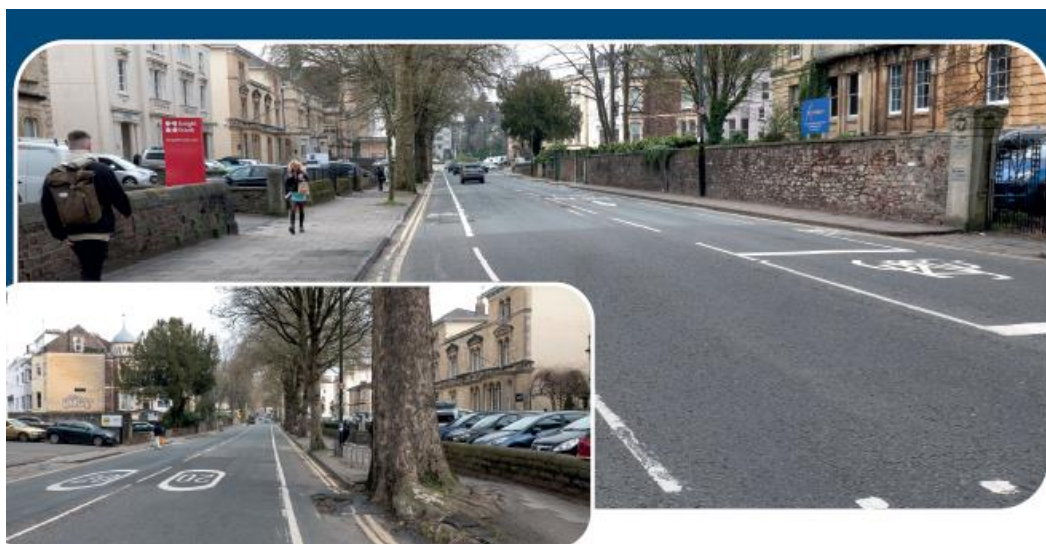


Whiteladies Road

Flood Alleviation and Footpath Scheme – Engagement Report

June 2022



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1. Summary

Between 9 May 2022 and 8 June 2022 Bristol City Council conducted an engagement survey asking about the proposals to carry out highway improvements focusing on a drainage system and footpath improvements along Whiteladies Road between the Tyndall's Park Road junction and the Queen's Road junction.

How we engaged

To ensure the survey reached as wide an audience as possible:

- 1717 letters were sent out to residents and local businesses in the area explaining the proposals and with a direct link to the survey
- Paper copies with a free post envelope were available on request via an email address or phone number
- 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 emailed asking for their views
- All local councillors were contacted with a link to the survey and asked to promote it to interested parties.
- Citywide stakeholders and equality groups were emailed asking for their views to ensure we engaged with as wide a range as possible of different users.

Community survey

A total of 1016 completed responses were received from the survey. The headline findings are:

- 46% of respondents were residents (470 responses) and 35% (359 responses) were regular visitors to the area
- Around 85% of those who responded cycle (862 responses) and 73% (733 responses) walk through along the route
- Of the flood alleviation proposals:
 - 75% thought the permeable soft verges were fair to very good,
 - 84% rated the new drainage channel from fair to very good,
 - 90% rated the kerbs with holes to aid water flow to drains from fair to very good
- Of the pedestrian measure proposals:
 - 72% rated the wider and flat inbound footpath fair to very good.
 - 80% rated the dropped kerbs on the outbound footpath as fair to very good
- Of the road layout proposals:
 - 94% rated the removal of the cycle lanes as poor to very poor.
 - 73% rated the narrowing of traffic lanes as fair to very good
- 875 free text comments were received
- 65% of responses wanted to see more greenery as part of the proposals

Stakeholders

Five stakeholders responded to the engagement exercise. These were the Bristol Cycling Campaign, Bristol Walking Alliance, University of Bristol, Cycling UK and University of Bristol Cycling Club. Comments from the groups were objected to the removal of the cycle lanes.

Emails and letters

52 emails were received of which 6 had attachments. 45 objected to the removal of the cycle lane and 3 asked about the trees and the others suggested worse places where flooding is an issue. People were concerned about the removal of the cycle lanes as they felt the proposal was not in line with the council policies, the climate emergency and the zero emission targets. 1 phone call was received from someone who also objected to the cycle lane removal.

