

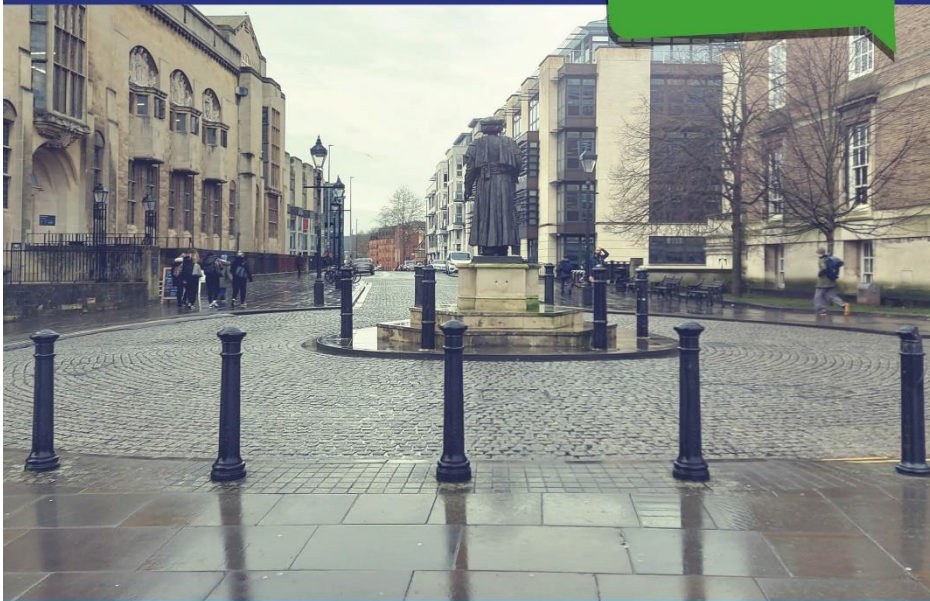
Deanery Road

Early Engagement Report

March 2024

**Active travel survey:
Deanery Road Quietway**

**Have
your say!**



Have your say by 17 March 2024
www.bristol.gov.uk/xxxxx



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1. Summary

1.1 How we engaged.

This early engagement exercise asked people to rate different suggested improvements that could be made along the route. People who live by or travel along Deanery Road, St Georges Road and Hotwell Road were encouraged to feed into the early engagement exercise. This was to find out how this route can be improved to make a safer and more pleasant walking, wheeling and cycling route, and to encourage more people to use it.

The team created different products and methods to support the early engagement process including:

- An online survey, with postal option available on request (agreed as the best way to collate views from the community)
- Letters to residents and businesses within the local area
- Social media posts (Facebook and X formerly Twitter)
- Face to Face drop-in sessions (hosted at key community locations on/near to the route to provide opportunities for users/the public to find out more and submit views)

All information about the project was provided online, compatible with word reader software and could be emailed out via editable pdfs.

1.2 Community survey

The survey was launched on 5 Feb 2024 and ran until 24 March 2024, which allowed seven weeks for comments. The team designed it to capture views from residents, businesses and anyone who lives along and uses the route; helping build a picture of how people rate the suggested improvements.

1.3 Stakeholders

Responses (via the survey, letters and emails) were received from the following stakeholder groups:

- Bristol Walking Alliance
- Bristol Cycling Campaign
- Bristol Cathedral
- Bristol Cathedral Homeless Outreach Team
- Hotwells School Street (yet to be formalised)
- Bristol Beacon concert band
- Cathedral Primary School
- Environment Agency
- Holy Trinity Church
- Local Resident Forum
- Lime Tree Gallery

1.4 Survey results

In total, 407 responses were received from the survey (400), emails (5) and stakeholder response letters (2).

Of the survey respondents:

- 46% of respondents said they were a local resident.
- 37% of respondents said they travel along the route several times a week.
- Most people walk (70%) and/or cycle (51%) along the route. The third popular mode to travel along the route is as a car driver (28%).
- 62% of respondents were aged 25-54.
- 71% were White British, 10% other white background, 3% Asian or Asian British and 3% mixed or multiple ethnic groups. 12% preferred not to say.
- Over half respondents (52%) were male.
- Females, those who preferred not to say their sex and those from non-white backgrounds were more likely to say that the suggested improvements would have a negative effect on them because of their protected characteristics compared to males and those from white backgrounds.

Across all questions:

- 'Improved pedestrian and cycle crossings on Jacob Wells roundabout' received the most very good and good ratings (5% of all ratings), with 'Continuous pavements and cycle paths' receiving the highest very good rating and 'Expansion of footway on southside of Anchor Road' and 'Provision of loading bays along the north side of Hotwell Road' receiving the highest good rating.
- 'Removal of on street parking' received the most very poor and poor ratings (2% of all ratings), with 'Removal of traffic lane eastbound from two to one' receiving the highest very poor rating and 'Removal of parking bays on southside of Deanery Road' receiving the highest poor rating.
- Section 3 had the largest number of respondents (48% total responses) leave comments in the 'Any other comments' free text question.

Section 1: Deanery Road

- 'Shared space outside the library' received the highest percentage of 'very good' ratings and the 3rd highest 'very poor' rating.
- 'One-way for general traffic' and 'removal of parking bays' received the highest percentage of 'very poor' ratings.
- More residents rated 'removal of parking bays' as very good or good (49%) compared to poor and very poor (26%).
- More residents rated 'one-way to general traffic' as very good or good (53%) compared to poor and very poor (28%). This is also reflected across the other categories of people with 70% rating it very good or good, and 18% rating it poor or very poor.
- Comment categories include Vehicle Use (65), Conflict (52), Design (51), Reasoning (31), Accessibility (26), Connectivity (7) and Supportive (6).

Section 2: St Georges Road and Anchor Road

- 'Continuous pavements and cycle paths' was most rated very good (56.5%).

- 'Improved pedestrian and cycle crossings on Jacob Wells roundabout' was the most rated very good and good combined (80.4%).
- Overall, improvements were rated as 'very poor' 113 times compared to rated as very good 988 times – this is around 8x more likely to be voted 'very good' compared to 'very poor'.
- 57% of car drives rated the 'segregated two-way cycle path' as very good and good compared to 19% who rated it very poor and poor.
- Comment categories include Design/Details (61), Conflicts (29), Reasoning (22), Supportive (18), Connectivity (16), Vehicle Use (14), Safety (6) and Accessibility (2).

Section 3: Hotwell Road Option 1 and Option 2

- The 'removal of traffic lane eastbound' and 'removal of on-street parking' received the highest very poor and poor ratings.
- 50% of respondents rated 'Option 2' as poor or very poor compared to a 22% rating it neither good or poor, and 29% rating it very good and good.
- Half of residents (51%) rated 'removal of on-street parking' as very good or good and a third (32%) rated it as poor or very poor. This was reflected across other groups such as those working in the area (66% and 19% respectively) and visitors (63% and 15% respectively).
- 50% of residents rated maintaining the current situation with no changes to the carriage way as poor and very poor.
- Comment categories include Conflict (83), Vehicle Use (66), Design (28), Reasoning (25), Maintenance (18), Trees (14), Connectivity (14) and Supportive (12).

2. Background

2.1 Active Travel Fund 4 (ATF4)

Deanery Road is one of four routes in the Active Travel Fund 4 (ATF4) package. The ATF4 project has been funded by Active Travel England and aims to improve four of the key strategic walking, wheeling and cycling routes included within the region's Local Cycling & Walking Infrastructure Plan (LCWIP). The LCWIP proposes improvements to walking environments and cycling routes, with the aim of providing high quality infrastructure to support a transition to where walking and cycling are the preferred choice for shorter trips and to access public transport.

