

# Mina Road - Early Engagement Survey Report

March 2021



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## 1. Summary

Between Monday 1 February 2021 and Sunday 14 March 2021, Bristol City Council conducted an early engagement survey on how to improve walking, cycling and the street environment for Mina Road.

### How we engaged

To ensure the survey reached as wide an audience as possible in a multi-cultural ward where English is not the first language for 13.8% of the residents the team did the following:

- Early informing letter raising awareness about the forthcoming survey to residents
- Paper copies of the community survey with a language template covering 12 languages were posted along with a free post envelope to 1715 local properties
- 25 posters were put up in the local area to raise awareness of the survey
- Online survey was compatible word reader software
- Local stakeholders and community groups were asked to help raise awareness of the survey
- Promoted the survey via online social media platforms which appeal to different age ranges
- Due to Covid19 restrictions the team offered virtual chats and phone appointments to anyone who didn't want to submit a written response but wanted to ask questions and provide feedback.
- Officers virtually met with residents and traders to hear feedback.

### Stakeholders

Over 143 key stakeholders (including emergency services), 167 equality, Voluntary and Community Sector and faith groups and 44 local businesses were engaged. Responses were received from the police and fire service who want to be kept in the loop once proposals emerge to ensure access is retained for emergency vehicles. Responses were received from the following citywide organisations:

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

**Local Stakeholders** – Virtual meetings, phone conversations and emails were held and exchanged with some local traders and residents including representatives of the Mina Road Business Group and St Werburghs Neighbourhood Association. There has also been a community web page set up to discuss the possibility of a Low Traffic Project in St Werburghs BS2.

### Business Operational Survey

The team also designed a Business Operational Survey for the local businesses to ascertain their operational needs looking at deliveries, waste collection, customers, parking, and anything else they wanted to comment on. Of the 44 businesses identified and contacted, 21 engaged and the comments range from:

- Concerned about reduction in vehicle parking due to introduction of protected cycle land on Mina Road and the effect this will have on surrounding businesses whose customers travel to the area by car or van.
- Some located in the trading estates off New Gatton Road felt parking on Mina Road restricted the access to vehicle traffic and would like the roads by the M32 slip road widened to reduce tailbacks
- Others were interested in supporting a low traffic area particularly along Mina Road to support walking and cycling and improve air quality but wanted more detail about what this would look like.

### **Community survey**

A total of 824 responses were received from the survey made up of 454 online and 370 paper copies. The headline findings are:

- 81% of respondents are residents and 85% of respondents live on Mina Road or live within one mile.
- 87% of respondents walk to the road with 66% riding a bike and 52% driving a car or van.

#### North section of Mina Road

- Over 70% of respondents like the area of focus one on Mina Road due to it being “close to St Werburghs City Farm” and “close to green spaces”. Over 75% like area of focus one because of the “personality and character of the street” and 61% liked the “20mph speed limit”.
- For the area of focus one, the most serious and moderate problem identified was that “the street is busy with motorised traffic” (51%) followed by “the air quality is too poor” (50%) and “the pavements are too narrow” (49%).
- For area of focus one over 50% of respondents think “have cleaner air”, “improve the Concorde Way cycle route” and “more greenery or planters” are essential and high priorities when totalled together.

#### South section of Mina Road

- Over 78% of respondents like the area of focus two on Mina Road due to the “personality and character of the street” and due to it being “close to green spaces”. Over 74% like area of focus two because of it is “close to local businesses” and 65% liked that it has “places for meeting friends and family”.
- For the area of focus two, the most serious and moderate problem identified was that “the street is busy with motorised traffic” (86%) followed by “the air quality is too poor” (76%) and “there is too much traffic coming off the M32” (68%).
- For area of focus two over 55% of respondents think “have cleaner air”, “prioritising more road space for cycling” and “traffic calming measures to slow traffic” are essential and high priorities when totalled together.

#### Shopping section of Mina Road

- 81% of respondents like the area of focus three on Mina Road because of the “personality and character of the street”, and over 73% like it because it is “close to local businesses”. Nearly 60%

like area of focus three because it is “close to green spaces” and over 56% liked it as it has “places for meeting friends and family”.

- For the area of focus three, the most serious and moderate problem identified was that “the street is busy with motorised traffic” (85%) followed by “the air quality is too poor” (76%) and “there is too much traffic coming off the M32” (67%).
- For area of focus three over 55% of respondents think “have cleaner air”, “make it easier to cross the road” and “restricting access for motorway traffic coming from or to the M32” are essential and high priorities when totalled together.

#### **Bike lane**

- Nearly 40% strongly agreed to keep the bike lane and 24% agreed totalling 63.53% in favour compared to 21.57% who disagreed and strongly disagreed.

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

This is an online interactive map that was created when COVID19 social distancing measures were brought in back in March 2020. The aim was to provide a platform for people to comment on where they would like to see improvements to walking and cycling infrastructure across the city. It was promoted via a press release and social media posts citywide during the first lockdown. It is a digital tool and anyone without online access can request a paper copy of a form where they can add their comments which can be posted back in and uploaded for them.

For Mina Road 25 comments were posted on the map. However, it is important to state that this map can be accessed by anyone, so the comments are not necessarily made by local people. The map allows people to leave suggestions of any changes to transport network they felt might improve an area. They can choose from a range of categories such as: Road Closures, Cycle Lanes, Pavements, and Speeding Issues. Of the 25 comments:

- 11 comments were left under ‘Cycle Lanes’ with 162 likes. 3 comments supported more cycle lane implementation and got 32 likes.
- 8 comments were left under ‘Road Closure’ with 246 likes. 7 comments asked for Mina Road to be pedestrianised or made one-way, and got 240 likes
- 5 comments were left under ‘Pavements’ with 164 likes. 4 comments asked for wider pavements and got 138 likes.
- 1 comment was left under ‘Speeding Issues’ with 4 likes. The comment mentions not closing the road but putting in speed bumps instead.

## **2. Background**

Mina Road is located within the Ashley Ward close to the M32. This project is focusing on the section from the M32 slip road, up past Mina Road Park, over the mini roundabout and up to St Werburghs Community Garden and the Narrowways by the railway bridge.

Mina Road forms part of Concorde Way cycle network that links the city centre to Filton and north Bristol and the Frome Greenway Leisure loop. Mina Road is not a bus route but there are bus stops within walking distance on James Street serving bus service 5. There is one enterprise car club bay on Mina Road and two more on nearby Conduit Place and Jubilee Road, but no electric charging points. Mina Road has several cycle parking locations by John Street junction, the Post Office, Arrow Barbers, Sonni's, James Street by the roundabout and outside St Werburghs Food and Wine. The speed limit is 20mph and on the main high street shopping section (from mini roundabout to Mina Road Park) there is room for parked vehicles on one side of the road and a build out creating an informal crossing point for pedestrians.

### **Funding opportunities**

Over the summer the council provided more space for walking and cycling on our streets to support social distancing during COVID-19. This included using temporary barriers to widen pavements and to provide protected bike lanes. We have been flexible with our approach and we have been listening to suggestions from local people for improvements to support high streets and help people get around safely both during the pandemic and in the long term. The council, in partnership with the West of England Combined Authority, has now secured further government funding to extend and strengthen the temporary work already done.

The council has been looking at ways to use this funding to make significant changes to several neighbourhood roads such as Mina Road. The aim is to improve walking and cycling journeys, minimise rat running and maximise community enjoyment, creating more liveable neighbourhoods free from traffic congestion.

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

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

## 2.1 Objectives of engagement and communications

The main aim of the early engagement exercise was to:

- seek views from key stakeholders at an early stage, on priorities, what they think should change and issues and concerns to inform preliminary design of the street environment
- seek views from local businesses, local people living and working along and near the street at an early stage to inform preliminary design of any proposals
- begin a constructive dialogue and create the environment where people can be involved throughout the process of design and implementation
- create a good understanding of the possible proposals and any benefits amongst stakeholders, local businesses, local people, and commuters
- demonstrate Bristol City Council is prioritising sustainable transport options to help Bristol become a sustainable city with a low impact on our planet, clean air, and a healthy environment for all

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

- Bristol is committed to working with local people and partners to improve sustainable transport across the city.
- We have introduced some short term measures during the coronavirus pandemic aimed at making it easier for people to choose to walk, cycle or catch the bus – this project looks at the longer term solutions to provide better transport and an improved environment for Mina Road
- We have been talking to businesses, local people living and working in 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 will help us to produce some initial proposals for how the street environment could change.

The target audiences for this project include stakeholders such as:

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

## 3. Engagement Tools

The team produced different products to support the early engagement process and agreed on a survey as the best way to collate views from the community. The products included the survey with a freepost envelope, postcards, and posters. All the information was provided online and was compatible with word reader software and could be emailed out via editable pdfs.

The online survey had a shortened link [www.bristol.gov.uk/minaroad](http://www.bristol.gov.uk/minaroad) 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 the following images of the poster.



As this engagement process was taking place during the COVID-19 pandemic there were restrictions that applied which meant our face to face engagement had to be suspended. The team adapted the approach to ensure everyone could have their say by:

- Putting up 25 posters in the local area so that those using the road regularly can see there is a survey taking place
- Posting out the survey to over 1715 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
- Delivering a follow up postcard or leaflet to the survey to 1715 local properties to remind people to have their say and offering free support to encourage sustainable travel for individuals and businesses.
- Promoted the survey via online social media platforms
- Offered virtual chats and phone appointments that were advertised on the materials.
- Liaising with Community Development team to have local conversations and virtual meetings with the key representatives from the community to gather views.

The team also provided different ways for the public to get in touch if anyone had a comment or required a survey in a different format. They could contact the Transport Engagement team on email at [transport.engagement@bristol.gov.uk](mailto:transport.engagement@bristol.gov.uk), by phone 0117 9036449 or by writing to Mina Road, Transport Engagement Team, PO BOX 3399, 100 Temple Street, Bristol, BS1 9NE.

For Mina Road 86.2% of the population has English as the main language which means around 13.8% of the area would require assistance when engaging with the survey. It was therefore advised to add a language template at the start noting in 12 different languages 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 improved in the street environment and provide feedback on their own experiences. The survey was split into the following sections:

1. Details who are responding, travel habits, usage of the street
2. Mina Road North of the mini roundabout - Likes, problems and priorities of this section
3. Mina Road South of the mini roundabout – likes, problems and priorities of this section
4. Mina Road shopping section (St John Street and mini roundabout) - likes, problems and priorities of this section
5. Comments about the protected bike lane and other comments in general
6. About you details – equalities monitoring of respondents

The first section asked about how you would describe yourself and for a full postcode and how far you live from Mina Road. It also asked how people travel to the road and how often people visited the street. The second focused on their own experiences of the north section of the street such as likes, problems and what people think are the priorities. The third section focused on the south section and the fourth section focused on the shopping area on Mina Road. The fifth section asked about the protected bike lane and for any other ideas. The last section was optional and focused on the about you detail so that the team can monitor who responded to the survey for diversity purposes, to ensure responses come from people with a variety of backgrounds, reflecting the diversity in the city.

The survey was launched on Monday 1 February 2021 and closed on Sunday 14 March 2021 which allowed six 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/minaroad](http://www.bristol.gov.uk/minaroad).

See 'Appendix 1 – Mina Road Survey' to see the paper version of the survey which reflects the online version of the survey.

#### **3.1.1 Supporting communications**

The team also created a social media plan which included images of the street and text for use in their communications and suggested web friendly copy for website, Facebook posts, Twitter etc, and copy for newsletters that were used for local organisations. The team also issued a press release to local news outlets which announced the plans to improve walking and cycling on all the roads under consideration, including Mina Road.

### **3.2 Business Operational Survey**

The team wanted to specifically engage with local businesses on the street and in surrounding side streets so that they could build up a picture of the type of businesses in the area and what their operational requirements. A business operational survey was created to record this information and can be split up into the following sections:

1. About the business

2. Deliveries
3. Waste collections
4. Customers or clients
5. Transport modes
6. Any other ideas

The first section focused on where the business was located, the type of business and number of employees etc. The second focused on the number of deliveries, time, and loading or unloading facilities and the third asked about waste collections and in particular the location. The fourth concentrated on customers' habits and the fifth asked about the street environment and such as the demand for disabled parking, cycle parking facilities and pavement widths. The last one asked for any other views, comments, or suggestions from a business perspective.

The first stage was for the team to survey the businesses and see which ones were still operating during the pandemic as not all would be open. Contact details for each business were ascertained and the team attempted to contact them. In pre-covid times the team would have been undertaking face to face engagement and asking the businesses to fill in the survey. As some of the businesses were closed or not operating at the time the team sent out emails and letters and followed up with phone calls using the contact details.