2. Background

The Whiteladies Road section is on the border of two wards Central and Clifton Down. Although Clifton ward is not covered by the road it is so close that the ward members have been included in the circulation.

The proposals are to carry out highway improvements focusing on a drainage system and footpath improvements along Whiteladies Road between the Tyndall's Park Road junction and the Queen's Road junction.

This section of Whiteladies Road suffers from localised flooding and is a road safety issue for pedestrians. The width of the inbound footway (on the Victoria Methodist Church side) is sub-standard and uneven because of the tree roots. There are several narrow sections along the footpath where the trees narrow the footpath for pedestrians.

We need to address these issues of flooding and footpath space for pedestrians on the inbound route and propose to:

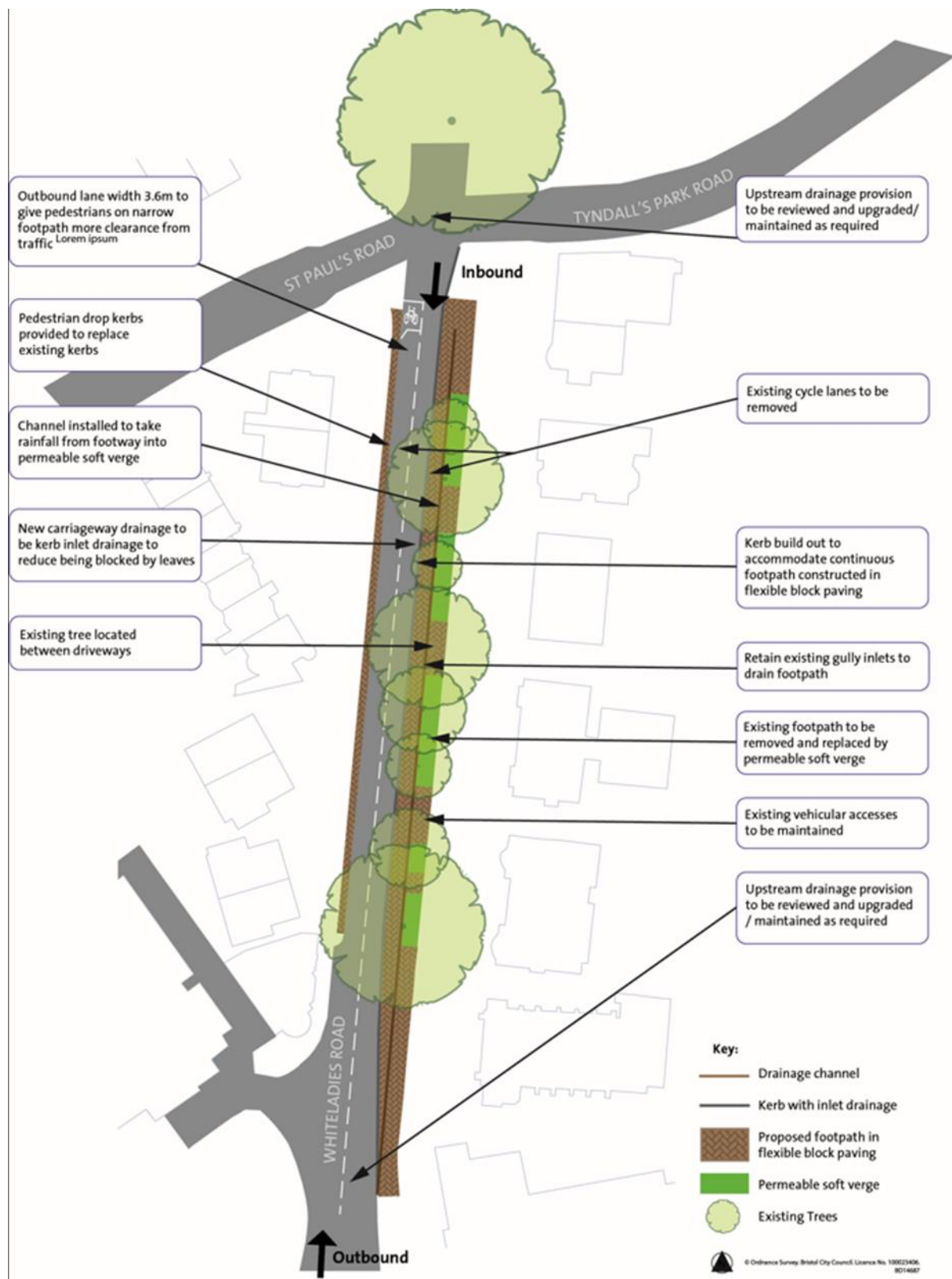
- Remove the inbound cycle lane to provide space to accommodate a wider, flat and even footpath whilst retaining the inbound traffic lane for motorised traffic.
- Replace the existing footpath with permeable soft verges (grass verges) which will take rainfall from the surface and help alleviate the risk of localised flooding.
- Install a new drainage channel for the water to flow between the new footpath and the permeable soft verges (grass verges) to take rainfall and direct it to the grass.
- Retain the existing drain covers to help drain the footpath and reduce risk of localised flooding.
- Create new drainage from the road to include kerbs with drainage holes to improve the water flow into the drains and reduce blockages from leaves.
- Retain existing vehicle access to properties.