2.2 Project Ambition

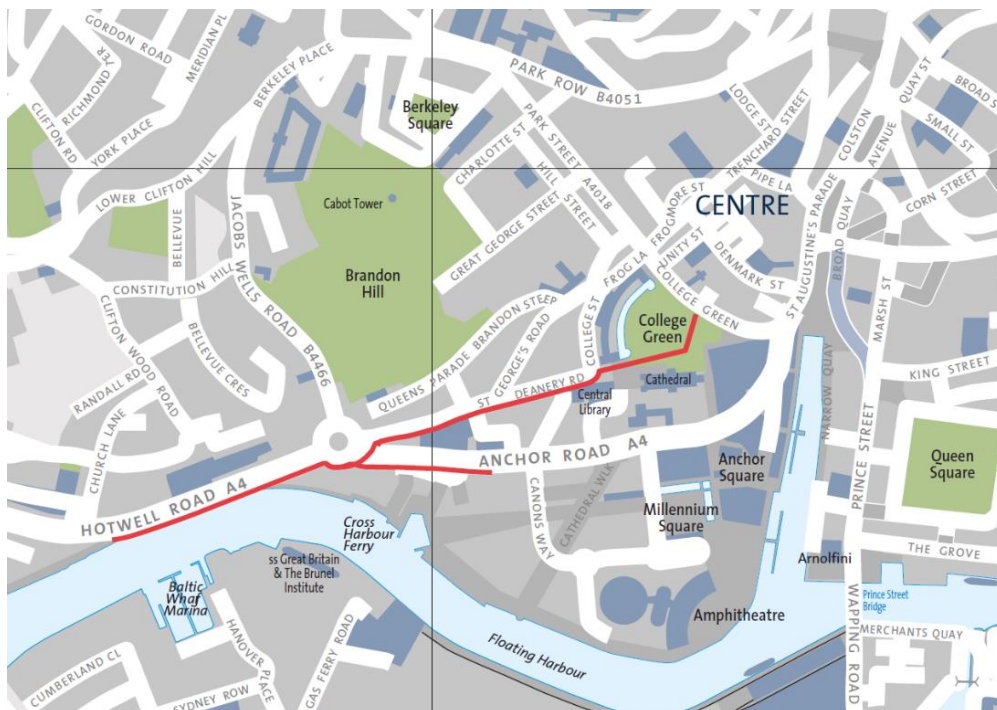
The ambition is to improve the walking, wheeling and cycling facilities, making it easier, safer and more accessible to walk, wheel and cycle along the route.

2.2.1 Deanery Road: The Route

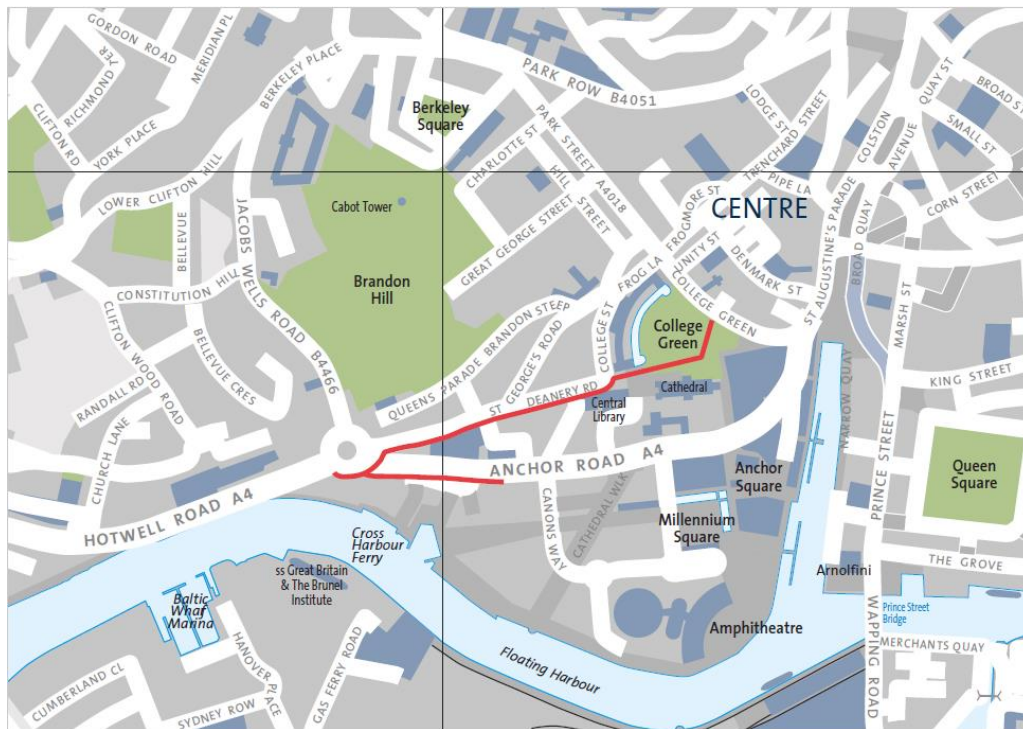
Deanery Road is a route connecting College Green with Hotwell Road along Deanery Road and St Georges Street. This project focuses on the route along Deanery Road between College Green and St George's Road, and along Hotwell Road to the Mardyke Wharf car park. It also includes improvements on the southside of Anchor Road between the Jacob Wells roundabout and Lime Kiln Road. The route contains sections of on-road, off-road and shared-use path where necessary.

Further technical work has continued to be undertaken along Hotwell Road, therefore it was decided that the survey would gather feedback on two options for this section.

Option 1: Improvements along Deanery Road, St Georges Road and Hotwell Road:



Option 2: Improvements along Deanery Road and St Georges Road, with Hotwell Road remaining as is.



2.2.2 Objectives of engagement and communications

The main aim of the engagement exercise was to:

- seek views from key and local stakeholders.
- seek views from local businesses, local people living and working along the route.
- begin a constructive dialogue and create the environment where people can be involved throughout the process.
- create a good understanding of the early engagement exercise to find out the issues and any benefits amongst stakeholders, local businesses, local people, and commuters.
- demonstrate Bristol City Council is prioritising sustainable transport options to help Bristol become a sustainable city with a low impact on our planet, clean air, and a healthy environment for all.

The target audiences for this project include stakeholders such as:

- Bristol City Council ward members, local MPs
- West of England Combined Authority
- Emergency services
- Educational facilities such as local schools
- Transport operators
- Transport campaign groups
- Equality groups such as sight loss council, Bristol disability equality forum and Bristol Muslim Culture Society
- Local people who live on the route or on side roads

- Local resident associations, faith, and community groups
- People working near the route
- People who visit local places on the route
- People who use the route

1. Early engagement exercise

This early engagement exercise asked people how they would rate some suggested improvements that could be potential along the route. People who live by or travel along Deanery Road, St Georges Road and Hotwell Road were encouraged to feed into the early engagement exercise. This was to find out how this main route into the city can be improved to make walking, wheeling and cycling safer and more enjoyable, in turn increasing the number of people who use it.

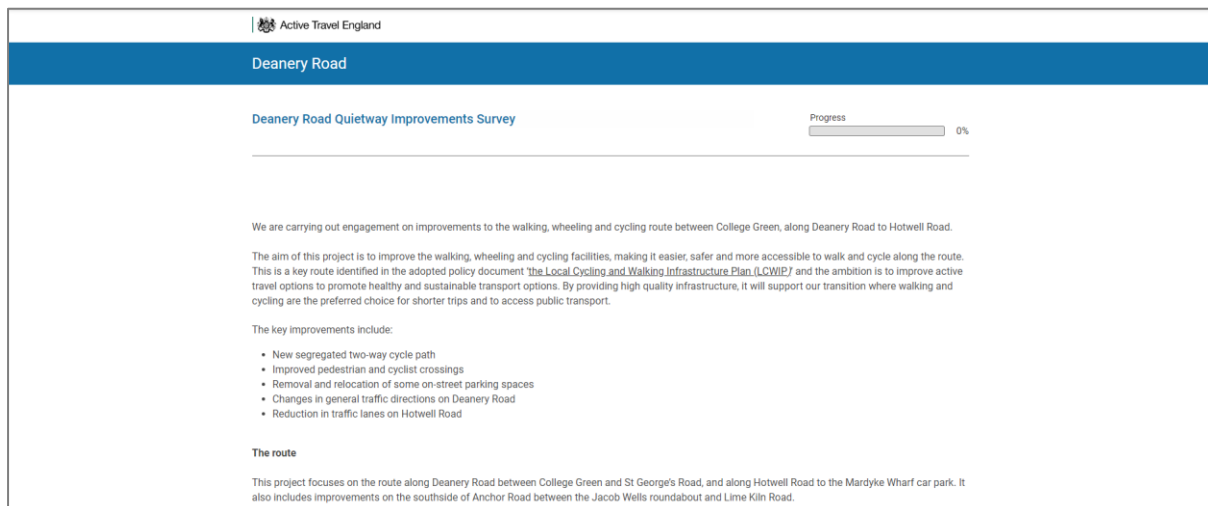
3.1 Engagement Tools

The team created different products to support the early engagement process and agreed on a survey as the best way to collate views from the community. The products included the survey (with postal option available on request), letters, posters, business cards and social media. Information was provided online and was compatible with word reader software and could be emailed out via editable pdfs.