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

## **4. How we engaged**

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

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

- Virtual meetings with stakeholders and local groups
- Early informing letter to residents (pdf version that can be emailed and a paper copy for posting)

Project officers spoke with ward members to discuss the early engagement approach and agreed a community survey would work well and provided local contacts for groups who the officers could approach.

The team also engaged with local businesses on Mina Road and on side streets at an early stage, letting them know about the community survey following in a few weeks, but also asking them to input on the specific business operational survey.

### **4.1 Survey launch**

The first stage of engagement for the survey was to contact the key stakeholders in advance of the survey going live. An email was sent to stakeholders on the start date telling them about the engagement survey and offering opportunities to speak to the project team asking for their input.

There were regular social media posts from both the BCC Twitter and Facebook accounts and Facebook adverts were also used to target certain geographical locations to boost responses. These social media posts were also promoted by the Travelwest, Better By Bike and other transport social media accounts.

To ensure we heard from all communities over 1715 surveys and follow up postcards were sent to all households and businesses in the local area. This was to let them know the engagement had started with a link to the webpage and with the contact details if more paper copies were required or a phone appointment or meeting was requested.

## **4.2 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 1715 paper copies of the survey with a freepost envelope to all the properties in the local area. Social media posts also targeted this area and encouraged them to respond. The stakeholders contacted at the beginning and during this engagement also represented many groups within the community and were asked to help encourage and engage members to have a say.

In pre covid19 times we would have followed up the postal surveys with targeted door knocking in this area and would have carried out interview surveys on street to help boost responses from certain groups. If street events had been allowed the team would have held roadshows asking people to get involved and fill in the survey.

The team are very aware that not everyone has access to online resources which is why the team put up posters in the local streets to advertise the engagement and provided contact details in different forms. On all the paper and online copies of the engagement outputs the team provided a language template so that people could get the survey in a different language or in a different format as noted in the engagement tool section. The products also had a phone number which had an answerphone function. People could call and leave a message asking a question or leaving a comment and someone would get back to them. An email address was also provided along with a written address, so people had a choice of how they wished to communicate. The team also offered phone surgeries and virtual meetings to allow people to speak to the team if they had any questions and queries.

## **5. Results**

### **5.1 Stakeholder engagement**

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

- ward members and MPs,
- emergency service providers,
- equality groups,
- transport operators,

- transport board members,
- educational institutions,
- refuse firms,
- faith groups,
- voluntary and community sector groups,
- energy, water, and telecommunication providers.

### **Key stakeholders**

Responses were received from the emergency services which include the police and fire service who are keen to be kept involved in discussions once proposals emerge as they require emergency access. Conversations will also continue with Bristol Waste as proposals develop to ensure refuse collection is considered. Other organisations that have been briefed include Bristol Physical Access Chain who is keen to be involved to help guide on access for those with disabilities, Bristol Walking Alliance, and the Bristol Cycle Campaign.

Official responses were received from the Bristol Walking Alliance, Bristol Cycle campaign and the Civic Society.

#### **Bristol Walking Alliance**

BWA submitted general comments for all the projects. They support the improvements being proposed to high streets but urge they must be more than temporary interventions. They commented specifically on walking improvements and believe the changes should be designed to make those places more welcoming, safe, convenient, and inclusive for those on foot. They would like to see the removal of access for motor vehicles rather than one-way streets and preferred full closure to timed closure of through routes.

In terms of community engagement, they support the intention for greater community consultation and that success will largely depend on how the doubts of a few people are sensitively addressed. They also commented on the first round of Emergency Active Travel Fund high street interventions and making it clear about temporary and permanent measures as a way of setting expectations, (see Appendix 6.3).

#### **Bristol Cycling Campaign**

Bristol Cycling Campaign submitted a response on five of the projects which included Mina Road. They first provided a summary of the group and describe themselves as the voice of cycling in Bristol and in a general response they strongly support the creation of better environments for pedestrians and cyclists, residents, and businesses by reducing the impact of car travel and storage. They felt any measure should retain full access for cycling and should include cycle parking provision.

As Mina Road forms part of Concorde Way, they would prefer a dedicated separated infrastructure for cycling but recognise this might not be possible. They made several recommendations which included restricting motor vehicle traffic through closing the minor access point at the end of Mina Road to the motorway and point closures as specific points to remove through traffic but retain access for residents, parking, and deliveries. (See Appendix 6.4 for full details).

## Bristol Civic Society

The BCS also responded and noted that they welcome street changes that seek to make places more welcoming for people on foot and on bike, and therefore encourage walking and cycling. They feel it is commendable that the council is taking views on the issues that concern people in particular neighbourhoods but feel more information is required to fully assess impact of schemes.

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

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

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

## Local stakeholders

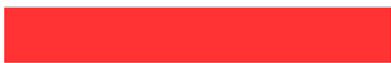
The local stakeholders for Mina Road include all the local businesses, local community groups and religious organisations. Many of the businesses engaged in the business operational survey and this is reported on in section 5.2. This section therefore focuses on the local stakeholders who got involved with the conversations and submitted representations on what they felt should be improved and prioritised in the area.

Prior to the community survey being launched and following the installation of the protected bike lane between the railway tunnel and Mercia Drive back in the summer 2020, members of the Mina Road Business group and of the St Werburghs Neighbourhood Association got in touch. They felt local traders and residents were keen for low traffic and safer walking and cycling routes with less polluted neighbourhoods but were concerned about the lack of consultation prior to the installation of the bike lanes. They welcomed the survey as an opportunity to have this discussion and set up a community web page for St Werburghs BS2 residents and traders aimed at discussing the possibility of pedestrianisation of Mina Road.

## **5.2 Community Survey Results**

A total of 824 completed responses to the survey have been captured using the online Smart Survey platform over the engagement period. This was made up of 454 online respondents and 370 paper copy responses.

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

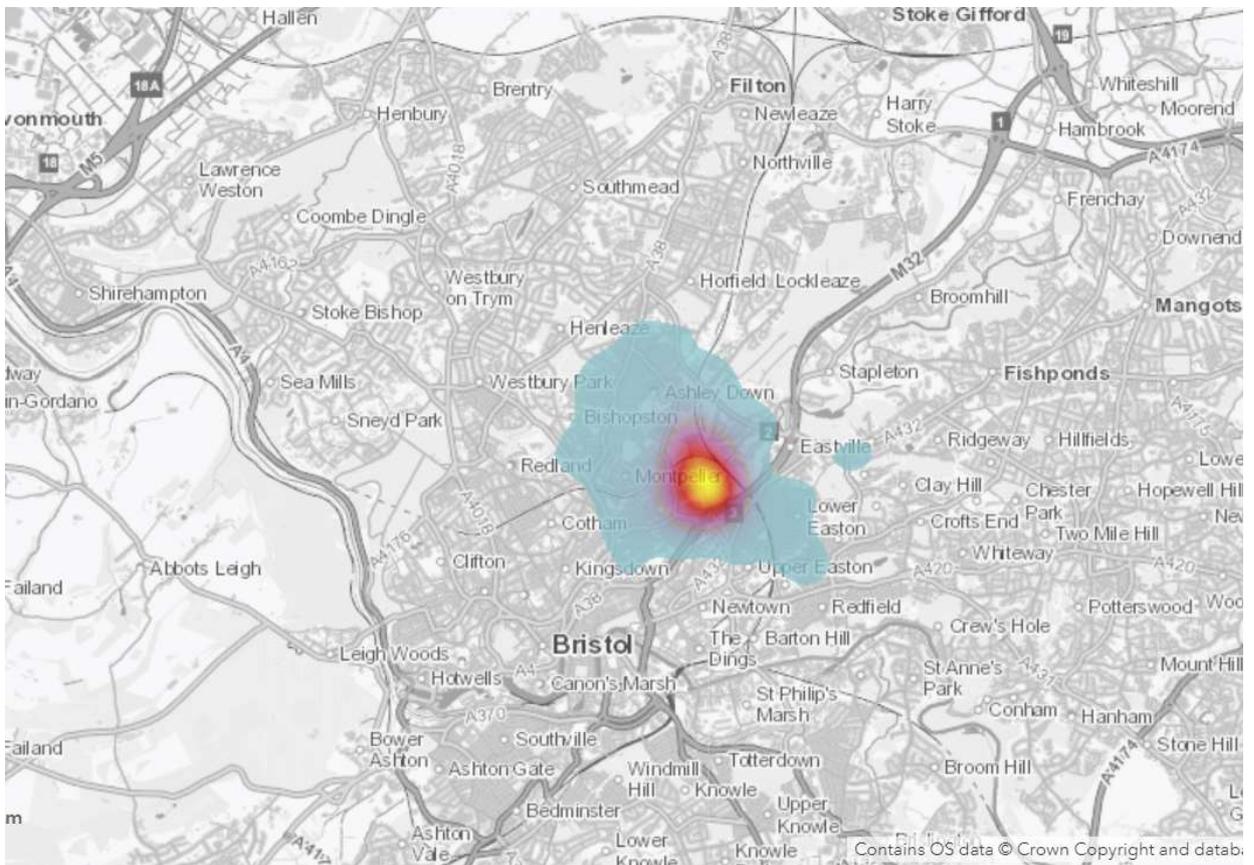
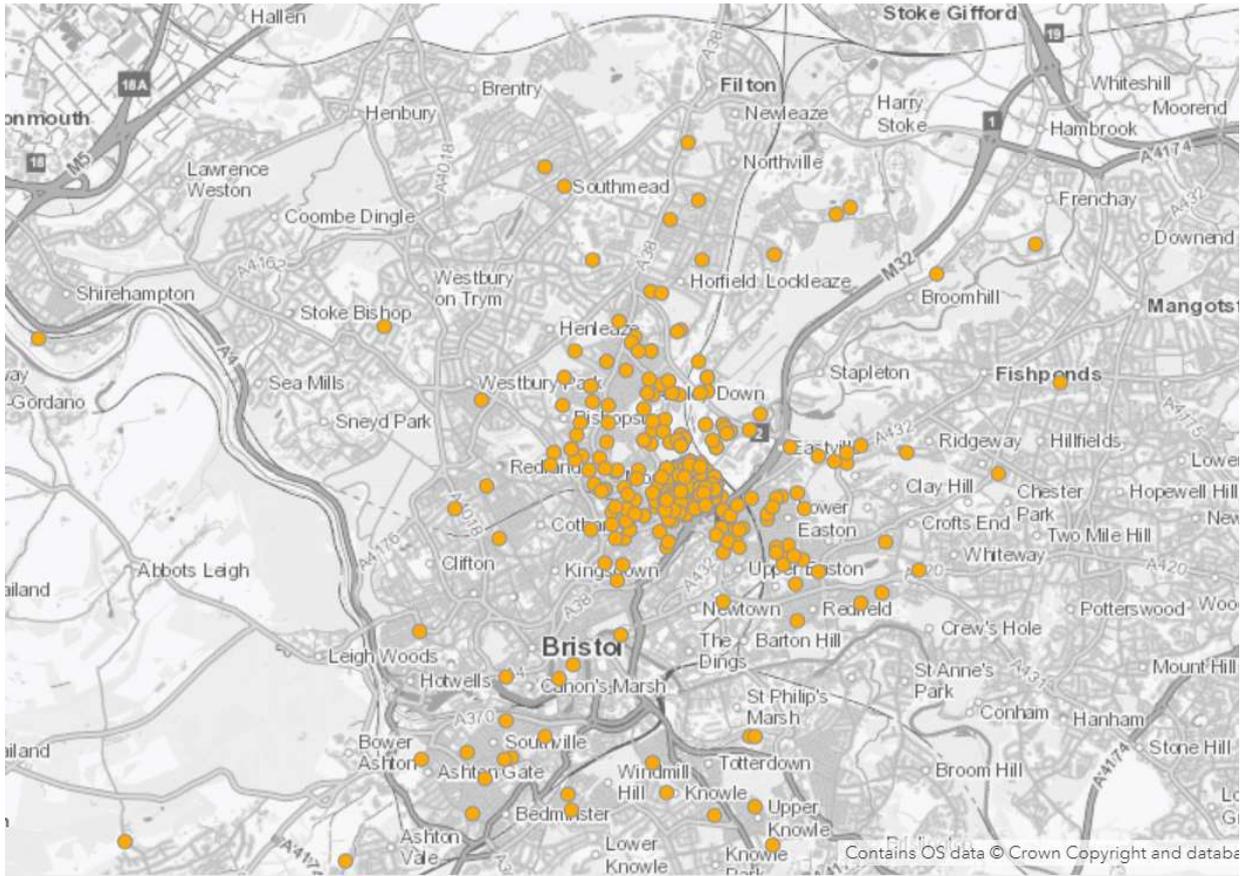
1. Which of the following best describes you? Tick all that apply.				
			Response Percent	Response Total
1	I am a local resident		81.87%	673
2	I am a local business owner		3.65%	30
3	I work in the local area		5.11%	42
4	I am a regular visitor to the local area		19.59%	161
5	Other (please specify):		29.68%	244
			answered	822
			skipped	2

82% of respondents said they were a local resident and just fewer than 20% of respondents are a regular visitor to the area.