For the outbound footpath (heading away from the Triangle) we propose to:

- Replace the existing high kerbs with drop kerbs.
- Remove the outbound cycle lane and reduce the outbound traffic lane to 3.6m to give pedestrians on the narrow footway more space from traffic.

Wherever possible we try to avoid removing cycle lanes and have investigated pushing back the walls of properties to provide more width, but this is not an option as these are privately owned. We are proposing to install some greenery, e-scooter and cycle parking along the new widened footpath. The advanced stop lines for cyclists will be retained at the traffic signals.

The proposal is shown in the following plan.



2.1 Objectives of engagement and communications

The main aim of the engagement exercise was to:

- seek views from key and local stakeholders at an early stage, on their thoughts of the designs for the flood alleviation and footpath scheme
- seek views from local businesses, local people living and working along and near the street to inform 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

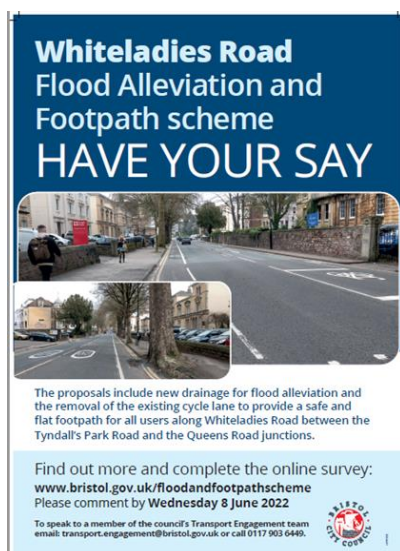
The target audiences for this project include stakeholders such as:

- Bristol City Council ward members,
- Internal stakeholders/project teams
- Local businesses and traders,
- Local resident associations, faith, equality, 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 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 shortened link www.bristol.gov.uk/floodandfootpathscheme 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 an image of the poster.



The team encouraged everyone to have their say by:

- Putting up 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 1717 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

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: Flood Alleviation and Footpath Scheme, Transport Engagement Team, PO BOX 3399, 100 Temple Street, Bristol, BS1 9NE.

3.1 Community Survey

The survey was designed by the team to capture views from residents, businesses and anyone who uses the junction to help build a picture of the views surrounding the proposed flood alleviation and footpath scheme. The survey was split into the following sections:

1. Details of who is responding and travel habits
2. Questions about each element e.g., flooding issues, pedestrian elements, and the road layout
3. About you details

The survey was launched on 9 May until the 8 June 2022 which allowed four weeks for comment. The survey was hosted on the consultation hub on the city council website and had a shortened link of www.bristol.gov.uk/floodandfootpathscheme.

3.2. How we engaged

The council wanted to engage with key stakeholders such as ward members, residents, community groups and local businesses to see what appetite existed for any changes to the traffic signals whilst they were being refurbished.

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.

