor usage of the space to be designed out whenever possible.

What we support

We support the following, as shown in the consultation options A and B:

- Making the motor access closures along Cotham Hill permanent.
- The extension of the southern closure to the junction with Abbotsford Road.
- The widening of the footway on the south-west side of the southern closure - and removal of the hospitality structures that currently block it.
- Making a School Street in Aberdeen Road near St Peter & St Paul Primary School.
- Providing continuous footways at the junctions of Cotham Hill with Whiteladies Road, Hampton Park and Abbotsford Road.
- Adding disabled parking bays at the Cotham Hill ends of Hampton Park (x1) and Abbotsford Road (x2), and keeping the one at the end of Aberdeen Road.
- Increasing the number of street planters.

Though not shown in the consultation document, following discussion with officers we also support the following:

- Replacing the current access ramps with dropped kerbs and tactile paving. This should allow access from either footway to either end of each section of traffic-free road.
- The provision of a recycling and bin store on the roadway between the two traffic-free sections. This should prevent the need for bins to be left on footways. We hope this can be suitably landscaped, for example with panels and/or planters at each end, both to contain the space and to improve its appearance.
- Tightening the free space between the two traffic-free sections, including using kerbing, planters, street trees or similar immovable obstacles, as far as vehicle tracking will allow. This is to minimise the opportunities for parking and so reducing dependence on enforcement that relies on under-resourced teams.

Where we have concerns

We have reservations about how the following will be implemented:

- The footway space on the corner of Cotham Hill and Hampton Park.
To prevent the accessible footway being reduced in width to less than 1.8m, we suggest any areas used for hospitality or vending need to be demarcated, perhaps by contrasting colour, so that the space that must be kept clear for pedestrians is obvious to vendors and to customers. The continuous footway could possibly be extended further into Hampton Park to provide more space, allowing both an area for businesses spilling out on to the pavement and safe passage for pedestrians.
- The extent of footway widening.
The option text says 'Footways will be widened throughout the traffic free area where

possible'. In addition to the one section of footway highlighted for widening, we would like to see all footways be at least 2m wide, or if other constraints prevent this, an absolute minimum of 1.8m wide.

- The avoidance of sharp dips frustrating accessibility.
Where the road has a significant camber, care needs to be taken near dropped kerbs, including those next to disabled parking spaces, that there are no sharp dips that can make access difficult for those in wheelchairs and mobility scooters or for those pushing buggies or trolleys.

What further measures we would like to see

We additionally suggest:

- Aiming to reduce the occurrence of collisions at the junction of Aberdeen Road with Cotham Hill through careful design of junction geometry and signage. There is currently conflict between (1) the pedestrian desire line across Cotham Hill (e.g. to and from the school on Aberdeen Road), (2) the cycling contraflow and (3) the turning movements of motor traffic from Aberdeen Road into Cotham Hill - from both sides.
- Providing continuous footways at the junctions of Cotham Hill with Aberdeen Road, West Park and Woodland Road.
- Providing spaces for future e-scooter parking, as well as cycle parking, on the road rather than on the footway (as currently seen on the footway by the junction of Cotham Hill and Aberdeen Road).
- Planting trees where space allows at street corners or at ends of the traffic-free areas.

Several of the above comments suggest that having a welcoming, accessible pedestrian environment often depends on the details of implementation. BWA would welcome being involved when detailed designs are being prepared for the chosen option in the coming year.

The consultation process

We would like to reiterate our concerns about the way this consultation was presented. For example: two of the options are almost identical, except for making West Park one-way (for which there is no explanation); the changes to Aberdeen Road, including the School Street provision, are included in all options; the descriptions of the options are therefore repetitive, but have textual inconsistencies.

It would have been much better to highlight the proposed changes so that comments could be made separately. For example:

- Should Cotham Hill continue with motor access closures, or should it be made one-way?
- Should West Park be made one-way?
- Should Aberdeen Road be made one-way with a School Street section?

In addition, the option plans are too small to easily read the text or see details (e.g. disabled parking bays). It should be straightforward to allow the plans as drawn to be shown enlarged when viewing the website.

Bristol Walking Alliance
30 November 2021

enquiries@bristolwalkingalliance.org.uk

6.3 Bristol Cycling Campaign (full response)



Response to Consultation

Cotham Hill Permanent Scheme

Bristol Cycling Campaign

30th November 2021

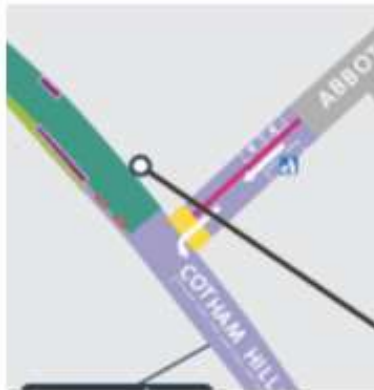
The good

We enthusiastically support the permanent transformation of the Cotham Hill high street into a vibrant space for all. We believe the nature of the street as a place to visit, stop and enjoy on foot makes Option A best, even at the expense of segregated cycle lanes along its length (Option C).