Of the 'Other' category 20 comments were made and of those 10 travelled through Mina Road by bike or car, 1 was a landlord and the other comments were repeats of the categories in the main question.

### What is your full postcode?

Of the 824 responses, 801 left their postcode and most lived within Bristol. The postcodes have been plotted on the first map following to show where the respondents live. The vast majority are shown to be from the Ashley ward area which coincides with the response from question one and two. The second map is a heat map that shows that there is a concentration of high responses surrounding Mina Road and the local ward.



2. How far do you live from Mina Road?				
			Response Percent	Response Total
1	I live on Mina Road		16.93%	138
2	Up to one mile		68.34%	557
3	1 to 2 miles		7.36%	60
4	2 to 3 miles		3.93%	32
5	3 to 5 miles		1.72%	14
6	5+ miles		0.49%	4
7	I live outside of Bristol		1.23%	10
			answered	815
			skipped	9

Over 85% (695) of respondents live up to one mile from Mina Road and around 93% live within two miles.

3. How do you travel to and around Mina Road? Tick all that apply.				
			Response Percent	Response Total
1	I walk		87.00%	703
2	I use a bicycle		65.84%	532
3	I catch the bus		7.67%	62
4	I catch the train		3.59%	29
5	I use a taxi		6.93%	56
6	I use a motorcycle		1.49%	12
7	I drive a car or van		52.48%	424

### 3. How do you travel to and around Mina Road? Tick all that apply.

		Response Percent	Response Total
8	I am a car passenger		14.36% 116
9	Other (please specify):		2.85% 23
		answered	808
		skipped	16

87% walk to Mina Road with nearly 66% of respondents riding a bike and just over 52% of respondents travelling by car or van.

In the 'Other' response 20 comments were received and were broken down into 6 topics. They are noted in the following table:

Scooter or mobility scooter	4
Run	3
Drive a car or van	3
Cycle	3
Skate or skateboard	2
Wheelchair user	2

Where only one person made a comment, they were put into an 'other' category. There were 3 of these where one person noted a trike, car clubs and a buggy or pushchair.

### 4. How often do you visit or use Mina Road?

		Response Percent	Response Total
1	Daily		53.80% 439
2	3 to 4 times a week		24.14% 197
3	1 to 2 times a week		13.36% 109
4	Fortnightly		3.31% 27
5	Monthly		3.68% 30
6	A few times a year		1.35% 11

**4. How often do you visit or use Mina Road?**

			Response Percent	Response Total
7	Rarely		0.37%	3
			answered	816
			skipped	8

Of those who responded nearly 78% visit or use the street over 3 to 4 times a week or more.



**5. Thinking about area of focus one (as shown on the map above), what are the key things that you like about the street environment? Tick all that apply.**

			Response Percent	Response Total
1	Personality and character of the street		63.44%	517
2	Places for meeting friends and family		29.33%	239
3	Places to sit and rest		16.56%	135
4	Good street lighting		15.83%	129

**5. Thinking about area of focus one (as shown on the map above), what are the key things that you like about the street environment? Tick all that apply.**

			Response Percent	Response Total
5	Close to green spaces		70.31%	573
6	20mph speed limit		61.10%	498
7	It is easy to walk around		45.40%	370
8	There is space to cycle		46.63%	380
9	On street car parking		14.36%	117
10	Close to St Werburghs City Farm		71.29%	581
11	Close to The Climbing Academy		21.84%	178
12	Close to local businesses		43.19%	352
13	Part of Concorde Way cycle route		47.12%	384
14	Other (please specify):	<input type="text"/>	12.39%	101
			answered	815
			skipped	9

Most respondents (around 70%) like area of focus one on Mina Road because it is “close to St Werburghs City Farm” and “close to green space”. Over 63% like the “personality and character of the street” and 61% liked the “20mph speed limit”. Around 47% of respondents like the street because “there is space to cycle” and 12% of respondents left a comment.

In the ‘Other’ response, 101 comments were received. These responses have been put into categories and then broken into further sub-categories as follows. Some comments fit into more than one category:

- Walking (Quiet place, Narrow pavements, Walking routes)
- Cycling (Concorde Way, Improved cycle lanes)
- Roads (No through traffic or little traffic, 20mph limits, dangerous roads)
- Local facilities (Pub, shops or post office, community gardens, stream, and tunnel, Narrowways, Allotments, Close to Nature, Ecovillage)
- Parking (Use alternative routes to avoid parked cars, access to home with vehicle, van dwellers moved on, nowhere to park)
- Look and feel (village feel or sense of community, historical memories, community space or local artwork)

For the 'walking' category, 21 comments were received and are summarised:

<b>Walking</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Quiet place	6 comments	Low levels of people and traffic. It is a quiet route, especially at night.
Narrow pavements	2 comments	The pavements are narrow which makes it difficult to social distance, especially with the cycle lane.
Walking routes	13 comments	The cycle lane has calmed traffic and so made it safer for pedestrians. Nice to walk along the hills and nearby allotments. It is also safe to walk with children.

For 'cycling' category, 14 comments were received and are summarised:

<b>Cycling</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Concorde Way	1	The Concorde Way cycle route
Improved cycle lanes	13 comments	The new cycle lane is safer for cyclists as cars must slow down. The area has been quieter and much safer.

For 'road' category, 19 comments were received and are summarised:

<b>Road</b>	<b>Number of comments</b>	<b>Summary of comments</b>
No through traffic or little traffic	10 comments	There is very little through traffic anymore. The area has been hugely improved by the removal of parked vans and the introduction of the dedicated cycle lane.
20mph limits	4 comments	Enjoy the 20mph speed limit. There is much less speeding now. This is because of the new cycle lane.
Dangerous roads	5 comments	The cyclists and motorised scooters travel very fast, making it dangerous for pedestrians. Even though the speed limit is 20mph, cars still speed down this road.

For 'local facilities' category, 45 comments were received and are summarised:

<b>Local facilities</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Pub	12 comments	The Miners Arms is a great pub for the local community.
Shops or post office	4 comments	There are lots of local community shops. This makes the area lively. There is easy access to a wide variety of shops and the local post office.
Community gardens	8 comments	Mina Road has good access to the local community gardens. The gardens are a nice, quiet place to walk.

Stream and tunnel	3 comments	It is nice to walk around the nearby stream. The tunnel also adds character to the area.
Narrowways	7 comments	Mina Road has good joining paths to the Narrowways. Access to the Narrowways has been vastly improved by the bike lane.
Allotments	4 comments	Mina Road is a good link to the local allotments.
Close to nature	6 comments	There is much natural habitat in the local area. This makes it a nice place to walk and see the wildlife.
Ecovillage	1 comment	Mina Road is a good connection to the Ecovillage.

For 'parking' category, 5 comments were received and are summarised:

<b>Parking</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Use alternative routes to avoid parked cars	1 comment	Other routes, such as St Werburghs road, are used to avoid Mina Road.
Access to home with vehicle	2 comments	It is good that cars can be parked close to homes. So that they can be accessed easily, and deliveries can be made to the residents.
Van dwellers moved on	1 comment	The area has been much improved since the van dwellers left. This has made the area cleaner and safer for cyclists.
Nowhere to park	1 comment	There always used to be somewhere to park before the council put the cycle lane in. Very difficult to park now.

For 'look and feel' category, 18 comments were received and are summarised:

<b>Look and feel</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Village feel or sense of community	9 comments	The local area is lively, relaxing, and full of character. Mina Road has a real community feel and is full of friendly, like-minded people.
Historical memories	2 comments	1900s architecture, and the fact that people have lived and brought up families here for decades.
Community space or local artwork	7 comments	The new statue is a nice addition to the area. There is also a lot of community space that is all connected.

There were 28 'other' comments that did not fit into these categories and varied from noting negatives, making suggestions for the area, not using the area and so weren't able to answer the question, and not understanding the question.

**6. Thinking again about your experiences on the section of Mina Road north of the mini roundabout (area of focus one as shown on the map) - how much of a problem do you think the following things are:**

	<b>A serious problem</b>	<b>A moderate problem</b>	<b>A minor problem</b>	<b>Not at all a problem</b>	<b>Don't know or no opinion</b>	<b>Response Total</b>
The street is busy with people	1.9% (15)	10.6% (82)	19.5% (151)	66.3% (513)	1.7% (13)	774
The street is busy with motorised traffic	17.4% (138)	33.8% (268)	24.8% (197)	22.7% (180)	1.4% (11)	794
There is too much noise pollution	12.8% (99)	19.1% (148)	26.2% (203)	33.7% (261)	8.3% (64)	775
The air quality is too poor	29.0% (226)	21.5% (168)	21.4% (167)	17.6% (137)	10.5% (82)	780
The road is unpleasant to walk along	11.1% (65)	20.7% (121)	21.2% (124)	31.1% (182)	15.9% (93)	585
The pavements are too narrow	21.2% (168)	27.7% (220)	23.7% (188)	25.0% (198)	2.4% (19)	793
There are no places to sit and rest	11.3% (88)	17.6% (137)	26.4% (206)	34.9% (272)	9.9% (77)	780
The road feels unsafe to cycle on	14.5% (113)	24.0% (187)	16.6% (129)	33.1% (258)	11.8% (92)	779
There is not enough cycle parking	13.7% (106)	20.8% (161)	22.4% (173)	24.7% (191)	18.5% (143)	774
There is not enough dedicated space for cyclists on the road	19.7% (151)	17.9% (137)	16.3% (125)	39.2% (300)	6.9% (53)	766
The traffic speeds are too high	15.3% (119)	19.3% (150)	21.1% (164)	38.4% (298)	5.9% (46)	777
Access for disabled people is poor	18.6% (144)	17.4% (135)	12.1% (94)	10.2% (79)	41.7% (323)	775
There is not enough disabled parking	8.7% (67)	11.3% (87)	10.8% (83)	13.9% (107)	55.2% (424)	768

**6. Thinking again about your experiences on the section of Mina Road north of the mini roundabout (area of focus one as shown on the map) - how much of a problem do you think the following things are:**

	<b>A serious problem</b>	<b>A moderate problem</b>	<b>A minor problem</b>	<b>Not at all a problem</b>	<b>Don't know or no opinion</b>	<b>Response Total</b>
There is not enough car parking	10.7% (81)	12.0% (91)	11.8% (90)	42.2% (321)	23.3% (177)	760
					answered	814
					skipped	10

The most serious problem identified with 29.0% was that “the air quality is too poor” followed by 21.2% with “the pavements are too narrow” and 19.7% saying “there is not enough dedicated space for cyclists on the road”.

When totalling the serious and moderate problem figures together the picture changes slightly as “the street is busy with motorised traffic” has the highest number of respondents with 51%, and the next highest comment is “the air quality is too poor” with 50% and this is followed by 49% for “the pavements are too narrow”.

66% of respondents think “the street is busy with people” is not at all a problem and 42% think “there is not enough car parking” is not at all a problem. This is followed by nearly 40% of respondents who think “there is not enough dedicated space for cyclists on the road” and “the traffic speeds are too high” are also not at all a problem.

**7. Please use the text box below to specify any other experiences you have of the street environment on this section of Mina Road (area of focus one as shown on the map):**

This question received 358 comments. These responses have been put into categories and then broken into further sub-categories as follows. Some comments fit into more than one category:

- Walking (pavements narrow and uneven, difficulty crossing road or accessibility)
- Cycling (like new cycle path, cycle way design causes problems, not enough space to cycle, bike lane pointless or not used)
- Tunnel (graffiti and sprays an issue, narrow pavements at tunnel)
- Car parking (parking on pavements or illegally or dangerously, too many parking cars, long term van dwellers cause problems, lack of parking)
- Road Safety (dangerous section of road, speeding traffic)
- Environment (street is dirty or litter, nice area, often noisy people or anti-social behaviour, air pollution, street gutters flood)

For ‘walking’ category, 79 comments were received and are summarised:

<b>Walking</b>	<b>Number of comments</b>	<b>Summary of comments</b>
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Pavements narrow and uneven	57 comments	The pavement is narrow here and due to the cycle lane and unevenness of the pavement it is difficult to get around with children, a pushchair, or a wheelchair.
Difficulty crossing road or accessibility	22 comments	The parked cars can make it difficult to cross the road. There need to be more crossing points and drop curbs. Cyclists going both ways in the cycle lane also make it dangerous to cross.