The online survey was hosted from a link on a main ATF 4 Walking and Cycling Improvements landing page and had a shortened link www.bristol.gov.uk/deaneryroadFeb24 that was promoted and publicised through social media channels. To ensure those who do not have online access were included, the team produced paper copies of the products.

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

See the following images of the poster, business card and survey website.



The team encouraged everyone to have their say by:

- Putting up ~50 posters along the route and in the local area so that those using the route could see the engagement was taking place.
- Posting out letters to 3,332 local properties (residential and commercial) to raise awareness of the survey and encourage people to have their say.
- Contacting local groups and key stakeholders and ask them to help raise awareness of the survey.

- Posting social media messaging on x (twitter) and Facebook.
- Holding a drop-in session and active travel roadshow event. This was in addition to the Active Travel Programme also being provided in the local area.
- Hosting a stakeholder workshop.

3.2 Survey

The survey was launched on 05 February and open until 24 March 2024, which allowed seven weeks for comments. Originally the closing date was 17 March 2024 however this was extended due to an issue with the letter posting.

The team designed the survey to capture views from residents, businesses and anyone who lives and uses the route; helping build an existing picture. This information was gathered through an online survey available through the consultation hub platform on Bristol City Council's website (paper copies and in various formats were made available on request).

The information gathered will help form the evidence for scheme designs as the project moves forward.

As the route is long in distance and has distinct sections with different characteristics, the survey was divided into three sections to help people target their comments at the right location.

These sections were:

- 1) Deanery Road
- 2) St Georges Road and Anchor Road
- 3) Hotwell Road

The survey was devised so that people answered questions about:

- 1) Their own travel habits and usage of the route
- 2) How they would rate different suggested improvements
- 3) The free active travel support that is available
- 4) 'About you' questions which are optional and help with demographic and equalities data.

3.4 Supporting Communications

The team created a suite of social media posts for Facebook and X (Twitter) which were posted throughout the engagement period.

A total of 6 general ATF 4 project posts and a location targeted post were published between 05 February and 24 March 2024.

Engagement stats are provided in [Section 4.2.4](#) of this report.

2. 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:

- One ward member, the Cabinet Member for Transport and the local MP Thangam Debonnaire.
- Emergency service providers.
- Equality groups and disability groups.
- Transport / interest groups such as Bristol Cycling Campaign, Bristol Walking Alliance, Bristol Civic Society.
- Local businesses and interest groups such Hotwells and Cliftonwood community association.
- Educational institutions, including local primary schools, secondary schools and universities.

4.1.1 Stakeholder Workshops

The team arranged two workshops for which key stakeholders were invited to attend, learn more about the project, ask questions and give feedback.

Details of the workshops, including discussion notes, are shown below. Unfortunately despite interest in registering for Workshop 1, there were no attendees.

	Workshop 1: Old Market Quietway and Deanery Road	Workshop 2: Malago Greenway and Filwood Quietway
Date	27/02/2024	06/03/2024
Time	1800-2000	1800-2000
Team Presenting	Juliet Gardner and Beth Dury	Juliet Gardner and Beth Dury
Attendees	N/A	Alan Morris- Bristol Walking Alliance Cllr Don Alexander – Cabinet Member for Transport
Notes	N/A	<u>Malago Greenway</u> <ul style="list-style-type: none"> • Highlighted issue with illegal use of the space by motorcycles • Discussions around why segregation of the route has been chosen- JG advised due to safety concerns and providing cycles with their own space to use. Acknowledge concerns around speed of cycles. • Concerns around footbridge quality, concern if this needs works.

		<p><u>Filwood Quietway</u></p> <ul style="list-style-type: none"> • Agreed need for traffic calming along Wedmore Vale in the one-way section. • Discussions around the feedback already gathered- advised it's been a mix of positive and negative.
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4.1.1 Stakeholder Responses

Email / Letter Responses

Letter responses were received by email from two stakeholders and their comments are summarised below. Full response letters are available if required.

Bristol Walking Alliance (BWA)

- Supportive of segregated two-way cycle path along Deanery Rd, St Georges Rd, Anchor Rd and Hotwell Rd.
- College Green cycle path requires better indication, preferably by coloured surfaces. Signage of posts would be visually intrusive at this location.
- Deanery Rd needs more pedestrian crossings over the cycle way, particularly from disabled bays to access Central Library.
- Anchor Rd connectivity of the cycle lane for those traveling eastbound or westbound in the bus lanes and concerns around the ending of the cycle lane.
- Supportive of Option 1 in which the two-way segregated cycle lane continues along Hotwell Rd; noting the expectation that the shared-use footway would no longer be necessary.

Bristol Cycling Campaign (BcyC)

Welcome the designs, proposals are generally positive but feel amendments could be made to make them more useful for those wishing to use the route.

As a general point, it's expected all cycle infrastructure to be designed in accordance with LTN 1/10.

- Support for Hotwell Rd Option 1 as an opportunity to resolve the conflict along current shared path.
- Ensure at-speed ease of access between carriageway and cycleway and 'escape' routes to allow access or exit from the cycleway.
- Applaud retention of space and markings to assist cyclists on carriageway.
- Need to consider space for tandems and cargos bikes at crossings (turning and waiting spaces).

- Note that there no provision to access Jacob Wells Road from the east without using carriageway- this is a key connection and would be beneficial.
- Feel that there is a missed opportunity to create a more people-focused street, rather than installing the cycleway e.g. could a cycle street be considered.
- Applaud continuous footway and cycleway over Partition Street as this is a recognised as a dangerous junction.
- Concerns about the junction of St. Georges Street and the uphill/downhill movement of vehicles and pedestrian safety. Note illegal parking issues.
- Requests for cycleway to be paved with tarmac to the same quality of the carriage way.
- Applaud provision of e-scooter and e-bike parking on the carriageway.
- Requests ease of street cleaning is made, due to regular litter and glass outside the College.
- There are justifications to add a continuous footway at the junction of College Street to Deanery Rd as due to high levels of pedestrian movements and current give-way restriction.
- Bristol Cycling’s long-standing position is that cycles are excluded from any one-way restrictions and requests that this signage is clear and unambiguous.
- Suggest that plenty of horizontal markings are deployed in the area to create impression Deanery Rd is a place for people rather than cars (motorists).
- Plans must include arrangements that provide access through the access point to College Green from Deanery Rd, at all times, as this is often blocked by motorists.
- Far more conspicuous horizontal signage would be appreciated on the cycleway in College Green.
- Deanery Road is not a Quietway in any accepted professional use of the term and there a different term would be more appropriate.
- Comments around the language used to describe the infrastructure: “BCC’s choice of relegating this cycleway in people’s mind to a more trivial “path” is perhaps unfortunate. Language does matter in an environment where healthy transport choices have been negatively politicised by bad actors.”

Avon and Somerset Police (A&S)

A&S Police engaged with the team and were sent the stakeholder workshop presentations. They decided they would not respond at this early stage but would comment once the details had been decided and the project moves forward.

Survey Responses

In response to “Q2: Which of the following best describes you”, 1 respondent stated they were ‘responding on behalf of Voluntary Group/ Community Group/Social Enterprise’. However, in the open text comment box “Name of Voluntary Group/ Community Group/Social Enterprise”, eight respondents answered with a name. One respondent also provided the name of a business they are the owner of in the area.

Q2. Which of the following best describes you?	Voluntary Group/ Community Group/Social Enterprise name:
I am responding on behalf of Voluntary Group/ Community Group/Social Enterprise	Bristol Cathedral
I am a resident in the local area	Bristol Cathedral Homeless Outreach Team

I regularly travel along this route	Hotwells School Street (yet to be formalised)
I am a regular visitor to the area	Bristol Beacon concert band
I am a regular visitor to the area	Cathedral primary school
I work in the local area	Environment Agency
I am a resident in the local area	Holy trinity church
I am a resident in the local area	Local resident forum

Their full responses are included in the survey analysis however a list of names and key comments are provided below.