4. Results

4.1 Stakeholder engagement

The team identified key stakeholders who were contacted via email at the launch of the survey asking for their thoughts and comments. The key stakeholders list includes:

- 6 ward members covering Central, Clifton and Clifton Down,
- emergency service providers,
- equality groups such as WECIL
- transport / interest groups such as Bristol cycling campaign, Bristol Walking Alliance, Bristol Civic Society, Bristol University
- educational institutions including pre -schools, a special school, and local primary schools

- refuse firms such as Bristol Waste
- medical providers such as local GP surgeries
- faith groups and local centres such as Victoria Methodist Church
- voluntary and community sector groups including local community centres and halls

Key stakeholders

Responses were received from five stakeholder groups:

Bristol Cycling Campaign (BCyC)

The group did not “agree that it is necessary to remove the cycle lanes from this section of the Whiteladies Road in order to meet the stated goals of alleviating the flood risk and improving the footways. We object to this plan on the grounds that:

- It increases the risk of injury & death to cyclists using the road and proposes no mitigation to address this danger.
- The tree root trip hazard risk to pedestrians (inbound) can be addressed by raising & resurfacing the existing pavement, without removing the cycle lane.
- The flood risk can be alleviated by upgrading the uphill storm drainage to prevent run-off from inundating this section of road and upgrading the road drains along this section (outbound side), without removing the cycle lane”.

They felt that the flood proposal would not cope with the severity of recent flash floods and suggested improving the storm drains uphill and maintaining existing drains. They suggested using ‘flexipave’ to deal with the tree roots and wanted negotiations with property owners for additional land to happen. They also commented on cycle and e-scooter parking and challenged the proposal for removing cycle lanes and felt it would make it unsafe for cyclists. They referenced policies and the number 2 bus route project and felt the proposals were poorly considered and fails to address the problems that are being addressed.

Bristol Walking Alliance

Whilst agreeing that the footways on the road need attention they proposed an alternative solution for both directions. On the eastbound side of footway, they propose:

- “Resurface the existing footway at a slightly higher level to achieve maximum width and provide a flat surface above the level of the tree roots.
- The slightly raised surface should maintain a continuous footway across driveways, so the driveways may need extra drainage beneath the footway.
- Relocate the cycle stands situated between the trees (which seem rarely used).
- Provide wider sections of footway (by about half a tree width) between the trees to allow pedestrian 'overtaking' - this is what effectively happens already.
- Put grass verges, with kerbs to the road that include drainage inlets, between the trees (using the remaining half a tree width) providing permeability to help drainage and tree irrigation.”

On the western side of the footway, they propose “to request that the driveways are raised to produce a continuous, level footway with a short vehicle ramp to the road”.

Cycling UK

They objected to the proposed works on several levels:

Ineffective – permeable verges would not cope with large volumes of water

Unsafe – pedestrians would be using a footway next to a road whereas now they are shielded by the trees and the removal of the cycle lane creates a dangerous situation for cyclists
 Lack of coherence – many places on wider route where advisory lanes break at junctions so to remove a lane altogether would be in contrary to environmental and traffic policies.

University of Bristol

The response from the university stated that they are not in support of this proposal and did not answer any of the questions in the survey as these were aimed more at small businesses and individuals.

Cycling club (University of Bristol)

The club were disappointed at the proposal as the section of road is a thoroughfare for students who live in Cotham, Redland and Clifton and the removal of the cycle lanes will make it unsafe. “The cycle lane allows bus drivers to pass cyclists safely and its removal would make this much more challenging. The cycle lane along this section of Whiteladies also makes the interaction between traffic and the highly popular Voi scooters a lot safer, with many students now choosing these as means of transport.”

“We instead propose the flooding problem is fixed by combining a drainage channel between the pavement and cycle lane and building new drains into the road. The pavement could be widened by simply releveling the existing pavement and fixing the damage caused by tree roots, without needing to remove the cycle lane. Permeable drainage areas could be used around the base of the trees, with these areas also utilising kerb blocks with drainage holes.”



Local stakeholders




The local stakeholders for this route included preschools, two primary schools and three secondary schools. Other stakeholders included local churches, GP surgeries, local retail shops and businesses. All these local stakeholders received an email or letter detailing the traffic signal proposals and asking for comment.

4.2 Community Survey results

A total of 1016 completed responses to the survey have been captured using the online Smart Survey platform over the engagement period.