For 'cycling' category, 204 comments were received and are summarised:

<b>Cycling</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Like new cycle path	60 comments	The cycle lane makes the roads safer as the traffic is slowed down. This makes the road better for children, pedestrians, and cyclists. The area has been improved hugely by its introduction.
Cycle way design causes problems	93 comments	Due to the cycle lane being introduced, the road has narrowed, and it is dangerous to step off the pavement. Cyclists travel too fast down the cycle lane as it is so wide. The cycle lane also causes aggravation between different road users.
Not enough space to cycle	24 comments	The road is ok for confident cyclists but can be very busy. The parked cars and speeding cars can make it very dangerous as the roads are narrow. This is especially the case for northbound cyclists.
Bike lane pointless or not used	27 comments	Cyclists do not use the cycle lane enough to warrant it. This section of Mina Road was quiet to cars anyway.

For 'tunnel' category, 7 comments were received and are summarised:

<b>Tunnel</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Graffiti and sprays an issue	4 comments	The graffiti adds character to the tunnel and the local area. However, people block the tunnel while graffitiing and this is an issue for residents. It is also not good for children to be around the fumes.
Narrow pavements at tunnel	3 comments	Sometimes the people spraying the art in the tunnel take up a lot of the pavement. This makes it very narrow to pass. The bike path entrance to the tunnel is also too narrow. No one ever uses it as it is muddy and narrow.

For 'car parking' category, 136 comments were received and are summarised:

<b>Car parking</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Parking on pavements or illegally or dangerously	27 comments	Cars park very inconsiderately on one side of the road. They often also park on corners. Parking on pavements also impacts accessibility.
Too many parking cars	53 comments	There are too many parked cars. People use the spaces as long-term storage of their cars. The cars make this major cycle route unsuitable.
Long term van dwellers cause problems	18 comments	Since the vans have been removed it is much safer and much better to walk children around the area. However, some people liked the vans and were sad to see them go.
Lack of parking	38 comments	There is not enough parking in the area for the residents. The cycle lane has only made this problem worse.

For 'road safety' category, 92 comments were received and are summarised:

<b>Road Safety</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Dangerous section of road	58 comments	Cars and cyclists speed on this section of road. The illegal and inconsiderate car parking only makes it worse for all road users.
Speeding traffic	36 comments	Lots of cars are going well over the 20mph speed limit. Cars often also speed right over the roundabout. The visibility is poor, and the road is narrow. The speed makes it very dangerous.

For 'traffic' category, 73 comments were received and are summarised:

<b>Traffic</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Congestion is an issue	14 comments	The road can become congested by people driving to the farm and at school times. It can also be busy with through traffic.
Busy with traffic	26 comments	The road is used as a rat run off the M32. It is busy with people visiting the area and using the area as a car park.
Difficult for vehicles to pass	20 comments	The road is too narrow for cars to pass at the same time. The cycle lane and parked cars have narrowed the road. Cars speed to compensate.
Car pollution	13 comments	Van dwellers park on street and contribute to air pollution by using stoves in the

		winter. The M32 also causes a considerable amount of pollution.
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For 'environment' category, 52 comments were received and are summarised:

<b>Environment</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Street is dirty or litter	18 comments	The street is often dirty with rubbish and dog poo. Fly tipping is also an issue in the area.
Nice area	12 comments	Mina Road is a vibrant street with lots of interesting people and shops. There seems to me to be a good compromise between cyclists, pedestrians or walkers, and motorists.
Often noisy people or anti-social behaviour	10 comments	People make a lot of noise after partying on the hill or the local pubs. The van dwellers can also be anti-social. The street can feel unsafe.
Air pollution	11 comments	Vans, stoves, car pollution and the M32 are all causing a lot of air pollution in the area.
Street gutters flood	1 comment	Due to poor drainage the gutters can become blocked and are then prone to flooding.

There were 62 'other' comments that did not fit into these categories. The majority were from respondents that were suggesting improvements to the area. The rest were a mix of respondents not understanding the question or stating that they had no issues with the area.

#### **8. Please tell us how much of a problem you think this is:**

When comments were received in question seven respondents were asked to categorise the comments into a serious problem, moderate problem, minor problem, not a problem at all or don't know or no opinion.

Only 320 of the 358 comments received a tick for this question and 123 were serious, 98 were moderate, 24 were minor, 25 not at all a problem and 50 don't know or no opinion.

**9. Again, thinking only about the section of Mina Road north of the mini roundabout (area of focus one as shown on the map above), please tell us what your priorities would be for improvements (tick all that apply):**

	<b>Essential</b>	<b>High priority</b>	<b>Medium priority</b>	<b>Low priority</b>	<b>Not a priority</b>	<b>Response Total</b>
Cleaner air	41.5% (316)	25.0% (190)	18.1% (138)	10.9% (83)	4.5% (34)	761
Make it easier to cross the road	22.4% (169)	20.6% (156)	23.7% (179)	21.7% (164)	11.6% (88)	756
Wider pavements	21.6% (165)	22.0% (168)	27.6% (211)	17.3% (132)	11.5% (88)	764
Traffic calming measures to slow traffic	22.2% (173)	20.8% (162)	24.4% (190)	20.4% (159)	12.1% (94)	778
Restricting traffic at certain times	15.6% (117)	12.4% (93)	17.0% (128)	27.2% (204)	27.8% (209)	751
Maintaining motorised vehicle access to the street	22.3% (170)	13.5% (103)	23.5% (179)	23.2% (177)	17.6% (134)	763
Restricting motorised vehicle access to the street	15.2% (114)	13.3% (100)	21.4% (161)	23.4% (176)	26.6% (200)	751
Prioritising more road space for cycling	25.7% (198)	17.3% (133)	21.3% (164)	18.6% (143)	17.1% (132)	770
Cycle parking facilities	15.5% (119)	18.7% (144)	26.7% (205)	22.4% (172)	16.8% (129)	769
More places to stop and rest such as seating areas	11.3% (86)	14.1% (107)	31.4% (239)	26.9% (205)	16.3% (124)	761
More outdoor space for community amenities	17.7% (135)	22.7% (173)	27.3% (208)	19.7% (150)	12.6% (96)	762
Reduced traffic noise	15.0% (113)	15.8% (119)	27.1% (204)	26.7% (201)	15.3% (115)	752
More car parking in the area	9.1% (69)	6.6% (50)	15.0% (114)	27.1% (206)	42.2% (321)	760
More greenery or planters	22.8% (178)	28.6% (223)	25.9% (202)	13.9% (108)	8.7% (68)	779

**9. Again, thinking only about the section of Mina Road north of the mini roundabout (area of focus one as shown on the map above), please tell us what your priorities would be for improvements (tick all that apply):**

	Essential	High priority	Medium priority	Low priority	Not a priority	Response Total
Improve the Concorde Way cycle route	30.6% (231)	22.0% (166)	21.4% (162)	12.7% (96)	13.4% (101)	756
					Answered	808
					Skipped	16

Nearly 42% of respondents think “have cleaner air” is essential. This is followed by 31% of respondents thinking that “improve the Concorde Way cycle route” is essential. Nearly 26% of respondents thought that “prioritising more road space for cycling” was essential. When totalling essential and the high priority columns together the picture is slightly different, with “have cleaner air” still being top with 66.5% saying it is essential or high priority, “improve the Concorde Way cycle route” is again next with 52.6%, but “more greenery or planters” then follows with 51.4%.

9.1% of respondents think “more car parking in the area” is essential, but over 69% think this is a low priority or not a priority at all. 15.6% think “restricting traffic at certain times” is essential, but 55% think it is a low priority or not a priority at all.

**10. If you would like to suggest any other priorities for this section of Mina Road (area of focus one as shown on the map), please specify below:**

This question received 232 comments. These responses have been put into categories and then broken into further sub-categories as follows. Some comments fit into more than one category:

- Walking (Improve pavements–widen, road safety, other)
- Cycling (Remove cycle lane, lengthen cycle lane, other cycle lane suggestion or comments)
- Car parking (Remove or restrict car parking, Need RPZ, Need electric charging points, other)
- Community facilities (protect community space, provide community space, other)
- Roads or traffic (traffic flow, road markings or signage or traffic calming, prevent or restrict motorised vehicles, other)
- Environment

For ‘walking category, 30 comments were received and are summarised:

Walking	Number of comments	Summary of comments
Improve pavements-widen	16 comments	Make it safer for pedestrians by widening the pavement. Make it easier for wheelchairs and pushchairs to get around the area.
Road safety	11 comments	Pedestrians need to be the top priority. Crossing the road, especially at the

		roundabout, needs to be made easier and safer.
Other	3 comments	Do not widen the pavement or remove disabled access. The road has also been good to walking for leisure.

For 'cycling' category, 68 comments were received and are summarised:

<b>Cycling</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Remove cycle lane	14 comments	Mina Road is a quiet stretch of road and the cycle lane is not needed. The cycle lane is unsafe for cyclists and pedestrians and cars now have less parking spaces.
Lengthen cycle lane	2 comments	The current cycle lane is not long enough. Extend it and make it permanent.
Other cycle lane suggestion or comments	52 comments	The cyclists travel too fast. The concrete triangles at the ends of the tunnel need to be improved. The exist cycle lane is ambiguous, i.e., is it for northbound cyclists as well?

For 'car parking' category, 70 comments were received and are summarised:

<b>Car Parking</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Remove or restrict car parking	15 comments	Eliminate street parking and encourage alternatives to single car ownership. Limit the way cars or vans can park on corners, as this makes visibility poor.
Need RPZ	15 comments	An RPZ would improve the area. Residents need to be prioritised. Currently commuters park their cars in the area and then get the bus to work.
Need electric charging points	2 comments	Mina Road has a lot of housing with high car ownership. Multiple charging points would entice residents to buy an EV.
Other	18 comments	Due to cars parked poorly it is dangerous to cross the road. Get rid of van dwellers. Cars should also be restricted from parking at either end of the tunnel.

For 'Community facilities' category, 21 comments were received and are summarised:

<b>Community facilities</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Protect community space	2 comments	Stop people misusing the community gardens. The nature needs to be maintained.
Provide community space	16 comments	Street markets, places to sit and street art would all help improve the area. Children

		should be able to play safely in a green and safe place.
Other	3 comments	The tunnel's culture of being painted should be maintained. Planters only stop being maintained and then are used as bins.

For 'roads or traffic' category, 78 comments were received and are summarised:

<b>Roads or traffic</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Traffic flow	25 comments	Any changes to Mina Road will have a knock-on effect to the traffic flow on the roundabout. Any road closures would simply transfer traffic to other areas.
Road markings or signage or traffic calming	21 comments	Stop cars speeding in the area, especially near the tunnel. A one-way system, raised pavements or increased signage could be used.
Prevent or restrict motorised vehicles	25 comments	This area should be a low traffic neighbourhood or liveable neighbourhood. Making Mina Road one way would help reduce traffic in the area.
Other	7 comments	Vehicles should be restricted, and the cycle lane made permanent. Other residents., however, want vehicle access maintained.

For 'environment' category, 20 comments were received and are summarised:

<b>Environment</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Environment	20 comments	Keep the area clean from waste. More bins are needs and fly-tipping needs to be stopped. The area also holds a lot of air pollution.

### 11. Please tell us how much of a priority you think this is:

When comments were given in question ten, respondents were asked to categorise their comments into essential, high priority, medium priority, or low priority.

Of the 232 comments received in question ten, 207 had a corresponding tick in one of the categories and 81 were essential, 55 were high priority, 27 were medium priority, 8 low priority and 36 not a priority at all.



12. Thinking about area of focus two (as shown on the map above), what are the key things that you like about the street environment? Tick all that apply.

			Response Percent	Response Total
1	Personality and character of the street		78.08%	627
2	Places for meeting friends and family		65.01%	522
3	Places to sit and rest		42.09%	338
4	Good street lighting		22.17%	178
5	Close to green spaces		77.96%	626
6	20mph speed limit		60.77%	488
7	It is easy to walk around		40.22%	323
8	There is space to cycle		16.19%	130
9	On street car parking		11.83%	95
10	Close to St Werburghs City Farm		36.36%	292
11	Close to local businesses		74.60%	599

**12. Thinking about area of focus two (as shown on the map above), what are the key things that you like about the street environment? Tick all that apply.**

			Response Percent	Response Total
12	Part of the Concorde Way cycle route		33.87%	272
13	Other (please specify):		11.71%	94
			answered	803
			skipped	21

Most respondents (around 77%) like area of focus two on Mina Road because it of the “personality and character of the street” and because it is “close to green space”. Over 74% like the street because it is “close to local businesses” and 65% liked it because it is a “place meeting friends and family”. Around 60% of respondents like the street because of the “20mph speed limit”.