- **Bristol Cathedral**
Bristol Cathedral strongly supports these changes. Need to ensure access to drop bollards is provided for when access to College Green is occasionally required e.g. events, access under gatehouse etc.
- **Bristol Cathedral Homeless Outreach Team**
Totally agree with removal of general traffic outside the Library/Cathedral due to conflicts between modes and safety of children.
- **Hotwells School Street (yet to be formalised)**
Shared spaced can be problematic in busy areas. A safe alternative route on Anchor Rd needs to be created. Tree planting along Anchor Rd for pollution reduction & heat absorption. Need for segregation along Hotwell Rd as path is only suitable for leisure cycling.
- **Bristol Beacon concert band**
Concerns with removal of parking as high demand and useful for band activities (e.g. carrying large musical instruments).
- **Cathedral Primary School**
Mainly rated suggested improvements 'very poor' (13 out of 16). Key comment: No need for improvements – pavements are wide enough.
- **Environment Agency**
Mainly rated suggested improvements as 'good' (13 out of 16). No additional comments.
- **Holy Trinity Church**
Rated suggested improvements as 'Good' or 'Very Good'. No additional comments.
- **Local Resident Forum**
Suggestion of tree planting. Issues with e-scooter using pavements and e-scooter and cycle parking. Concerns over litter. Issues with Jacob Wells Roundabout and traffic blocking exit from St Georges Rd.
- **Lemon Tree Gallery**

If on-street parking is removed on Hotwell Road, we will have to close our business. We cannot operate without customers being able to park within a few metres of the gallery. Nobody can carry a large painting any distance on a cycle or on foot. To be clear, our business cannot exist without on-street parking on Hotwell Road.

4.2 Public feedback

Below details the response to the survey, emails, drop-in sessions and social media engagement. In total 407 responses were received across the survey (400), emails (5) and stakeholder response letters (2).

4.2.1 Survey

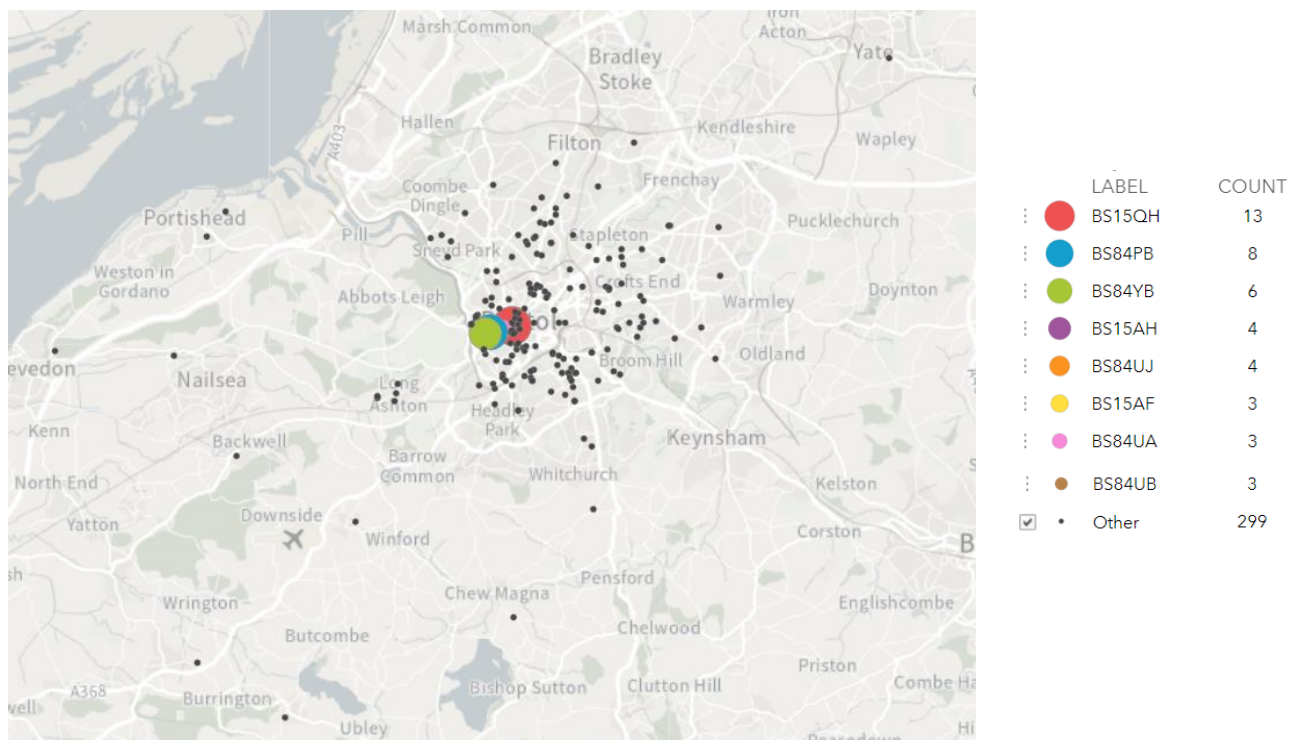
Below is a summary of each question with a breakdown of responses and free text analysis.

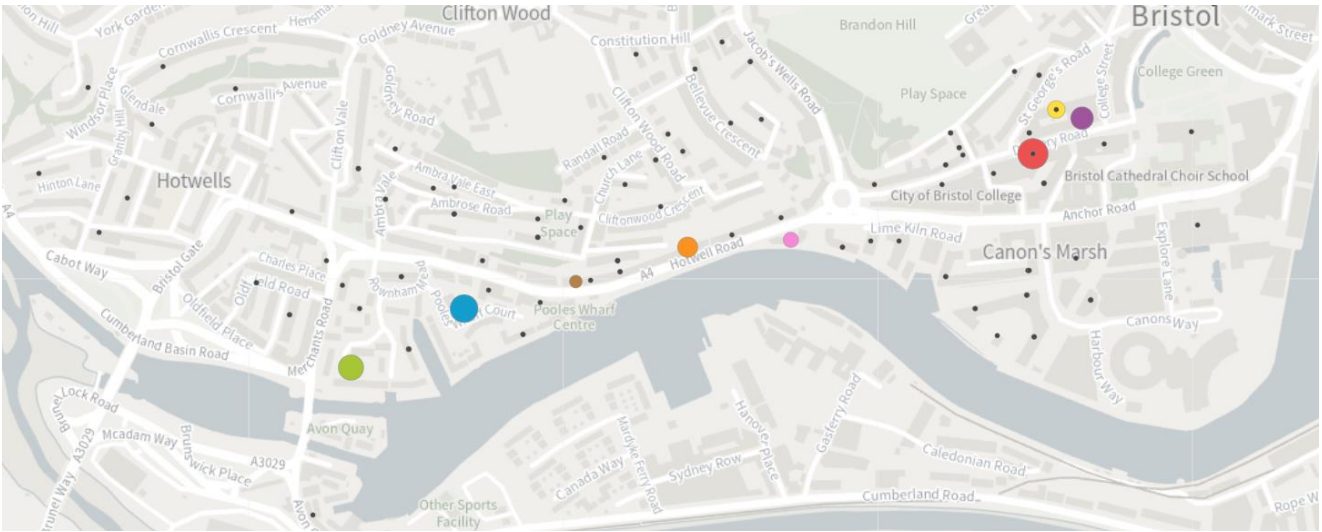
Summary of Questions 1-5 (opening questions):

- The postcode map shows that most responses were from postcodes within the local area of the project site.
- Those most using the route daily are walking (27.8%), private car users (17.9%) and cycling (13.1%).
- The majority of those cycling, use the route several times a week (18.9%).
- 45% of those responding use the route to travel to and from work, of which 185 of these are residents.
- Visitors and residents are more likely to walk and cycle along this route (66% and 65%) compared to other travel modes.
- 23% of visitors are car drivers or passengers, compared to 19% of residents.
- 52% of respondents said they travel along the route using 2 or more different modes compared to 48% who travelled using less than 2 different modes.









Postcode Map

The maps below show that most of the responses were from postcodes in and around the project area. Each dot represents a unique postcode (e.g. BS1 5QE). Coloured dots identify postcodes where more 3 or more responses were received and black dots identify postcodes where 2 or less responses were received (see key).





2. Which of the following best describes you?

			Response Percent	Response Total
1	I am a resident in the local area		45.96%	182
2	I am a business owner in the local area		0.51%	2
3	I work in the local area		24.75%	98
4	I regularly travel along this route		18.94%	75
5	I am a taxi / private hire driver		0.25%	1
6	I am a regular visitor to the area		6.31%	25
7	I am responding on behalf of Voluntary Group/ Community Group/Social Enterprise		0.25%	1
8	Other (please specify):*		3.03%	12
			answered	396
			skipped	4

*Other includes building manager of large office block on Deanery Rd, resident and work in the local area, children go to a local school.