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

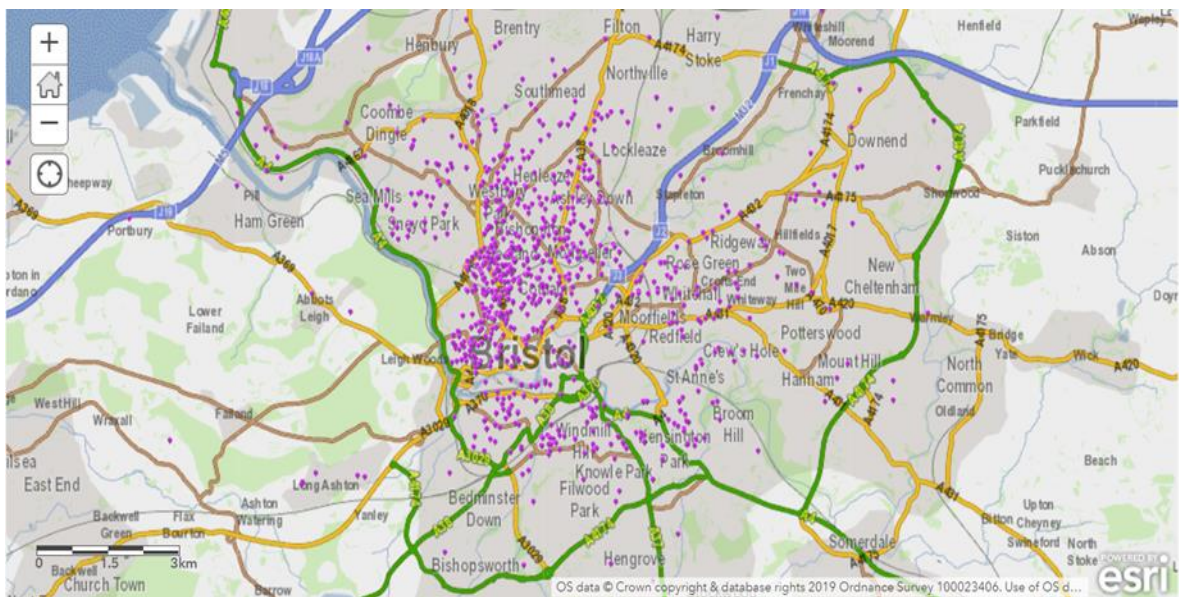
1. Which of the following best describes you?				
			Response Percent	Response Total
1	Local resident		46.40%	470
2	Local business owner		1.38%	14

1. Which of the following best describes you?				
			Response Percent	Response Total
3	Work in the local area		14.61%	148
4	Regular visitor to the area		35.44%	359
5	Other		2.17%	22
			answered	1013
			skipped	3

Over 46% of respondents said they were a local resident and 35% were regular visitors to the local area.

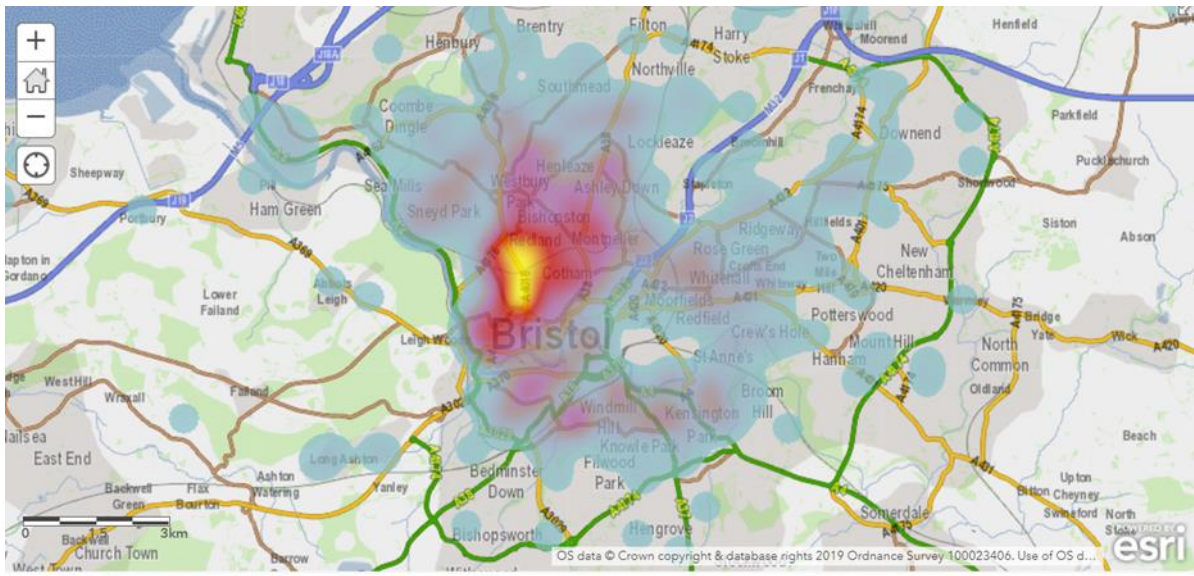
2. What is your full postcode?				
			Response Percent	Response Total
1	Open-Ended Question		100.00%	998

The 998 postcodes have been plotted on a map below to show where the respondents live. The first map shows that respondents live across the whole city reflecting the fact that this road is a key part of a commuter route in the city.