In the ‘Other’ response, 94 comments were received. These responses have been put into categories and then broken into further sub-categories as follows. Some comments fit into more than one category:

- Walking (Improve pavements-widen, road safety)
- Cycling (Good place to cycle, bad place to cycle, other)
- Location (Close to shops or local businesses, close to green areas, close to main roads, other)
- Community facilities (Community spirit, infrastructure)
- Roads or traffic or parking (traffic issues, road markings or signage or traffic calming, prevent or restrict motorised vehicles, parking issues)
- Environment
- Other or out of scope (negative, neutral)

For the ‘walking category, 6 comments were received and are summarised:

Walking	Number of comments	Summary of comments
Improve pavements-widen	3 comments	There is a lot to like about the area, but the pavement is too narrow. This makes using a pushchair very difficult.
Road safety	3 comments	The road is dangerous to walk with children, especially when crossing roads. It is also dangerous as a cyclist and driver.

For ‘cycling’ category, 11 comments were received and are summarised:

Cycling	Number of comments	Summary of comments
Good place to cycle	3 comments	Great links into the centre of Bristol and other areas.

Bad place to cycle	6 comments	Dangerous to cycle in this area due to cars speeding and overtaking on narrow sections.
Other	2 comments	Cyclists already have a lot of support in this area. But the cycle lanes are patchy and need more continuity.

For 'location' category, 47 comments were received and are summarised:

Location	Number of comments	Summary of comments
Close to shops or local businesses	27 comments	Lots of great independent shops that have made the area a destination. The post office and general store are particularly popular.
Close to green areas	11 comments	The Mina Road park is fantastic, and a nice place to sit or walk the dog.
Close to main roads	6 comments	Mina Road is a good road for access from residential areas to other areas in Bristol. It is also important for access to the M32.
Other	3 comments	Close to the community centre and climbing centre. The road has a lot of community atmosphere.

For 'community facilities' category, 13 comments were received and are summarised:

Community facilities	Number of comments	Summary of comments
Community spirit	7 comments	The area has a great sense of close community spirit. It is a friendly, lively, and fun place to be.
Infrastructure	6 comments	The Mina Road area is too dark. New lights need to be fitted to stop anti-social behaviour. Having two post boxes is also handy.

For 'roads or traffic or parking' category, 24 comments were received and are summarised:

Roads or traffic or parking	Number of comments	Summary of comments
Traffic issues	16 comments	There is a lot of commuting and through traffic, and the road is too narrow to have 2-way traffic. The 20mph is also widely ignored. The traffic, however, is calmer than it used to be.
Road markings or signage or traffic calming	2 comments	Make this section one way and implement more noticeable traffic calming signage.
Prevent or restrict motorised vehicles	3 comments	There is too much traffic. If the traffic was removed, or slowed down, it would be a much nicer area.

Parking issues	3 comments	There is a lot of illegal parking, which then makes it unsafe to walk and cycle in the area.
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For 'environment' category, 4 comments were received and are summarised:

Environment	Number of comments	Summary of comments
Environment	4 comments	The wildlife and nature are an asset. However, this green space can be a bit of a mess.

For 'other or out of scope' category, 8 comments were received and are summarised:

Other or out of scope	Number of comments	Summary of comments
Negative	4 comments	Don't really like this part of Mina Road. It is very busy and unpleasant.
Neutral	4 comments	Rarely use the road or don't go there anymore.

**13. Again thinking about your experiences on the section of Mina Road south of mini-roundabout (area of focus two as shown on the map), how much of a problem do you think the following things are:**

	A serious problem	A moderate problem	A minor problem	Not at all a problem	Don't know or no opinion	Response Total
The street is busy with people	7.8% (60)	21.9% (168)	19.5% (150)	49.5% (380)	1.3% (10)	768
The street is busy with motorised traffic	63.2% (504)	23.0% (183)	8.3% (66)	4.9% (39)	0.6% (5)	797
There is too much noise pollution	38.1% (298)	25.4% (199)	18.3% (143)	12.7% (99)	5.5% (43)	782
The air quality is too poor	53.8% (419)	22.1% (172)	11.0% (86)	7.1% (55)	6.0% (47)	779
The road is unpleasant to walk along	28.5% (169)	28.2% (167)	11.5% (68)	17.1% (101)	14.7% (87)	592
The pavements are too narrow	36.0% (280)	23.5% (183)	17.6% (137)	19.8% (154)	3.1% (24)	778

**13. Again thinking about your experiences on the section of Mina Road south of mini-roundabout (area of focus two as shown on the map), how much of a problem do you think the following things are:**

	<b>A serious problem</b>	<b>A moderate problem</b>	<b>A minor problem</b>	<b>Not at all a problem</b>	<b>Don't know or no opinion</b>	<b>Response Total</b>
There are no places to sit and rest	12.1% (93)	17.4% (134)	24.3% (187)	36.5% (281)	9.6% (74)	769
The road feels unsafe to cycle on	42.6% (333)	23.3% (182)	11.5% (90)	11.3% (88)	11.4% (89)	782
There is not enough cycle parking	18.6% (144)	25.3% (196)	20.8% (161)	19.4% (150)	15.9% (123)	774
There is not dedicated space for cyclists on the road	44.8% (349)	20.8% (162)	11.6% (90)	14.5% (113)	8.3% (65)	779
The traffic speeds are too high	32.3% (252)	21.5% (168)	17.9% (140)	22.2% (173)	6.0% (47)	780
Access for disabled people is poor	22.8% (176)	18.2% (141)	10.9% (84)	7.9% (61)	40.2% (311)	773
There is not enough disabled parking	13.0% (100)	14.5% (112)	11.9% (92)	11.3% (87)	49.2% (379)	770
There is not enough car parking	10.4% (79)	12.4% (94)	17.3% (131)	44.9% (340)	14.9% (113)	757
There is too much traffic coming off the M32	45.7% (354)	22.6% (175)	12.3% (95)	12.9% (100)	6.6% (51)	775
					answered	807
					skipped	17

The most serious problem identified with 63.2% was that “the street is busy with motorised traffic” followed by 53.8% with “the air quality is too poor” and 45.7% saying “there is too much traffic coming off the M32”.

When totalling the serious and moderate problem figures together the picture is the same with “the street is busy with motorised traffic” still having the highest number of respondents with 86%, and the next highest comment is “the air quality is too poor” with 76% and this is followed by 68% for “there is too much traffic coming off the M32”.

49.5% of respondents think “the street is busy with people” is not at all a problem and 42% think “there is not enough car parking” is not at all a problem. This is followed by 36.5% of respondents who think “there are no places to sit and rest” are not at all a problem.

**14. Please use the text box below to specify any other experiences you have of the street environment on this section of Mina Road (area of focus two as shown on the map):**

This question received 393 comments. These responses have been put into categories and then broken into further sub-categories as follows. Some comments fit into more than one category:

- Roads or traffic (Vehicles going too fast, too many vehicles or congestion problems, road condition or markings or signage or traffic calming, prevent or restrict motorised vehicles, road too narrow, access to M32 and other main roads required by residents, traffic flow, other)
- Walking (improve pavements-widen, road safety, other)
- Cycling (cycling issues, lengthen cycle lane, other cycle lane suggestions or comments)
- Car parking (vehicles parked illegally or inappropriately, non-residents parking or Need RPZ, remove or restrict car parking, other)
- Community (improve park or general park comments, derelict buildings, or suggestions for new businesses, other)
- Environment

For ‘roads or traffic’ category, 320 comments were received and are summarised:

<b>Roads or traffic</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Vehicles going too fast	57 comments	Cars coming off the M32 and entering the area at speed. Many near misses, especially on the zebra crossings. Bad parking and narrow roads only add to the problem
Too many vehicles or congestion problems	74 comments	Lots of congestion in the area. This means a lot of stationary idling cars. The traffic then makes it difficult to cycle through.
Road condition or markings or signage or traffic calming	47 comments	The road is uneven and full of potholes. This causes water to build up in some areas and this is unpleasant for cyclists and pedestrians. It also makes it unsafe for road users.
Prevent or restrict motorised vehicles	60 comments	Either make this route one-way to cars, or completely stop through traffic. This would stop the traffic to the M32. This area should be a liveable neighbourhood.
Road too narrow	23 comments	The road is far too narrow to accommodate two-way traffic. This creates congestion and is then dangerous to all road users.

Access to M32 and other main roads required by residents	11 comments	Having access to M32 for residents in this area is important. This could be access only to residents, meaning that it wasn't used as a rat-run by commuters.
Traffic flow	14 comments	Any issues on M32 lead to congestion on Mina Road. Also, any road closures would just push traffic onto nearby streets.
Other	34 comments	Used as a rat run for the M32. Large vehicles also use the area regularly. The roads are too narrow and lead to congestion at the bottle necks.

For 'walking' category, 91 comments were received and are summarised:

<b>Walking</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Improve pavements - widen	29 comments	It is dangerous for pedestrians as the pavements are very narrow. This also makes it difficult to social distance. There is not enough room for pushchairs and wheelchairs.
Road safety	55 comments	Due to speeding cars, it can be difficult to cross the road safely. Parking adds to how unsafe the roads are, especially with children. It is also very dangerous for cyclists due to how narrow the roads are.
Other	7 comments	There is not enough room for pedestrians as the pavements are crowded and congested. There is a pinch point beside the chip shop where it is difficult to use a wheelchair.

For 'cycling' category, 87 comments were received and are summarised:

<b>Cycling</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Cycling issues	71 comments	The road is too narrow and therefore dangerous for cyclists. Overtaking and speeding cars are an issue and have caused some near misses. Some of the cyclists also speed and this is problematic for pedestrians.
Lengthen cycle lane	9 comments	The cycle lane on Mina Road needs to be extended and made to be 2-way. The road can be then 1-way for cars. This would increase cyclist's safety.
Other cycle lane suggestions or comments	7 comments	The cycle segregation has improved safety, especially for children. The cycle lane has however caused confusion for drivers coming off the M32, and the lighting also needs to be improved along the route.

For 'car parking' category, 95 comments were received and are summarised:

<b>Car parking</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Vehicles parked illegally or inappropriately	65 comments	Vehicles parking inconsiderably, especially near the roundabout, makes it dangerous for all road users. A lot of pavement parking in the area also reduces space for pedestrians.
Non-resident's parking or Need RPZ	6 comments	The current parking restrictions are not enforced. Introducing a residents parking scheme would reduce through traffic in the area.
Remove or restrict car parking	15 comments	Too much parking in the area. Remove the vehicles from outside the shops. This would give everyone more space and the road could be made one-way. Parking should be for delivery only.
Other	9 comments	Lack of disabled parking and access is not good for the area. On street parking makes it awkward for cars to pass and dangerous for cyclists.

For 'community' category, 61 comments were received and are summarised:

<b>Community</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Improve park or general park comments	18 comments	The Mina Road park is a really nice place, but the lighting could be improved. The toilets could also be made nicer. There is also sometimes antisocial behaviour in the park.
Derelict buildings or suggestions for new businesses	27 comments	The derelict building opposite the park should be developed as this would be a huge boost in the area. It is currently a huge eyesore and has become an environmental hazard.
Other	16 comments	The Mina Road area has great shops and places to eat. It is huge asset to Bristol and is a lovely community space. The road has potential to be better if lighting was improved and it was made to be less busy with traffic.

For 'environment' category, 28 comments were received and are summarised:

<b>Environment</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Environment	28 comments	Air quality is poor due to traffic. Traffic also causes noise pollution. The general

		cleanliness is a problem as litter is left on the street.
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**15. Please tell us how much of a problem you think this is:**

When comments were received in question seven respondents were asked to categorise the comments into a serious problem, moderate problem, minor problem, not a problem at all or don't know or no opinion.

Only 301 of the 393 comments received a tick for this question and 205 were serious, 55 were moderate, 9 were minor, 3 not at all a problem and 29 don't know or no opinion.