3. What is your main form of transport you usually use along this route? (Tick all that apply)

			Response Percent	Response Total
1	Walk		70.45%	279
2	Bicycle (including e-bike)		51.01%	202
3	Scooter (e-scooter)		6.57%	26
4	Bus/Metrobus		13.64%	54
5	Park & Ride		0.76%	3
6	Train		0.76%	3
7	Car / Van driver		28.79%	114
8	Car / Van passenger		8.84%	35
9	Taxi		4.29%	17
10	Motorcycle		1.26%	5
11	Other (please specify):		0.51%	2
			answered	396
			skipped	4

4. How often do you travel along this route?

			Response Percent	Response Total
1	Daily		34.34%	136
2	Several times a week		36.87%	146
3	At least once a week		17.68%	70
4	At least once a month		7.83%	31

4. How often do you travel along this route?

			Response Percent	Response Total
5	Once every few months		2.78%	11
6	A few times a year		0.51%	2
7	Never		0.00%	0
			answered	396
			skipped	4

5. What is your main reason for travelling along this route?

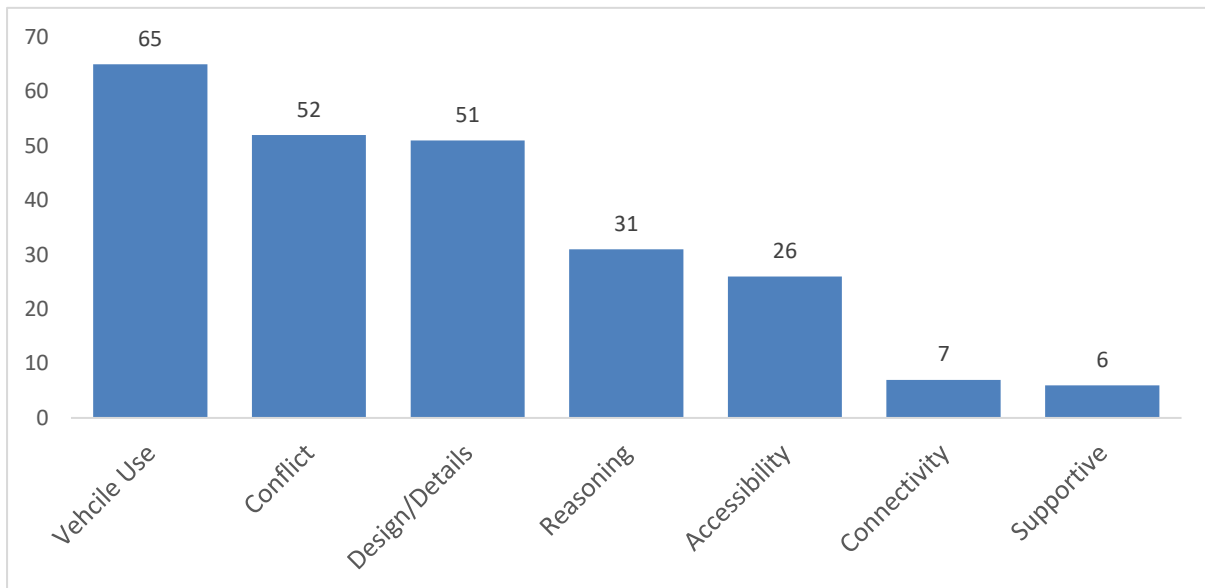
			Response Percent	Response Total
1	Travelling to or from work		44.70%	177
2	Travelling to or from education settings		9.09%	36
3	Travelling to or from leisure / social activities		29.29%	116
4	Travelling to or from shopping / retail		6.31%	25
5	Other (please specify):		10.61%	42
			answered	396
			skipped	4

Summary of Question 6 (Section 1- Deanery Road)

- ‘Shared space outside the library’ received the highest percentage of ‘very good’ ratings.
- ‘One-way for general traffic’ and ‘removal of parking bays’ received the highest percentage of ‘very poor’ ratings.
- More residents rated ‘removal of parking bays’ as very good or good (49%) compared to poor and very poor (26%).
- More residents rated ‘one-way to general traffic’ as very good or good (53%) compared to poor and very poor (28%). This is also reflected across the other categories of people with 70% rating it very good or good, and 18% rating it poor or very poor.

6. Thinking about these possible improvements, how would you rate them:						
	Very good	Good	Neither good nor poor	Poor	Very Poor	Response Total
Improved cycle route signage	46.7% (179)	28.7% (110)	18.0% (69)	2.6% (10)	3.9% (15)	383
Shared use space outside of the Central Library for pedestrians and cyclists and roundabout closed to general traffic, with bollards allowing permitted vehicle access when required	49.7% (193)	27.3% (106)	6.7% (26)	5.4% (21)	10.8% (42)	388
Segregated two-way cycle path on the southside of Deanery Road	49.4% (191)	23.8% (92)	12.1% (47)	5.2% (20)	9.6% (37)	387
One-way for general traffic (westbound) on Deanery Road	35.0% (135)	28.5% (110)	14.8% (57)	7.3% (28)	14.5% (56)	386
Removal of parking bays on southside of Deanery Road	37.6% (145)	18.9% (73)	19.7% (76)	9.3% (36)	14.5% (56)	386
Relocation of disabled, loading and car club bays from southside to northside of Deanery Road	23.8% (92)	20.7% (80)	40.6% (157)	6.2% (24)	8.8% (34)	387
					answered	391
					skipped	9
Any other comments: (188)						

A total 188 comments were left (47% of total respondents), and these were categorised into 7 themes. Comments often covered more than one theme therefore the total number of categorised comments is 238.



The main observations from the comments were:

- Concerns around where vehicles from school drop-off / pick up will go instead and what provision will there be for traders, delivery drivers, logistics etc.
- Support for removing vehicle access around the statue but concerns over the conflict of a shared space.
- Junctions at St Georges Street and College Street need designing to improve safety.
- Design concerns around cobbles, signage, distinguishing the footpath and cycle path, accessibility issues for people crossing the roads and the placement of disabled bays.
- Connectivity of people joining the cycle path from the highway at different points.

Below is a summary of the comments received in each theme. Comments have been chosen to represent a topic or recurring topics within the theme:

Reasoning (e.g. funding, there's no demand)	
Summary of comments	Do not waste money on something that is working. Never seen a problem for cyclists in this road that warrants this much disruption and loss of parking. This is a quiet road with generally little traffic. This road really shouldn't need a cycle track, and this is a missed opportunity to create a more people focussed (and much cheaper to build) street with mixed traffic cycling - perhaps even a cycle street.

Safety (e.g. personal safety, junctions)	
Summary of comments	Currently it is dangerous outside the central library for pedestrians and cyclists, due to the parents in cars picking up children, as the cars are going in both directions and then also turning round. As a pedestrian, I'm concerned with the increasing issues I have with bike lanes, and the

	problems I can have crossing them. Shared use of pavements for pedestrians and cyclists is dangerous. The corner of Deanery Road at the junction with St Georges Road is extremely steep and dangerous.
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Design	
Summary of comments	The cobbles around the statue are difficult to navigate as a cyclist. Signage for cycleways doesn't work, raised kerbs need to be implemented otherwise people don't see them. The 'No left turn' for traffic on Deanery Road at the roundabout - vehicles ignore it or don't see it and cut across pedestrians crossing the road with right of way. There needs to be a give way sign at the top of College Street - there will be collisions between motorists coming south up College Street and cyclists crossing the top of College St along Deanery Rd to/from College Green. It would also be very helpful if there was a pedestrian crossing near Triodos Bank or Environmental Agency. Why are the pedestrian crossings only across the cycle path – they should be all the way across the road. What about some small trees along this section.

Vehicle Usage (e.g. parking, speeding, traffic)	
Summary of comments	Please consider how you will stop cars from being driven/parked into all the spaces you don't want them to. Reducing parking spaces and access will create traffic and overcrowding in the general area. The area is so unsafe during school drop off times due to parents parking vehicles up on kerbs, in the middle of the road or just generally driving recklessly because they may be running late. The proposed shared space around the statue will be really beneficial. I think the removal of car parking could discourage some people from visiting the library. There are some 150 flats along Deanery Road. The plan does not provide any facility for deliveries, removal vans, tradesmen etc. The parking bays are always full.

Supportive	
Summary of comments	I feel removing car access at the end of Deanery Lane will make it safer when crossing with my children. Overall reduction of car traffic and prioritisation for pedestrians and cyclists good.