The second map is a heat map that shows the concentration of respondents. The yellow and red area shows where the highest number of respondents are located, and blue shaded area shows the

reach of all respondents. This shows that although a wide range of people commented from across the city there was high level centred around the local ward area.



3. How do you travel along this road? (Tick all that apply)				
			Response Percent	Response Total
1	I walk	<div style="width: 72.50%; height: 15px; background-color: red;"></div>	72.50%	733
2	I use a bicycle	<div style="width: 85.26%; height: 15px; background-color: yellow;"></div>	85.26%	862
3	I use a scooter	<div style="width: 16.32%; height: 15px; background-color: blue;"></div>	16.32%	165
4	I catch the bus	<div style="width: 28.19%; height: 15px; background-color: green;"></div>	28.19%	285
5	I use a taxi	<div style="width: 6.82%; height: 15px; background-color: orange;"></div>	6.82%	69
6	I use a motorcycle	<div style="width: 1.88%; height: 15px; background-color: purple;"></div>	1.88%	19
7	I drive a car / van	<div style="width: 38.67%; height: 15px; background-color: magenta;"></div>	38.67%	391
8	I am a car passenger	<div style="width: 11.28%; height: 15px; background-color: lightyellow;"></div>	11.28%	114
9	Other (please specify):	<div style="width: 0.99%; height: 15px; background-color: blue;"></div>	0.99%	10
			answered	1011
			skipped	5

Around 73% travel along the route on foot and 85% by bike.

4. Thinking about the flood alleviation measures, how would you rate proposed permeable soft verges, the new drainage channel between the footpath and the permeable soft verges and the kerbs with drainage holes to aid water flowing into drains?

	Very good	Good	Fair	Poor	Very poor	Response Total
Permeable soft verges (grass verges)	23.1% (224)	28.1% (272)	23.7% (229)	10.7% (104)	14.4% (139)	968
New drainage channel	25.9% (248)	31.4% (301)	26.4% (253)	7.8% (75)	8.6% (82)	959
Kerbs with holes to aid water flow into drains	32.3% (310)	37.4% (359)	19.8% (190)	4.9% (47)	5.7% (55)	961
					answered	974
					skipped	42

5. Thinking about the pedestrian measures, how would you rate the provision of a new wider and flat inbound footpath and the installation of drop kerbs on the outbound footpath?

	Very good	Good	Fair	Poor	Very poor	Response Total
Wider and flat inbound footpath	18.7% (181)	27.7% (268)	25.6% (247)	15.3% (148)	12.6% (122)	966
Dropped kerbs on the outbound footpath	17.4% (166)	29.4% (281)	33.0% (315)	10.8% (103)	9.4% (90)	955
					answered	972
					skipped	44

6. Thinking about the road layout proposals, how would you rate changes that include the removal of the cycle lanes (inbound and outbound) and the narrowing of the carriageway for motorised traffic?

	Very good	Good	Fair	Poor	Very poor	Response Total
Removal of cycle lanes	2.6% (26)	1.3% (13)	2.5% (25)	3.0% (30)	90.7% (916)	1010
Narrowing of traffic lanes	32.2% (320)	20.8% (207)	20.1% (200)	8.5% (84)	18.3% (182)	993
					answered	1012
					skipped	4

7. Do you have any other comments or suggestions?

	Response Percent	Response Total
1 Open-Ended Question	100.00%	875

875 comments were left from the 1016 respondents, and these were categorised into the following topics. The total number of comments in each topic will add up to more than the total number of comments as they often covered more than category:

- Object to removal of cycle lane/ not safe for cyclists
- Against environmental and climate change policy / objectives
- Need segregated cycle lanes
- Pedestrian footpath comments
- Flooding issues/ soft verges
- Suggestions
- Agree with proposal
- Other