**16. Again thinking about the section of Mina Road south of mini-roundabout (area of focus two as shown on the map above) - please tell us what your priorities would be for improving this section of Mina Road (tick all that apply):**

	Essential	High priority	Medium priority	Low priority	Not a priority	Response Total
Cleaner air	53.0% (400)	20.7% (156)	16.3% (123)	7.0% (53)	3.0% (23)	755
Make it easier to cross the road	36.7% (280)	20.4% (156)	20.8% (159)	15.5% (118)	6.6% (50)	763
Wider pavements	33.6% (256)	19.7% (150)	20.8% (158)	17.3% (132)	8.5% (65)	761
Traffic calming measures to slow traffic	40.3% (310)	17.3% (133)	20.4% (157)	13.6% (105)	8.4% (65)	770
Restricting traffic at certain times	35.2% (268)	16.9% (129)	19.0% (145)	15.1% (115)	13.8% (105)	762
Maintaining motorised vehicle access to the street	18.4% (139)	14.0% (106)	23.0% (174)	23.3% (176)	21.2% (160)	755
Restricting motorised vehicle access to the street	31.8% (242)	18.4% (140)	16.7% (127)	16.2% (123)	17.0% (129)	761
Prioritising more road space for cycling	38.2% (294)	20.8% (160)	16.2% (125)	13.8% (106)	11.0% (85)	770
Cycle parking facilities	19.2% (145)	18.5% (140)	25.1% (190)	21.3% (161)	16.0% (121)	757

**16. Again thinking about the section of Mina Road south of mini-roundabout (area of focus two as shown on the map above) - please tell us what your priorities would be for improving this section of Mina Road (tick all that apply):**

	Essential	High priority	Medium priority	Low priority	Not a priority	Response Total
More places to stop and rest such as seating areas	16.2% (123)	12.5% (95)	27.1% (206)	26.9% (205)	17.3% (132)	761
More outdoor space for community amenities	21.8% (165)	19.3% (146)	21.1% (160)	21.5% (163)	16.4% (124)	758
More outdoor space for business to use – for example for outdoor tables and chairs	27.2% (209)	24.4% (188)	25.0% (192)	13.3% (102)	10.1% (78)	769
Reduced traffic noise	32.7% (248)	23.1% (175)	20.6% (156)	14.8% (112)	9.0% (68)	759
More car parking in the area	8.8% (66)	6.1% (46)	16.5% (124)	30.1% (226)	38.6% (290)	752
More greenery or planters	29.4% (225)	24.8% (190)	24.7% (189)	11.5% (88)	9.7% (74)	766
Restricting access for motorway traffic coming from or to the M32	38.8% (296)	18.1% (138)	16.0% (122)	12.2% (93)	14.9% (114)	763
Improve the Concorde Way cycle route	33.6% (249)	19.6% (145)	20.0% (148)	13.2% (98)	13.6% (101)	741
					answered	803
					skipped	21

53% of respondents think “have cleaner air” is essential. This is followed by 40% of respondents thinking that “traffic calming measures to slow traffic” are essential. Nearly 39% of respondents thought that “restricting access for motorway traffic coming from or to the M32” was essential. When totalling essential and the high priority columns together the picture is slightly different, with “have cleaner air” still being top with nearly 74% saying it is essential or high priority, “prioritising more road space for cycling” is then next with 59%, and “traffic calming measures to slow traffic” then follows next with 57.6%.

8.8% of respondents think “more car parking in the area” is essential, but over 68% think this is a low priority or not a priority at all. 16.2% think “more places to stop and rest such as seating areas” is essential, but 44.2% think it is a low priority or not a priority at all.

**17. If you would like to suggest any other priorities for this section of Mina Road (area of focus two as shown on the map), please specify below:**

This question received 260 comments. These responses have been put into categories and then broken into further sub-categories as follows. Some comments fit into more than one category:

- Road layout or traffic (Make one-way, Pedestrianise, Traffic calming or change speed limits, Prevent, or restrict motorised vehicles, Fix road surface, Access to M32 and other main roads required by residents, Widen road, traffic flow, other)
- Walking (Improve pavements-widen, road safety, other)
- Cycling (General comments, lengthen cycle lane, Other cycle lane suggestions or comments)
- Car parking (Create new parking spaces, Non-resident parking or Need RPZ, Enforcement, other)
- Community (Improve park or general park comments, Sort out derelict buildings, Improve pavement area or general comments, other)
- Environment (General, plant more trees)
- Other or out of scope

For 'Road layout or traffic' category, 199 comments were received and are summarised:

Road layout or traffic	Number of comments	Summary of comments
Make one-way	37 comments	Making Mina Rd one way (North only) would reduce queuing, congestion, noise, and air pollution by eliminating jams at the pinch point between the mini roundabout and John Street.
Pedestrianise	30 comments	Pedestrianising the area would make it safer for children and would be good for shops and potential future markets.
Traffic calming or change speed limits	10 comments	Reducing through traffic or introducing speed pumps. This would make the area much safer.
Prevent or restrict motorised vehicles	48 comments	Motorised traffic should be restricted except for deliveries to businesses, loading and unloading. This area should be for cyclists and pedestrians.
Fix road surface	8 comments	Improving the road surface by filling in potholes would make it safer for cyclists and reduce curb side water accumulation.
Access to M32 and other main roads required by residents	20 comments	Locals should still be allowed to have access to the M32. Do not restrict access for locals as it is essential.
Widen road	6 comments	The road by park could be widened by taking away the footpath. It is currently not used much by pedestrians.
Traffic flow	5 comments	Make sure cars are not displaced to side streets. This would have a huge negative impact on the area.
Other	35 comments	The area is dangerous with speeding and congested traffic. Reducing traffic and making the area safer for pedestrians and

		cyclists is important. A few of the current cycling infrastructure projects have made things worse however.
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For 'walking' category, 15 comments were received and are summarised:

<b>Walking</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Improve pavements-widen	2 comments	The pavements in the area are too narrow. The pavements and drains also need fixing as they continue to fill up with water when its rain.
Road safety	9 comments	Crossings need to be put in place to make it safer for pedestrians. A crossing at the entrance to the park would be helpful.
Other	4 comments	Improve the road and pavement surfaces. Shared pathways for cyclists and pedestrians would also be helpful.

For 'cycling' category, 18 comments were received and are summarised:

<b>Cycling</b>	<b>Number of comments</b>	<b>Summary of comments</b>
General comments	9 comments	High levels of cycling in the area and they often struggle at times with high traffic. Traffic should be removed.
Lengthen cycle lane	6 comments	Replace the parking outside the shops with a bike lane. It would be good to join up some of Bristol's cycle paths.
Other cycle lane suggestions or comments	3 comments	Cycle lanes should be made safer and should be better signposted. However, Mina Road is narrow and there is not enough room for a dedicated cycle.

For 'car parking' category, 38 comments were received and are summarised:

<b>Car parking</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Create new parking spaces	6 comments	A new car park needs to be built in a nearby area. The local residential streets have become full of parked cars.
Non-resident parking or Need RPZ	8 comments	This area needs parking permits to allow for parking priority for residents. Restricted parking could solve a lot of the problems in the area.
Remove or restrict car parking	14 comments	Remove car parking spaces except for disabled access and deliveries. This would reduce congestion and a bike lane could be put in instead.

Enforcement	5 comments	There is currently a lot of illegal parking around the shops. The current parking restrictions need to be enforced.
Other	5 comments	Parking is an issue in the area, and something needs to be done.

For 'community' category, 49 comments were received and are summarised:

Community	Number of comments	Summary of comments
Improve park or general park comments	13 comments	The Mina Road park needs improvement and investment. The lighting needs improving so that it feels safer. The public toilets also need to be opened and made sure they are clean.
Sort out derelict buildings	16 comments	The derelict 'Kernow' building, next to Sonny's on Mina Road, needs to be improved. This building should be used for a café or restaurant or bar.
Improve pavement area or general comments	11 comments	Some outdoor space for the local businesses would be great. This would also reduce cars and pollution. The pavements could also be widened to accommodate retail space.
Other	9 comments	The traffic is too heavy and the pollution too high. Encourage additional local businesses to open on the road.

For 'environment' category, 14 comments were received and are summarised:

Environment	Number of comments	Summary of comments
General	9 comments	The air quality. Air and noise pollution need to be reduced.
Plant more trees	5 comments	Plant more trees in the area, especially along the motorway.

For 'other' category, 13 comments were received and are summarised:

Other	Number of comments	Summary of comments
Other	13 comments	Air quality and traffic congestion should be improved upon. The entire area should be looked at, not just Mina Road.

### 18. Please tell us how much of a priority you think this is:

When comments were given in question seventeen, respondents were asked to categorise their comments into essential, high priority, medium priority, or low priority.

Of the 260 comments received in question ten, 220 had a corresponding tick in one of the categories and 131 were essential, 39 were high priority, 20 were medium priority, 3 low priority and 27 not a priority at all.



**19. Thinking about area of focus three (as shown on the map above), what are the key things that you like about the street environment? Tick all that apply.**

			Response Percent	Response Total
1	Personality and character of the street		81.01%	627
2	Places for meeting friends and family		56.59%	438
3	Places to sit and rest		21.19%	164
4	Good street lighting		23.90%	185
5	Close to green spaces		59.69%	462
6	20mph speed limit		50.90%	394
7	It is easy to walk around		34.63%	268
8	There is space to cycle		12.14%	94
9	On street car parking		8.53%	66
10	Close to St Werburghs City Farm		33.46%	259
11	Close to local businesses		73.90%	572
12	Part of the Concorde Way cycle route		30.23%	234
13	Other (please specify):		9.95%	77
			answered	774
			skipped	50

Most respondents like area of focus three on Mina Road because it of the “personality and character of the street” (81%) and because it is “close to local businesses” (74%). Over 59% like the street because it is “close to green spaces” and 56% liked it because it is a “place meeting friends and family”. Around 50% of respondents like the street because of the “20mph speed limit”.

In the ‘Other’ response, 77 comments were received. These responses have been put into categories and then broken into further sub-categories as follows. Some comments fit into more than one category:

- Community (Shops or local businesses, Community spirit, Access to the park, general, negative comment)
- Walking (Walking issues)
- Cycling (Cycling issues, like to cycle here)
- Car parking (Availability of parking, parking issues)
- Roads or traffic (Suggestions, disabled access, issues)

For the ‘community’ category, 48 comments were received and are summarised:

<b>Community</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Shops or local businesses	24 comments	The area is a hub for people and local businesses. There are characterful local shops here, on both sides of the road, which contribute to a local community.
Community spirit	8 comments	Mina Road has a great community atmosphere. There is a real sense of village life here.
Access to the park	2 comments	Great to have access to the well-used Mina Road park.
General	1 comment	Fantastic area which has become hugely popular.
Negative comment	13 comments	Nothing to like about this section, partly due to the traffic situation.

For ‘walking’ category, 99 comments were received and are summarised:

<b>Walking</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Walking issues	6 comments	It is difficult to walk on the pavement with a pushchair. The pavement is very narrow. It is also unsafe because of how crowded it is and how busy the traffic is.

For ‘cycling’ category, 11 comments were received and are summarised:

<b>Cycling</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Cycling issues	8 comments	This road is unpleasant to cycle through because of the busy traffic. The cycle route should also be better linked with Concorde Way.
Like to cycle here	3 comments	The new cycle lane has slowed down traffic. It is ok to cycle down, but more space to cycle is needed.

For 'car parking' category, 7 comments were received and are summarised:

<b>Car parking</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Availability of parking	1 comment	It's a great benefit to be able to park outside the shops & post office when need be.
Parking issues	6 comments	It is difficult to drive along this section of Mina Road due to parked cars. Only disabled parking should be allowed. Parking outside of the shops is a particular issue.

For 'roads or traffic' category, 19 comments were received and are summarised:

<b>Roads or traffic</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Suggestions	14 comments	The area could have a lower speed limit (10mph), or it could be entirely pedestrianised. Making Mina Road 1-way could also improve the area.
Disabled access	1 comment	More disabled access
Issues	4 comments	Due to traffic and illegal parking, it is unsafe to walk and cycle.