We are also glad to see substantial additional cycle parking, which will surely make Cotham Hill an even better place to visit by bike. We applaud the survey's designers for including a question about neighbourhood bike hangars, an unmet need across Bristol which our [report from March 2021](#) covers in detail.

We support the use of raised continuous footways in the trading area, though hope the design will be such that cyclist-pedestrian conflict is minimised. Our specialist members would be delighted to give empathetic feedback on specific plans, particularly at the junction of Cotham Hill and Abbotsford Road.

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f: Bristol Cycling Campaign
t: @BristolCycling



Junction of Cotham Hill and Abbotsford Road, an area of raised footway we feel may be a focal point of cyclist-pedestrian conflict if not sympathetically designed

We are pleased to see two one-way separated cycle lanes for a short section of Cotham Hill between West Park and St Michael's Hill. We question only whether segregating this area is the most effective use of limited resources; segregation would be more effective on the main roads in the area, such as Hampton Road, St Michael's Hill or Cotham Road. A better alternative might be to place modal filters at the main road boundaries such that motorised traffic volumes along Cotham Hill are so low as to make separated cycle lanes redundant (further detail to follow).

In the wider neighbourhood, we support the measures to reduce through traffic using one-way streets, contraflow painted cycle markings and a timed Schools Street closure. The limiting of the current "rat-run" across Aberdeen Road is particularly welcome.

Whilst we are encouraged that the proposed designs are emphatically better than the status quo, we feel Bristol should aim higher. The plans for the area surrounding Cotham Hill represent a missed opportunity to deliver a truly Liveable Neighbourhood in an area with unusually high public support.

Proposals for improvement

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Replace one-way through routes with point closures. The reliance on one-way streets to “reduce traffic speeds” on roads through the residential area is counter to the evidence that one-way streets actually increase speed due to the removal of oncoming traffic¹. An area of concern is the crossroads of Aberdeen Road and Cotham Hill, the confluence of three one-way streets heavily used by people on bikes:



Crossroads of Aberdeen Road and Cotham Hill, where three one-way streets collide

The proposal’s treatment of Aberdeen Road and West Park is puzzling in several ways. The ability for vehicles to “rat run” from Whiteladies Road to Cotham Road and St Michaels Hill via Aberdeen Road and West Park remains, and is even facilitated by the removal of oncoming traffic. We feel that point closures would be a more effective intervention here and would be supported by local residents.

Contraflow cycle lanes on the wrong side of the road. The cycle markings on Aberdeen Road and West Park appear to represent contraflow access for cycles, yet are on the “wrong” side of the road. We are struggling to visualise what the two small stretches of pink cycle lane at the junctions of those roads with Cotham Hill will mean in practice.

To illustrate, imagine riding your bike down the pictured stretch of Cotham Hill intending to turn left onto West Park:

¹ <https://www.trafficchoices.co.uk/traffic-schemes/one-way-street.shtml>

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stivity
stivity

AaBbCcDd AaBbCcDd **AaB** AaBb **Aa**

Normal No Spac... Heading 1 Heading 2 Title

Styles

Replace Select

Editing

Voic



The junction of Cotham Hill and West Park (left).

You see a driver on West Park waiting at the junction, signalling to turn right onto Cotham Hill. You raise your arm to turn left onto West Park. The driver sees your signal and reasonably assumes you are going to enter West Park on the *left-hand* side of the road, to their right. But the driver is mistaken: according to the new road layout, you must cross the junction *in front of the driver* to enter West Park on the right-hand side of the road:



Aberdeen Road and West Park - the proposal contains confusing contra-flow and potentially deadly junction designs

You cross in front of the car that is now driving on to Cotham Hill and is seconds from hitting you. Why did this happen?

We are sure there must be a mistake in the proposal's representation of officers' intentions with respect to the junctions of Cotham Hill with Aberdeen Road and West Park.

Coordination with A37/A4018 Transport Corridor. We were hopeful that West Park and Aberdeen Road would include a modal filter/point closure at the ~~Whiteladies Road~~ end. We believe this would create a true Liveable Neighbourhood in the area surrounding Cotham Hill.

The proposed one-way streets in the Cotham Hill scheme would seem to preclude such a point closure of West Park and Aberdeen Road at ~~Whiteladies Road~~, perhaps as part of the A37/A4018 Transport Corridor. Should a point closure still be "on the cards", we would support abandonment of the one-way element of West Park and Aberdeen Road in this scheme in favour of modal

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filtering.

Access to businesses from Whiteladies Road. Two businesses with substantial vehicle access requirements at the entrance to Cotham Hill from Whiteladies Road: Travis Perkins and Domino's Pizza. There seems to be potential for conflict of vehicles with pedestrians using the continuous footway on Whiteladies Road. How will the scheme juggle competing needs for space in this area?

Summary

In closing, Bristol Cycling Campaign applauds Bristol City Council for its responsiveness in transforming Cotham Hill high street. The rest of the scheme covering the surrounding residential neighbourhood is mostly good for those who wish to cycle, and could be improved with only modest modal filtering that would obviate the need for expensive cycle infrastructure on residential streets.

We would be delighted to meet with officers to sensitively discuss aspects of the scheme, understand their vision and learn more about how we can work together to make Bristol a city that's truly safe for all to cycle.

CONTACT

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