Topic	Number of responses
Object to removal of cycle lane/ not safe for cyclists	683 comments
Against environmental and climate change policy / objectives	80 comments
Need segregated cycle lanes	28 comments
Pedestrian footpath comments	38 comments
Flooding issues/soft verges	100 comments
Suggestions	144 comments
Agree with proposal	15 comments
Other	41 comments

The main observations are the number of comments made about the removal of the cycle lane. Concerns were raised about fact this does not join up with the declared climate change emergency, or the proposals for the wider area as described in the A37/A4018 (number 2 bus route) proposals and concern about safety for cyclists on such a busy stretch of road. Many felt there were opportunities to provide segregated cycle lanes and others suggested alternative designs such as raising the footpaths, compulsory purchase orders on front gardens and taking road space away from general traffic. The most common flood suggestion was to clean and maintain the drains.

Below is a summary of the comments received in each category:

General Comments	Number	Summary of comments
Object to removal of cycle lane/ not safe for cyclists	683 comments	Removing the cycle lanes and narrowing the traffic lanes will cause conflict between cyclists and motorists and will make cycling that section dangerous. Getting rid of cycle lanes is a backwards step. Removing the cycle lanes is totally unacceptable. Disappointed this scheme has been taken forward to consultation. Disbelief that BCC would consider taking out cycle lanes in 2022. If you removed bike lanes how does this fit with the number 2 bus route changes which is developing more bike infrastructure. Recognise that there is

		<p>flooding problem, but this is not the answer. If you remove cycle lanes and narrow the carriageway, this is just inviting danger to both cyclists and cars on an already busy road. Badly thought out proposal. Removing a cycle path seems a very backwards step, especially at a time when the council are supposedly trying to encourage active transport. Understand the difficulties here but this solution is not the right one. The current painted cycle lane is inadequate, nevertheless it provides some minimal infrastructure for many people who cycle along this busy road. This will cause injuries and deaths of cyclists. Removing cycle lanes will be a major road safety issue and will inevitably cause accidents and casualties on this busy road. Removal of any of the scant cycle infrastructure in Bristol is a terrible idea. The city needs more cycle lanes not less, don't remove the cycle lanes. The cycle lanes are essential on this road. Removing the cycle lane is EXACTLY in the wrong direction. What are you THINKING?!</p>
Against environmental and climate change policy / objectives	80 comments	<p>This scheme makes a completely mockery of Bristol's declaration of a climate emergency. That totally goes against health and environmental transport plans. It completely goes against Bristol's net carbon neutral plan and concessions should be made for sustainable transport methods in this area. In a city that is planning to be carbon neutral and climate resilient by 2030, the idea of removing inner city cycling paths should be considered as anachronistic and not appropriate and should therefore be dismissed right from the start. The council should be prioritising sustainable transport to meet their Net Zero targets. Narrowing to road to prioritise vehicles and pedestrians only, and not cyclists, is a derogation of the Council's duty.</p>
Need segregated cycle lanes	28 comments	<p>A lane of traffic could be removed and given over to a proper safe, segregated cycle lane. If there isn't enough room for everything then turn it into a one way street with two way segregated cycle lane. Protected cycle lanes should be in every future road building plan and removing any existing ones makes no sense when we all need better cycling provisions. Install permanent separated cycle lanes as paint is not infrastructure.</p>
Pedestrian footpath comments	38 comments	<p>Foot traffic in area is too high for grass verges to grow. Widening the pavement and then adding cycling and scooter parking to the pavement itself seems self-defeating. This will create obstructions for pedestrians and wheelchair users - why aren't you instead reclaiming road space for this purpose? Like the idea of widening the pavement, but given the size of the tree trunks, the pavement should be even wider than currently proposed to allow for wheelchairs and buggies etc. The tree roots make the footpath very difficult for prams and pushchairs. Welcome these changes to widen the footpaths for pedestrians.</p>