**20. Again thinking about your experiences on the section of Mina Road south of mini-roundabout by the shops (area of focus three as shown on the map), how much of a problem do you think the following things are:**

	<b>A serious problem</b>	<b>A moderate problem</b>	<b>A minor problem</b>	<b>Not at all a problem</b>	<b>Don't know or no opinion</b>	<b>Response Total</b>
The street is busy with people	12.4% (92)	21.1% (157)	19.4% (144)	46.2% (344)	0.9% (7)	744
The street is busy with motorised traffic	64.5% (491)	20.0% (152)	9.6% (73)	5.5% (42)	0.4% (3)	761
There is too much noise pollution	41.1% (305)	25.2% (187)	16.4% (122)	13.3% (99)	3.9% (29)	742
The air quality is too poor	53.5% (401)	22.1% (166)	10.7% (80)	8.4% (63)	5.3% (40)	750
The road is unpleasant to walk along	33.7% (194)	18.2% (105)	13.0% (75)	17.7% (102)	17.4% (100)	576
The pavements are too narrow	37.1% (276)	22.9% (170)	18.4% (137)	18.2% (135)	3.4% (25)	743
There are no places to sit and rest	18.0% (131)	19.0% (138)	25.9% (188)	26.7% (194)	10.3% (75)	726
The road feels unsafe to cycle on	44.4% (330)	20.6% (153)	10.1% (75)	13.6% (101)	11.4% (85)	744
There is not enough cycle parking	17.5% (127)	22.8% (166)	23.2% (169)	21.5% (156)	15.0% (109)	727

**20. Again thinking about your experiences on the section of Mina Road south of mini-roundabout by the shops (area of focus three as shown on the map), how much of a problem do you think the following things are:**

	<b>A serious problem</b>	<b>A moderate problem</b>	<b>A minor problem</b>	<b>Not at all a problem</b>	<b>Don't know or no opinion</b>	<b>Response Total</b>
There is not dedicated space for cyclists on the road	41.8% (307)	20.8% (153)	12.0% (88)	16.5% (121)	8.9% (65)	734
The traffic speeds are too high	32.2% (237)	22.0% (162)	17.8% (131)	21.9% (161)	6.1% (45)	736
Access for disabled people is poor	20.9% (152)	16.6% (121)	10.4% (76)	8.1% (59)	44.0% (321)	729
There is not enough disabled parking	12.3% (89)	12.4% (90)	12.3% (89)	12.4% (90)	50.7% (368)	726
There is not enough car parking	9.7% (70)	8.5% (61)	13.5% (97)	51.4% (369)	16.9% (121)	718
There is too much traffic coming off the M32	47.8% (353)	18.7% (138)	12.6% (93)	15.4% (114)	5.4% (40)	738
					answered	776
					skipped	48

The most serious problem identified with 64.5% was that “the street is busy with motorised traffic” followed by 53.5% with “the air quality is too poor” and 47.8% saying “there is too much traffic coming off the M32”.

When totalling the serious and moderate problem figures together the picture is the same with “the street is busy with motorised traffic” still having the highest number of respondents with 84.5%, and the next highest comment is “the air quality is too poor” with 75.6% and this is followed by 66.5% for “there is too much traffic coming off the M32”.

51.4% of respondents think “there is not enough car parking” is not at all a problem and 46.2% think “the street is busy with people” is not at all a problem. This is followed by 26.7% of respondents who think “there are no places to sit and rest” are not at all a problem.

**21. Please use the text box below to specify any other experiences you have of the street environment on this section of Mina Road (area of focus three as shown on the map):**

This question received 236 comments. These responses have been put into categories and then broken into further sub-categories as follows. Some comments fit into more than one category:

- Walking (Pavements too narrow, dangerous, or unpleasant, pedestrianise)
- Traffic (Congestion or volume of traffic, make it one-way, inconsiderate, or fast drivers, problems with parking or parked cars and vans, roads too narrow, through route or rat run, transfer of problems to other streets, pollution)
- Cycling (Dangerous or unpleasant, cyclists a problem, more cycle lanes)
- Other (shops and community, road, or pavement surfaces, M32, other)

For ‘walking’ category, 85 comments were received and are summarised:

<b>Walking</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Pavements too narrow	31 comments	The pavements are not wide enough for pedestrians to cross each other. The pavement trading at shops is also causing a build-up of people.
Dangerous or unpleasant	27 comments	Due to the lack of pavement space and number of cars it is unsafe to walk with children. Difficult and unsafe to cross the road at points.
Pedestrianise	27 comments	The area would be made much more pleasant if no cars were allowed. Most of the cars are rat running. Pedestrianisation would be very fitting and appropriate for the area.

For 'traffic' category, 224 comments were received and are summarised:

<b>Traffic</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Congestion or volume of traffic	61 comments	Pinch point by the shops frequently backs up with traffic from both directions. The traffic is terrible as cars coming off the roundabout often gets stuck at the bottleneck.
Make it one-way	18 comments	If Mina Road was one-way, south bound, this would stop the congestion and improve access.
Inconsiderate or fast drivers	14 comments	Drivers travel too fast down this section; this can then lead to aggressive behaviour from the drivers. Drivers can also be inconsiderate towards other road users, making it dangerous.
Problems with parking or parked cars and vans	66 comments	People often park on the double yellow lines in this area. Poor parking is causing constant conflicts as the road is too narrow.
Roads too narrow	29 comments	Two-way traffic gets stuck and congested as cars are parked badly and the road is not wide enough.
Through route or rat run	11 comments	Mina Road is used as a major rat-run and most cars are just speeding through the area.
Transfer of problems to other streets	8 comments	Closing any streets would have knock-on effects on neighbouring streets, especially York St and James St. Sevier Street also needs to stay open so that it can relieve traffic from the M32.
Pollution	17 comments	The congestion during rush hour is causing high levels of noise and air pollution.

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

<b>Cycling</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Dangerous or unpleasant	35 comments	It is often a hazardous space for all road users, particularly cyclists. It can be difficult to cycle as cars do not give cyclists much room.
Cyclists a problem	2 comments	Priorities have been given to cyclists rather than the residents. Bicycles can be very fast and hazardous to children.
More cycle lanes	8 comments	There are currently not enough cycle lanes in the area. The existing cycle lane should be made to be 2-way. Any new cycle lane should also be fully protected from traffic.

For 'other' category, 78 comments were received and are summarised:

<b>Other</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Shops and community	11 comments	Mina Road has a lot of great cafes, restaurants, and takeaways. These really add to the community feel. It also makes the area nice to walk through.
Road or pavement surfaces	15 comments	Due to the poor quality of the road and pavements, they flood quickly when it rains. The roads need to be better maintained and drainage needs to be improved.
M32	17 comments	Too many vehicles are using this area to access the M32. Cars are also coming off the M32 and driving into the area. Restrict this to improve noise and air pollution.
Other	35 comments	Get rid of the parking and increase pavement space for businesses. Also get rid of the bins to improve access for disabled people. The council's current interventions have negatively impacted the traffic, however.

**22. Please tell us how much of a problem you think this is:**

When comments were received in question seven respondents were asked to categorise the comments into a serious problem, moderate problem, minor problem, not a problem at all or don't know or no opinion.

Only 205 of the 236 comments received a tick for this question and 133 were serious, 33 were moderate, 4 were minor, 3 not at all a problem and 32 don't know or no opinion.

**23. Again thinking about the section of Mina Road south of mini-roundabout by the shops (area of focus three shown as on the map), please tell us what your priorities would be for improving this section of Mina Road (tick all that apply):**

	Essential	High priority	Medium priority	Low priority	Not a priority	Response Total
Cleaner air	55.2% (397)	18.1% (130)	14.6% (105)	9.0% (65)	3.1% (22)	719
Make it easier to cross the road	42.2% (308)	18.4% (134)	19.3% (141)	14.2% (104)	5.9% (43)	730
Wider pavements	38.6% (280)	17.8% (129)	17.9% (130)	17.1% (124)	8.7% (63)	726
Traffic calming measures to slow traffic	41.4% (301)	16.9% (123)	15.7% (114)	17.2% (125)	8.8% (64)	727
Restricting traffic at certain times	39.3% (281)	17.6% (126)	16.1% (115)	14.1% (101)	12.9% (92)	715
Maintaining motorised vehicle access to the street	18.6% (132)	10.1% (72)	23.1% (164)	24.1% (171)	24.2% (172)	711
Restricting motorised vehicle access to the street	37.2% (271)	16.9% (123)	15.5% (113)	16.3% (119)	14.0% (102)	728
Prioritising more road space for cycling	39.9% (292)	19.8% (145)	15.5% (113)	13.0% (95)	11.8% (86)	731
Cycle parking facilities	17.9% (127)	17.2% (122)	26.5% (188)	22.0% (156)	16.5% (117)	710
More places to stop and rest such as seating areas	18.7% (134)	16.6% (119)	25.1% (180)	24.3% (174)	15.2% (109)	716
More outdoor space for community amenities	23.3% (168)	20.4% (147)	21.9% (158)	20.9% (151)	13.6% (98)	722
More outdoor space for business to use – for example for outdoor tables and chairs	30.6% (221)	23.8% (172)	21.2% (153)	14.4% (104)	10.1% (73)	723
Reduced traffic noise	34.0% (245)	24.0% (173)	19.3% (139)	13.6% (98)	9.0% (65)	720
More car parking in the area	9.7% (69)	5.4% (38)	13.7% (97)	30.5% (216)	40.8% (289)	709
More greenery or planters	31.0% (224)	23.0% (166)	23.4% (169)	13.7% (99)	9.0% (65)	723
Restricting access for motorway traffic coming from or to the M32	44.8% (326)	15.1% (110)	15.1% (110)	12.4% (90)	12.5% (91)	727
Improve the Concorde Way cycle route	36.5% (252)	17.9% (124)	18.1% (125)	14.0% (97)	13.5% (93)	691
					answered	761
					skipped	63

55.2% of respondents think “have cleaner air” is essential. This is followed by 44.8% of respondents thinking that “restricting access for motorway traffic coming from or to the M32” was essential. Over 42% of respondents thought that it was essential to “make it easier to cross the road”. When totalling essential and the high priority columns together the picture is slightly different, with “have

cleaner air” still being top with 73.3% saying it is essential or high priority, “make is easier to cross the road” is then next with 60.6%, and “restricting access for motorway traffic coming from or to the M32” then follows next with 59.9%.

9.7% of respondents think “more car parking in the area” is essential, but over 71% think this is a low priority or not a priority at all. 18.6% think “maintaining motorised vehicle access to the street” is essential, but 48.3% think is it a low priority or not a priority at all.

**24. If you would like to suggest any other priorities for this section of Mina Road (area of focus three as shown on the map), please specify below:**

This question received 162 comments. These responses have been put into categories and then broken into further sub-categories as follows. Some comments fit into more than one category:

- Walking & Cycling (pedestrianise, better pedestrian road crossings, improve safety, permanent dedicated cycle way)
- Traffic (no traffic, ensure vehicular access, leave road as is, add traffic control lights, add traffic calming, access only, one-way traffic, introduce passing places, create Liveable Neighbourhood, lower speed limit)
- Parking (Residents Parking Zone, parking only for disabled or deliveries, free visitor parking, enforce parking existing restrictions, short term parking at shops)
- Community (Protect shops or add shop front space, improvements benefit community, improve bus services, link to nearby community amenities)
- Environment (improve surrounding landscape, improve road drainage, less anti-social behaviour, deter fly-tipping, improve cleanliness, or remove graffiti)

For ‘walking & cycling’ category, 44 comments were received and are summarised:

Walking & Cycling	Number of comments	Summary of comments
Pedestrianise	16 comments	Pedestrianise this section of Mina Road. It would stop cars using it as a through route. Access to the M32 is still necessary, however.
Better pedestrian road crossings	9 comments	A better crossing point is needed near the roundabout. This would make it safer for pedestrians.
Improve safety	10 comments	The area needs to be improved so that pedestrians and cyclists feel safe in the area. Children should feel comfortable to cycle on the cycle lane. If it was safer than people would use the local shops more.
Permanent dedicated cycle way	9 comments	A separated cycle lane from car traffic would make it safer. The cycle lane should also be less confusion and made to be two-way.

For 'traffic' category, 72 comments were received and are summarised:

<b>Traffic</b>	<b>Number of comments</b>	<b>Summary of comments</b>
No traffic	8 comments	Close Mina Road to motorised traffic completely. Closing this section off to cars would significantly improve enjoyment of the street and boost local businesses. This would also make social distancing much easier as currently difficult given narrow pavements in places.
Ensure vehicular access	11 comments	Concerned that road closures would lead to increases in traffic on surrounding roads. The residents also must maintain access to the M32. Reducing access may also have a negative impact on local businesses.
Leave road as is	3 comments	Please leave Mina Road as it is. Any changes would negatively affect neighbouring roads, and the businesses already have enough pavement space.
Add traffic control lights	1 comment	Traffic light system could work well to ease the flow of cars and create a one-way system.
Add traffic calming	4 comments	Traffic calming measures should be implemented on the roundabout. Speed bumps could also be used effectively to reduce speed.
Access only	22 comments	This area should be access only for residents. Traffic should be stopped from entering and exiting the M32. However, you do not want to cut off the area from the rest of the city.
One-way traffic	12 comments	A one-way system either coming from or heading to the M32 would improve things a lot. It would also be better to divert M32 commuter traffic so that vehicles must go in a loop rather than constant traffic outside the shops.
Introduce passing places	5 comments	The area is congested due to parked cars making the road narrow. Remove parking and create passing places for cars.
Create Liveable Neighbourhood	4 comments	Mina Road could be completed updated. It could be a pedestrian-first zone. Modal filters, pedestrianisation and cycle lanes could improve the area. A complete rethink is needed.
Lower speed limit	2 comments	Cars travel too fast. Lower the speed limit on the road to improve safety.