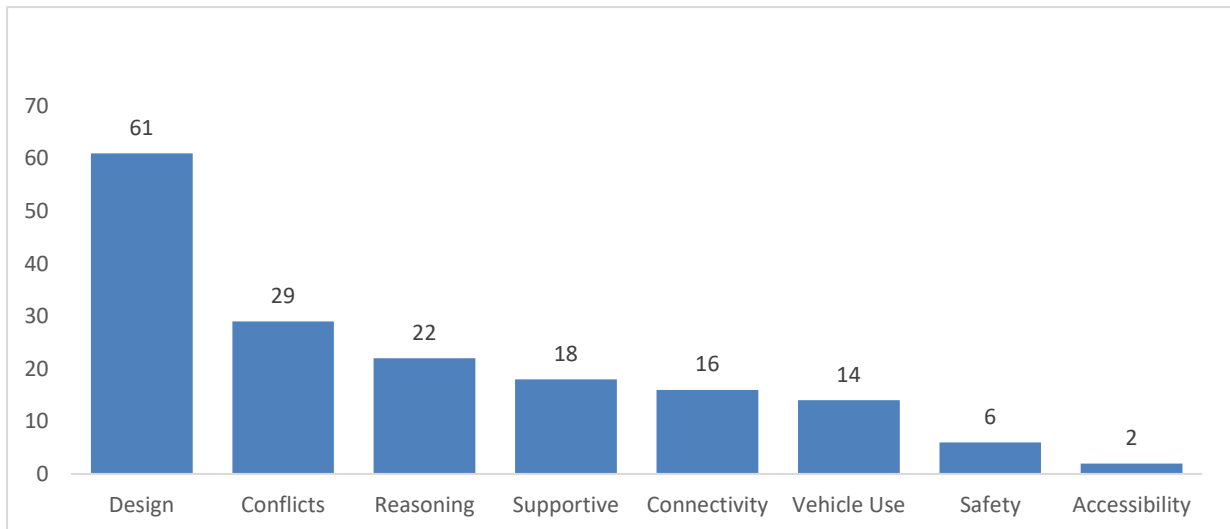
Accessibility	
Summary of comments	Moving the disabled bays to the other side of the road will inconvenience disabled library users as they will need to cross the road to get to the disabled library access. It seems unfair to disadvantage disabled parkers by making them cross the road (in either direction). Please ensure more frequent drop curbs. Make sure the bike paths are accessible to cargo bikes, trailers, and adaptive bikes.

Summary of question 7 (Section 2 – St Georges Road, Jacob Wells Roundabout and Anchor Road)

- ‘Continuous pavements and cycle paths’ was most rated very good (56.5%).
- ‘Improved pedestrian and cycle crossings on Jacob Wells roundabout’ was most rated very good and good combined (80.4%).
- Overall, improvements were rated as ‘very poor’ 113 times compared to rated as very good 988 times – this is around 8x more likely to be voted ‘very good’ compared to ‘very poor’.
- 57% of car drives rated the ‘segregated two-way cycle path’ as very good and good compared to 19% who rated it very poor and poor.

7. Thinking about these possible improvements, how would you rate them:						
	Very good	Good	Neither good nor poor	Poor	Very Poor	Response Total
Segregated two-way cycle path	51.4% (196)	26.2% (100)	12.1% (46)	2.6% (10)	7.6% (29)	381
Pedestrian crossing on St George's Road	50.8% (193)	28.2% (107)	13.9% (53)	2.6% (10)	4.5% (17)	380
Improved pedestrian and cycle crossings on Jacob Wells roundabout	53.7% (205)	26.7% (102)	12.3% (47)	2.1% (8)	5.2% (20)	382
Continuous pavements and cycle paths	56.5% (214)	21.4% (81)	11.3% (43)	3.7% (14)	7.1% (27)	379
Expansion of footway on southside of Anchor Road	47.4% (180)	30.5% (116)	14.2% (54)	2.6% (10)	5.3% (20)	380
					answered	384
					skipped	16
Any other comments: (144)						

A total of 144 comments (36% of respondents) were left and categorised into 8 themes. Comments often covers more than one topic within a theme and therefore the total number categorised is 168.



The main observations were:

- Connectivity of cyclists from carriageway to the cycle lane and the connection to/from Jacob Wells.
- Crossings at the Jacob Wells Roundabout need to be shorter waiting times and ensure enough space for bikes and pedestrians to manoeuvre.
- Concerns over safety of the junction of St Georges Street and Deanery Rd (the uphill section) and the continuous pavement at Partition Street (as this is uphill).
- Calls for better distinguishing of cycle lane and footway (physical and signage).
- Lime Kiln Road was highlighted with concerns around use (potential for raised crossing, route of cycles once new lane ends)

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

Reasoning	
Summary of comments	No problem with leaving things how they are. The footfall of pedestrians and cyclists in this area is very low with most using the waterfront walkway. I'm there all the time during peak times, Pavements are large enough.

Design	
Summary of comments	This section shows a lack of ambition with minimal intervention on the roundabout. Please create a raised table at the junction with Lime Kiln road - this is a minor residential cul-de-sac. Cycle lanes need to be single lane and in the direction of traffic. There is a need for clear segregation between cyclists and pedestrians. Change of priority at St George's Road junction could make pedestrian crossing less easy. I have concerns from these drawings that it will cut into the footpath considerably. Some tree planting along an extended Anchor Road footway is needed for pollution reduction and heat absorption. Consider traffic lights over zebra crossing on cycle path on St Georges road.

Supportive	
Summary of comments	The continuous footpath and cycleway on St George's Road is excellent, a really positive step. Continuous pavement/ cycle paths over junctions are particularly good.

Safety (junctions, safe crossings)	
Summary of comments	The junction of Deanery Road and St. George's Road is today very dangerous- your improved priority for motorists coming south up the rise will encourage dangerous speeds. The Lime Kiln junction is very dangerous- Cyclists, e-scooter users and pedestrians do not seem aware that the junction is in constant use. A safe way to cross at George's road is most important to me.

Conflict (between modes)	
Summary of comments	There is a need for clear segregation between cyclists and pedestrians- however, I don't understand the gap in your map for the cycle path between one end of Lime Kiln Road and the other. The footway on the south side of Anchor Road is reasonably narrow already. The cycle crossing over the bus lane is dangerous as the bus lane is not limited by lights. Cycle lanes have to be genuinely segregated and clearly marked. There definitely needs to be some form of pedestrian crossing, but there also needs to be speed bumps / some form of speed control to make it safer during the day. Where the "relocated disabled and loading bays are located" I think there should be a clear gap between these and cycle path.

Vehicle Use	
Summary of comments	There is frequent parking on the double yellow lines outside the post office at 83 St Georges Road. These crossings will cause significant delays for traffic exiting the area at peak school pick up and drop off times. This will further restrict traffic along St Georges Rd which is what is intended but causes more pollution due to slower or stationary cars.

Connectivity	
Summary of comments	The segregated cycle path seems to just stop in the middle of the pedestrian area, east of the roundabout on Anchor Rd. Two-way cycleways create issues for cycles transitioning to and from the carriageway. It's important to integrate route from Pump House to Mardyke to St Augustyn Parade. Unclear on how cyclists are intended to transition to/from the cycle track to Jacob Wells Road at the roundabout.

Summary of question 8 (Section 3 – Hotwell Road)

- The ‘removal of traffic lane eastbound’ and ‘removal of on-street parking’ received the highest very poor and poor ratings.
- 50% of respondents rated ‘Option 2’ as poor or very poor compared to a 22% rating it neither good or poor, and 29% rating it very good and good.
- Half of residents (51%) rated ‘removal of on-street parking’ as very good or good and a third (32%) rated it as poor or very poor. This was reflected across other groups such as those working in the area (66% and 19% respectively) and visitors (63% and 15% respectively).
- 50% of residents rated maintaining the current situation with no changes to the carriage way as poor and very poor.