Flooding issues/soft verges	100 comments	Something needs to be done about the flooding on this section of the road. Whilst SUDS are a good idea, I think you will find that the level of usage is so great that they will turn to mud. If they are completely fenced off, then you are not creating more space for pedestrians. Surely grass areas in the paving will be walked over, become muddy and not grow grass, they will also become compacted so not very absorbent of rain and become muddy. Surely some sort of permeable paving is better or as proposed kerbs with drainage holes, also of course more regular clearance of leaves in autumn. Why don't you just regularly unblock the drains? Adding holes to kerbs to blocked drains won't do anything, surely? Are the 'soft verges' going to be grass? Surely people will just shortcut across it and wear away the grass - a proper permeable surface should be used.
Suggestions	144 comments	fully support and agree with the submissions made by Bristol Walking Alliance and Bristol Cycling Campaign. How about considering closing the road to motor vehicles? Or making a one way system. Just improve the drainage and be done with it. A mesh that prevents leaves from entering the drains and clogging them would work perfectly well, if during high rainfall periods a person were to periodically visit to remove any leaves that build up. Wide pavements on either side with a bidirectional cycle lane through the middle, that buses are allowed to use. The road can be closed to private traffic. Why don't you clear the drains periodically? The council needs to work with landowners to install permeable surfacing and intercept runoff rather than mitigate ponding on the highway. Stop allowing developers & homeowners to tarmac over front gardens. Plant some more trees and green stuff. Permeable paving added to the frontages of their properties instead of removing space for pedestrians on the footway. Surely the flooding issue could be addressed with just more regular maintenance/clearing of drains (and possibly some drain improvements). If you need wider pavements, then you will have to 'compulsory purchase' some of the frontages along that stretch of road.
Agree with proposal	15 comments	The cycle lanes are very narrow anyway, so on balance, worth the trade-off for the benefits to drainage and pedestrians. This is a real problem for road users. We are glad something will be done. Walk this 4 times almost every day. It is narrow, dangerous as well as often flooded. This is an excellent idea.
Other	41 comments	Likely to encourage scooter users onto the pavement which is dangerous for pedestrians. More thought and creative solutions required to find a solution that doesn't prioritise any mode of transport over another and doesn't detract from the existing road features. Scooter parking on pavements should be avoided, not encouraged. Scooters belong on the road and should be parked in reallocated car parking spaces. Concerned about slippery grass verges. Stop

		pushing the CAZ. Odd to include cycle parking when you are making it harder to bikes to use the road. Have any other options been considered? I also object to the design of this survey. Inner city areas need landscaping & improvements a 100 times more than Whiteladies road!!
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8. Would you like to see the inclusion of the following in the widened footpath?				
	Yes	No	Don't know	Response Total
Scooter parking	27.6% (267)	49.4% (478)	23.0% (223)	968
Cycle parking	53.5% (526)	29.9% (294)	16.6% (163)	983
More greenery	64.5% (633)	17.4% (171)	18.0% (177)	981
			answered	991
			skipped	25

Demographic data




Most people who responded were 25 to 34 and 35 to 44 years old.

9. What is your age?				
			Response Percent	Response Total
1	0-10		0.00%	0
2	11-15		0.00%	0
3	16-17		0.30%	3
4	18-24		6.07%	60
5	25-34		27.53%	272
6	35-44		25.51%	252
7	45-54		15.08%	149
8	55-64		15.28%	151
9	65-74		7.09%	70




9. What is your age?


			Response Percent	Response Total
10	75-84		1.52%	15
11	85 +		0.00%	0
12	Prefer not to say		1.62%	16
			answered	988
			skipped	28










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

			Response Percent	Response Total
1	Yes		6.12%	60
2	No		89.39%	876
3	Prefer not to say		4.49%	44
			answered	980
			skipped	36

11. What is your sex?

			Response Percent	Response Total
1	Female		28.38%	279
2	Male		61.24%	602
3	Prefer not to say		9.77%	96

11. What is your sex?				
			Response Percent	Response Total
4	Other (please describe):		0.61%	6
			answered	983
			skipped	33

12. What is your ethnic group? (please tick one box only)				
			Response Percent	Response Total
1	White British		76.02%	745
2	White Irish		1.12%	11
3	White Other		7.04%	69
4	Black /African / Caribbean / Black British		0.92%	9
5	Asian / Asian British		2.14%	21
6	Mixed / Multi ethnic group		2.35%	23
7	Gypsy / Roma / Irish Traveller		0.20%	2
8	Prefer not to say		9.69%	95
9	Any other ethnic background (please describe):		0.51%	5
			answered	980
			skipped	36

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.

52 emails were received of which 6 had attachments. 45 objected to the removal of the cycle lane and 3 asked about the trees and the others suggested worse places where flooding is an issue. People were concerned about the removal of the cycle lanes as they felt the proposal was not in line with the council policies, the climate emergency and the zero emission targets. 1 phone call was received from someone who also objected to the cycle lane removal.