8. Thinking about these possible improvements for Option 1, how would you rate them:

	Very good	Good	Neither good nor poor	Poor	Very Poor	Response Total
Segregated two-way cycle path alongside the existing shared use path	57.3% (219)	14.9% (57)	10.2% (39)	3.9% (15)	13.6% (52)	382
Removal of traffic lane eastbound from two to one	44.7% (172)	19.7% (76)	11.2% (43)	6.0% (23)	18.4% (71)	385
Provision of loading bays along the north side of Hotwell Road	27.0% (103)	30.4% (116)	30.6% (117)	3.9% (15)	8.1% (31)	382
Removal of on street parking	40.6% (156)	19.5% (75)	14.8% (57)	6.8% (26)	18.2% (70)	384
					answered	387
					skipped	13

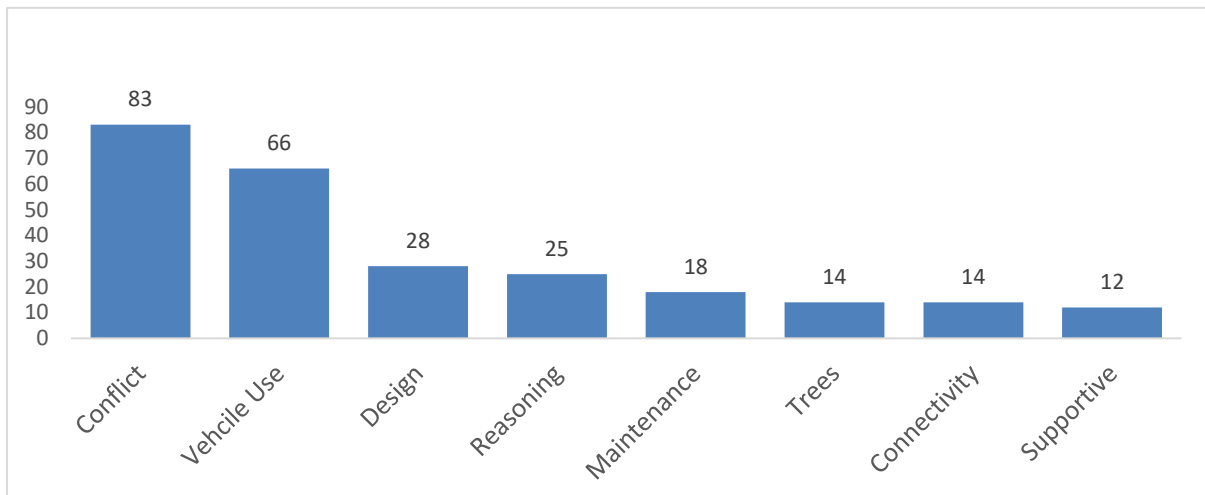
9. In Option 2, the current shared use path along the harbourside would be maintained with no changes to the carriageway. Thinking about this possible option, how would you rate it?

	Very good	Good	Neither good nor poor	Poor	Very Poor	Response Total
Maintain existing shared use path with no changes made to Hotwell Road	16.0% (60)	12.8% (48)	21.6% (81)	25.1% (94)	24.5% (92)	375

9. In Option 2, the current shared use path along the harbourside would be maintained with no changes to the carriageway. Thinking about this possible option, how would you rate it?

	Very good	Good	Neither good nor poor	Poor	Very Poor	Response Total
					answered	375
					skipped	25
Any other comments: (192)						

A total 192 comments were left (48% of total respondents), and these were categorised into 8 topics. Comments often covered more than one topic therefore the total number categorised is 260.



The main observations were:

- Users experience lots of conflict on the current shared-use path due to width, uneven surfacing, speed of walkers and cyclists.
- Concerns around how traffic will be impacted as congestion is frequent along this road.
- Residents concerns around removal of car parking for parking private vehicles but also for logistics e.g., deliveries, taxis, postal services etc.
- Requests that the trees are kept in-situ.
- Connections of this route to the other routes around it (e.g. harbourside leisure route, Portway etc.)
- Concerns around how eastbound cyclists coming from further west along Hotwell Rd would be able to access the two-way cycle lane on the southside of the road.

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

Reasoning	
Summary of comments	The potential benefit of providing a segregated two-way cycle path is limited and would be outweighed by the additional problem. It is more sustainable to use funding for maintenance on the existing multi use path. Current system of no parking/loading between 7am-10am and 4pm-6.30pm works fine. Removing the parking on Hotwell road would create a significant problem for many residents.

Conflict	
Summary of comments	Segregated cycle path is necessary - too much conflict at present between cyclists and pedestrians on shared use path. It will probably be better for driving as well, because driving behind slow cyclists on the inbound section can be very slow. The bus lane is incredibly unpleasant to cycle or use an e-scooter along, particularly during evening rush hour.

Connectivity	
Summary of comments	Unclear how eastbound cyclists on Hotwells Road are intended to join proposed cycle track. A new crossing is needed in the middle of Hotwell Road as many people unsafely walk across to get out of the harbour side path. Two-way segregated paths are no use if you want to join or leave them from adjoining roads or join them from the opposite side of the road - Separate segregated cycle paths on both sides of the road could be better.










Vehicle Usage	
Summary of comments	Spaces on the north side of Hotwell Road are needed for cars turning into the under-building garages, to wait while their electric garage doors open. Car parking should be preserved as far as possible on the northern side near the Mardyke, for the benefit the struggling local restaurants and other businesses. How will the loading bays be policed- If they are just parked in all day they lose their purpose. Hotwell Road already suffers considerable congestion at different times of the day. Reduce traffic speed to 20mph. Removing the on-street parking completely would make it much harder for us living on the road to do even practical everyday jobs (for example, carry the shopping upstairs).



Design	
Summary of comments	'Segregating' a cycle path area with a painted line or cycle symbol on the footway does not work. A bike lane on each side of the road would be ideal. I would have liked to be able to comment on not much change for cycling but an inbound bus lane which would be a good idea. Encouragement of linking the segregated cycle path with the Harbour Leisure Route is dangerous. Shared paths in Bristol are difficult

Demographics Analysis

Questions 12-21

These questions were designed to understand the characteristics of the audience responding to the survey.

12. What is your age?			Response Percent	Response Total
1	0-10		0.00%	0
2	11-15		0.00%	0
3	16-17		0.00%	0
4	18-24		4.69%	18
5	25-34		21.88%	84
6	35-44		23.18%	89
7	45-54		16.93%	65
8	55-64		11.72%	45
9	65-74		13.02%	50
10	75-84		4.43%	17
11	85 +		0.26%	1
12	Prefer not to say		3.91%	15

13. Do you consider yourself to be a disabled person?			Response Percent	Response Total
1	Yes		8.92%	34
2	No		85.30%	325
3	Prefer not to say		5.77%	22



14. What is your ethnic group? (Please select one only)

			Response Percent	Response Total
1	Asian or Asian British		2.65%	10
2	Black, Black British, Caribbean or African		0.53%	2
3	Gypsy, Roma or Traveller		0.00%	0
4	Mixed or multiple ethnic groups		2.91%	11
5	White British		70.63%	267
6	Other White background		9.79%	37
7	Prefer not to say		12.17%	46
8	Other ethnic background (please specify):*		1.32%	5





*other includes Algerian English and White Scottish (not British).

15. What is your religion/faith?




			Response Percent	Response Total
1	No Religion		62.33%	235
2	Buddhist		0.27%	1
3	Christian		19.10%	72
4	Hindu		0.27%	1
5	Jewish		0.27%	1
6	Muslim		0.80%	3
7	Pagan		1.06%	4
8	Sikh		0.00%	0

15. What is your religion/faith?				
			Response Percent	Response Total
9	Prefer not to say		14.06%	53
10	Other (please describe):*		1.86%	7






*other includes humanism, spiritual, interfaith and catholic.

16. What is your sex?(If unsure you can use the sex recorded in your official documents.)				
			Response Percent	Response Total
1	Female		36.97%	139
2	Male		52.39%	197
3	Prefer not to say		9.84%	37
4	Other (please describe):*		0.80%	3




*other includes non-binary.




17. Do you consider yourself to have a gender identity different from your sex recorded at birth?				
			Response Percent	Response Total
1	Yes (e.g. trans or non-binary)*		1.59%	6
2	No		87.04%	329
3	Prefer not to say		11.38%	43

*Yes includes Non-binary and Agender.



18. What is your sexual orientation?				
			Response Percent	Response Total
1	Bi		5.36%	20
2	Gay / Lesbian		8.58%	32
3	Heterosexual / Straight		62.47%	233
4	Prefer not to say		22.25%	83
5	I use another term (please specify):*		1.34%	5

*includes asexual and grey asexual.

19. Are you pregnant or have you given birth in the last 26 weeks?				
			Response Percent	Response Total
1	Yes		0.80%	3
2	No		90.40%	339
3	Prefer not to say		8.80%	33

20. Are you a carer?				
			Response Percent	Response Total
1	Yes		5.59%	21
2	No		85.37%	321
3	Prefer not to say		9.04%	34

21. Are you a refugee or asylum seeker?

			Response Percent	Response Total
1	Yes		0.00%	0
2	No		91.47%	343
3	Prefer not to say		8.53%	32





Question 22: Protected Characteristics

This question looked at how respondents thought the suggested improvements would affect them due to their protected characteristics.


Main observations:

- Females and those who preferred not to say made up a bigger proportion of the respondents who thought the proposals would affect them in a 'slightly negative and very negative' way.
- Those from non-white backgrounds made up a bigger proportion of the respondents who thought the proposals would affect them in a 'slightly negative and very negative' way compared to those from white backgrounds.
- Across three wider age categories (based on the population age profile of the ward), all age categories were more likely to think the proposals would have no effect on them because of their protected characteristics.

22. Please tell us what effect, if any, the proposals would have on you because of your protected characteristics. The protected characteristics defined in the Equality Act 2010 are: age gender reassignment being married or in a civil partnership being pregnant or on maternity leave disability race including colour, nationality, ethnic or national origin religion or belief sex sexual orientation

			Response Percent	Response Total
1	Very negative effect		7.62%	26
2	Slightly negative effect		3.23%	11
3	No effect		71.85%	245
4	Slightly positive effect		5.87%	20

22. Please tell us what effect, if any, the proposals would have on you because of your protected characteristics. The protected characteristics defined in the Equality Act 2010 are: age gender reassignment being married or in a civil partnership being pregnant or on maternity leave disability race including colour, nationality, ethnic or national origin religion or belief sex sexual orientation

			Response Percent	Response Total
5	Very positive effect		11.44%	39
			answered	341
			skipped	59

Sex	% of total Positive Effects responses	% of total Negative Effects responses
Female	36	43
Male	49	30
Prefer Not To Say	14	24
Non-Binary	0	3
No Answer	2	0

Ethnic Group	% of total Positive Effects responses	% of total Negative Effects responses
Asian or Asian British	3	5
Black, Black British, Caribbean or African	0	3
Mixed or multiple ethnic groups	2	3
White British	61	46
Other white background	15	8
Other ethnic background	0	3
Prefer not to say	17	32
No Answer	2	0

Age	% of total Positive Effects responses	% of total Negative Effects responses
18-24yrs	24	6
24-34yrs	26	5
35yrs+	18	11

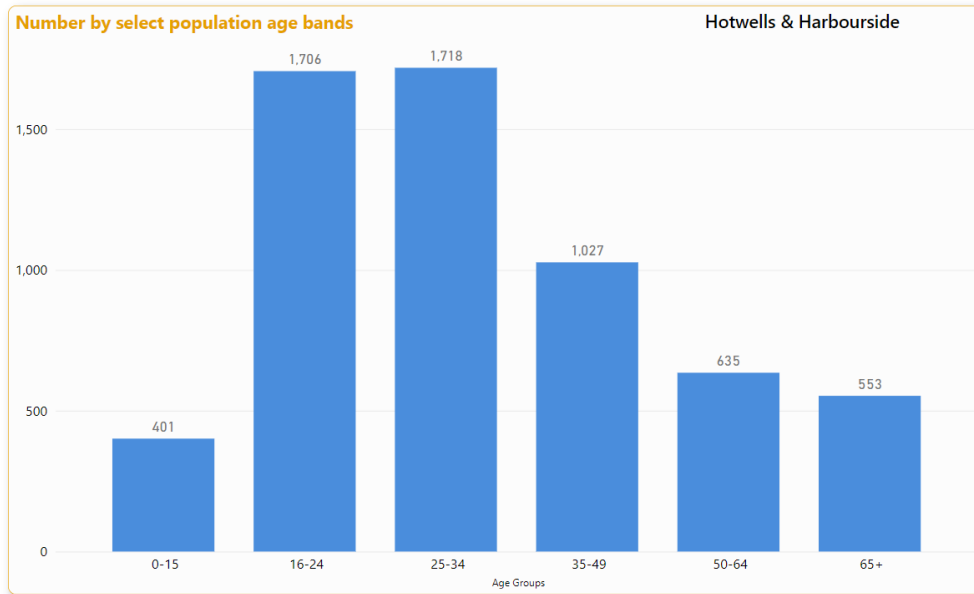


Figure 1. Population Age Profile in Hotwells and Harbourside Ward, Census 2021

Question 22: Free Text Themes

If you think the proposals would affect you because of your protected characteristics, please say how: (49)

Respondents were asked how the suggested improvements would affect them because of their protected characteristics. Below the main themes are listed from the free text comments.

Very Positive and Slightly Positive Effect	19 respondents
It would encourage me to use active transport (cycle) along this route, which I often avoid (sometimes use car instead). Much easier to walk and cycle in my 60s and beyond. I would feel less threatened by the behaviour of inconsiderate and speeding cyclists particularly along the harbourside "walk". I find the transport here in Bristol to be non-accessible in terms of price and routes and so to have more safe cycle lanes is paramount for the good of people and the environment in Bristol. Feel safer as a female cyclist. The current route requires high vigilance at all times due to lots of conflict situations between pedestrians and cyclists and cyclistst and cars/buses. As a person with severe hearing loss better pedestrian/cycle roots are important.	

Very Negative and Slightly Negative Effect	26 respondents
Because of my age and difficulty walking I think I would find it more difficult to use the library. At my age my ability to ride a bike/scooter in the wet dark nights is limited. Shared cycle and pedestrian paths have a very negative effect on disabled people. Removal of one traffic lane would increase queueing and lead to increased pollution. Being able to drop my children quickly and safely to school enables me to be a working mother - something which was a woman is hard to juggle. AGE - there is an ageing population in Hotwells who are finding it increasingly dangerous to go out for a daily walk.	

4.2.2 Public emails

Five members of the public submitted their thoughts via email to transport.engagement@bristol.gov.uk. A summary of the topics covered is below.

Emails	
Summary of comments	Lack of information in the letter. Request for more dropped kerbs. Resident concerns about the removal of parking spaces as dependents on using vehicles due to accessibility needs e.g. cars, taxis, shopping deliveries etc. Little justification for the scheme, not improvements only changes. Suggestions of other improvements in the local area but outside project scope (including Merchants Road/Pump House crossing, Rownham Mead bottleneck on the dockside).

4.2.3 Drop-in Session

The project team organised a drop-in session and roadshow event to encourage people to come along and talk to us about the project and sign up for free support to walk, cycle and catch the bus. Details of this session, comments and questions received are covered below.

Date	Time	Location	Total attendees
12/03/2024	1000-1400	Bristol Central Library	16
BCC Team	Officers: Beth Dury, Juliet Gardner, Samuel Green. Roadshow: Charles Carrington, Martin Chittell		
<p><u>Comments and Questions</u></p> <ul style="list-style-type: none"> • Current situation is fine and doesn't need changing. • Congestion on Hotwell Rd is a problem. • Concerns over the survey format, details and clarity of maps. • Conflict is regular between pedestrians and cyclists on College Green • Would like to see more evidence e.g., traffic counts and data. • Improve design of crossings- could be more seamless and meet desire lines. • Is it possible to make improvements to the Jacob Wells Roundabout signalling. • Issues with Lime Kiln Road (right hand turning, signage to Millenium Square) • Must keep provision for deliveries and taxis at residential buildings. • Parking already limited, no need to limit further. • Area issues of litter and speeding. 			

The session was informative for the team as this gave people a chance to get involved and talk to officers first-hand about their specific issues. It was also an opportunity to raise awareness of the survey to those who may not have otherwise heard of it or got involved.

4.2.4 Social media engagement

Alongside the survey and drop-in session, social media was used to further promote the engagement survey. As the four ATF4 project surveys were being run simultaneously, generic social media posts were published alongside location/postcode targeted posts.

General Posts

The 6 general posts (across Facebook and X (Twitter)) had over 23,000 views/impressions and over 1,000 engagements (e.g., likes, shares, comments, link clicks).

Below is a breakdown of engagement from each post:

X (Twitter)	Post Shares	Views	Likes	Comments
06/02/24	2	1,700	5	5
27/02/24	12	1,800	7	4
11/03/24	8	2,700	7	2
total	22	6,200	19	11

Facebook	Impressions	Reach	Engagement	Reactions	Comments	Link Clicks
05/02/24	1,077	1,024	92	14	35	9
27/02/24	1,365	1,365	30	9	1	4
11/03/24	15,034	14,713	685	31	19	33
total	17,745	17,101	807	54	55	46

Targeted Posts

The site-specific post was a targeted FB ad which was based on postcodes for the area. Below is a breakdown of engagement with that post:

Length of Ad	Post Shares	Page Engagement	Link clicks	Cost per click	Total Cost
02-11 March	13	277	247	£0.20	£49.40