For 'parking' category, 29 comments were received and are summarised:

<b>Parking</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Residents Parking Zone	2 comments	Better parking is needed, and this could be done with an RPZ.
Parking only for disabled or deliveries	6 comments	Parking causes constant traffic congestion. On street parking should be removed for all except for disabled access and deliveries.
Free visitor parking	1 comment	Provide cheaper or free parking so that cafes and businesses can benefit.
Enforce parking existing restrictions	11 comments	Make this road safe for cyclists by enforcing all traffic restrictions. Stop pavement parking and parking on double yellow lines. More traffic wardens would help.
Short term parking at shops	9 comments	Allow short term parking near the shops in the area. The shops, restaurants and post office need to have parking for elderly people that need to drive.

For 'community' category, 25 comments were received and are summarised:

<b>Community</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Protect shops or add shop front space	17 comments	Make sure any changes benefit the local shops. Closing the road and extending the pavement would benefit much of the businesses as they can add outside seating.
Improvements benefit community	4 comments	Any improvements to the area would hugely benefit the local community. The area around the mini roundabout could be put to much better use.
Improve bus services	1 comment	A better bus service might encourage more people out of their cars.
Link to nearby community amenities	3 comments	Link Mina Road and the shops to the local park. Develop proper walking and recreational routes and link the park through to the City Farm and up to the downs with properly signed walking routes.

For 'environment' category, 23 comments were received and are summarised:

<b>Environment</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Improve surrounding landscape	11 comments	More outdoor space for businesses. Planters and greenery could also make the area much better. The street would also benefit from better street lighting.

Improve road drainage	3 comments	Improve drainage to avoid the build-up of water during the wet weather.
Less anti-social behaviour	2 comments	More cameras in the area would deter vandalism and drug use. Less drunk and disorderly behaviour would improve the area.
Deter fly-tipping	2 comments	The areas by the billboards are prone to be used for fly-tipping. Please improve waste disposal and pavement clutter.
Improve cleanliness or remove graffiti	5 comments	The area needs to be cleaned up. More street cleaning, bins, and recycling facilities.

There were 36 'other' comments that did not fit into these categories. The majority were general comments voicing their approval and stating that traffic improvements were necessary for the area. A lot of respondents also gave their suggestions about how to improve Mina Road, however many respondents also voiced concerns about traffic levels in neighbouring streets. The rest were a mix of respondents not understanding the question, writing 'NA' in the box, or stating that the council should not alter the road at all.

**25. Please tell us how much of a priority you think this is:**

When comments were given in question seventeen, respondents were asked to categorise their comments into essential, high priority, medium priority, or low priority.

Of the 162 comments received in question twenty-four, 144 had a corresponding tick in one of the categories and 87 were essential, 18 were high priority, 13 were medium priority, 0 low priority and 26 not a priority at all.



**26. Over summer 2020, we installed a protected bike lane between the railway tunnel and Mercia Drive using temporary bollards. How well do you think the current scheme is working? Please give us any suggestions you might have for improvements.**

This question received 641 comments. These responses have been put into categories and then broken into further sub-categories as follows. Some comments fit into more than one category:

- Walking (safety improved for pedestrians, dangerous for pedestrians, more space for pedestrians or pavements updated)
- Traffic (safer for cyclists, has reduced congestion, has increased congestion, car speed has decreased, cars speed has increased, parking, other)
- Cycling (more pleasant or safer for cyclists, less pleasant or dangerous for cyclists or don't use it, cycle lane is unnecessary, comments on 1 or 2 way lanes, pavements too narrow or pedestrians walk in it, suggested alteration to cycle lane, other)
- Other (general approval, general disapproval)

For 'walking' category, 59 comments were received and are summarised:

Walking	Number of comments	Summary of comments
Safety improved for pedestrians	35 comments	Cyclists are no longer speeding on the road, so it is safer for pedestrians. The cycle lane makes the pavement feel wider and safer for children. Crossing the road is also much easier.
Dangerous for pedestrians	17 comments	Cyclists are still cycling in the road and therefore making it difficult to cross the road. The cyclists in the cycle lane are travelling faster.

More space for pedestrians or pavements updated	7 comments	Some of the pavements need updated around the cycle lane as they are currently very narrow. More space is needed for pedestrians to social distance.
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For 'traffic' category, 139 comments were received and are summarised:

<b>Traffic</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Safer for cyclists	1 comment	It works well preventing cars parking on the east side, therefore making room for cyclists.
Has reduced congestion	8 comments	It mainly seems to have served the function of reducing car traffic and controlling speed. The cycle lane also makes the road less congested and improves visibility for pedestrians.
Has increased congestion	10 comments	The cycle lane has created a bottleneck and therefore increased congestion. Cars can't pass each other so have to give way and idle their engines while they wait.
Car speed has decreased	12 comments	By narrowing the road and letting cyclists flow through, it seems to have slowed cars down on Mina Road.
Cars speed has increased	6 comments	Cars drive faster now as their view is clear straight down the road. This has made it slightly more dangerous for northbound cyclists.
Parking	77 comments	The cycle lane has taken away parking. As a result, cars are having to park dangerously or illegally (sometimes in the cycle lane). This is creating access issues for pushchairs and wheelchairs. A residents parking scheme is needed in the area.
Other	25 comments	It also solved the parking issue and made it safer for cyclists. There are still problems however has congestion has increased and it frustrates drivers. General parking in the area now needs to be addressed.

For 'cycling' category, 601 comments were received and are summarised:

<b>Cycling</b>	<b>Number of comments</b>	<b>Summary of comments</b>
More pleasant or safer for cyclists	73 comments	The cyclists are more visible, and it therefore feels safer for less confident riders. It is heavily used by cyclists. Having the protection means that children can safely cycle on Mina Road.

Less pleasant or dangerous for cyclists or cyclists don't use it	93 comments	Cyclists are restricted to a piece of the road with a large camber, and the bollards are no placed correctly. Pedestrians also walk out in the lane. Cyclists therefore use the road instead. The reduction in parking has also meant that cars are parked dangerous, and this has also added to cyclists being less safe.
Cycle lane is unnecessary	55 comments	This section of the road is not very busy as it is not a through road, and so the cycle lane was unnecessary. It is still unnecessary as few cyclists use it.
Comments on 1 or 2 way lanes	161 comments	The cycle lane is not wide enough for two way cycling. Cycling is only made easier in one direction. Better signage is either needed to show it is one way, or an extra lane needs to be put in.
Pavements too narrow or pedestrians walk in it	82 comments	Due to the narrow width of the pavement and social distancing, pedestrians often walk into the cycle lane. This then makes it difficult and unsafe for cyclists. The pavements need to be widened.
Suggested alteration to cycle lane	86 comments	The cycle lane could be extended through the tunnel and up to the roundabout. More double yellow lines in the area would also be an improvement. Better road markings to explain the cycle lane could also help. Other potential suggestions include either creating residential parking to reduce parked cars, a reshaping of the road, or a one-way system.
Other	51 comments	The cycle lane could be better designed. The bollards are unsightly and take away from the area. The road was already too narrow, and this has only made things worse. Cyclists also speed towards the crossing points.

For 'other' category, 152 comments were received and are summarised:

<b>Other</b>	<b>Number of comments</b>	<b>Summary of comments</b>
General approval	118 comments	The cycle lane is brilliant and works well for cyclists and drivers. It has really improved the area, please keep it in permanently.
General disapproval	34 comments	Don't feel the cycle lane is working well at all. It is ugly, it isn't used by many cyclists and it has narrowed an already narrow road.

There were 52 ‘other’ comments that did not fit into these categories. The majority were comments regarding “van dwellers” in the area. The comments either mentioned that they were glad to see the vans leaving the area or stating that the cycle lane was an attempt by the council to remove van dwellers and they wanted them to return. A lot of respondents also simply stated that they did not use the road or had not used the cycle lane before so had no experience. The rest were a mix of respondents not understanding the question, writing ‘NA’ in the box, or voicing their general approval.

27. Please tell us to what extent you agree or disagree with keeping this bike lane:				
			Response Percent	Response Total
1	Strongly agree		39.87%	305
2	Agree		23.66%	181
3	Neither agree nor disagree		14.90%	114
4	Disagree		10.72%	82
5	Strongly disagree		10.85%	83
			answered	765
			skipped	59

Nearly 40% strongly agreed to keep the bike lane and 24% agreed totalling 63.53% in favour compared to 21.57% who disagreed and strongly disagreed.

### 28. Do you have any other comments or suggestions on Mina Road in general?

This question received 391 comments. These responses have been put into categories and then broken into further sub-categories as follows. Some comments fit into more than one category:

- Walking (pavements too narrow, dangerous, or unpleasant, improve other paths or walking routes, pedestrianise, other)
- Traffic (Congestion or volume of traffic, make it one-way, inconsiderate, or fast drivers, problems with parking or parked cars and vans, RPZ or other parking suggestions, traffic calming or speed limits, restrict access, road too narrow, through route or rat run, transfer of problems to other streets, access or parking still required for residents, road safety, pollution, mini roundabout issues, or suggestions, other)
- Cycling (Dangerous or unpleasant, cyclists a problem, cycle lanes, other)
- Environment (billboards, graffiti, derelict buildings, wood burners)
- Park
- Other (Shops and community, road, or pavement surfaces, leave as it is, other)

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

<b>Walking</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Pavements too narrow	8 comments	It would be better to have wider pavements and more room for pedestrians and cyclists.
Dangerous or unpleasant	4 comments	The area of pavement around the shops on Mina Road is crowded and unpleasant. It is also difficult to get pushchairs and wheelchairs around the area.
Improve other paths or walking routes	3 comments	Local walking and cycling routes need to be improved – i.e., linked up to other routes, better lighting, and better drainage.
Pedestrianise	20 comments	This area would be great for pedestrianisation. This would help the shops in the area as they could use outside seating.
Other	10 comments	Seats for the elderly and disabled people would be appropriate in the area. Any provision to reduce pavement parking would also be a good for the area.

For 'traffic' category, 308 comments were received and are summarised:

<b>Traffic</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Congestion or volume of traffic	17 comments	Mina Road, especially near the shops, is unable to deal with the volume of traffic. This is unpleasant for pedestrians and it ruins the atmosphere of the area.
Make it one-way	26 comments	A one-way street, with a cycle lane, would reduce congestion. This would stop access from the M32.
Inconsiderate or fast drivers	15 comments	Cars speed when entering Steinburg's. Vehicles coming off the M32 speed down Mina Road.
Problems with parking or parked cars and vans	12 comments	People are parking in the area and then walking into the centre of Bristol. There is not enough parking in the area for the commuters. There are many cars parking on double yellows or in loading bays, which creates bottle necks of traffic by the shops.
RPZ or other parking suggestions	47 comments	Resident's parking scheme to control parking and reduce access to area would be preferable. Placing planters on corners would help with reducing dangerous parking.

Traffic calming or speed limits	21 comments	Traffic calming and speed bumps are desperately required to increase safety for pedestrians, especially children.
Restrict access	44 comments	Prevent access from M32. It is used as a cut through and causes unnecessary congestion, pollution and prevents cycling. Mina Road should be restricting to all vehicles except for deliveries.
Road too narrow	3 comments	The road is too busy and narrow for pedestrians, cyclists, and two-way motor traffic to use safely.
Through route or rat run	8 comments	Mina Road (and much of St. Werburghs in general) is used as a cut-through to the M32.
Transfer of problems to other streets	21 comments	Any alterations to Mina Road will have a knock effect to the surrounding streets. The entire area should be considered as a whole, not just one street. Residents don't want to see traffic re-routed through surrounded residential roads
Access or parking still required for residents	15 comments	Access to the streets, and the M32, are vital for residents. Residents also want to be able to park close to their homes. Businesses also need access to the street.
Road safety	29 comments	Crossing the road can be very dangerous, partly due to cars parking on the corners and obstructing the view. The crossing points at the roundabout need to be improved.
Pollution	14 comments	Long queues of traffic have caused air pollution in the area. The level of air pollution or traffic noise from M32 traffic is also terrible.
Mini roundabout issues or suggestions	5 comments	The mini roundabout on Mina Road is the most dangerous section for pedestrians, cyclists, and drivers. There have been many near misses on this roundabout and thus needs to be improved.
Other	31 comments	Mina Road needs to be improved. Improvements such as increasing pavement width, inputting double yellow lines and planters, removing the roundabout, and replacing with crossing points. Traffic coming off the M32 needs to be dealt with.

For 'cycling' category, 63 comments were received and are summarised:

Cycling	Number of comments	Summary of comments
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Dangerous or unpleasant	3 comments	Mina Road is a pleasant place to be, but it is unsafe for cyclists. Junctions are dangerous, and cyclists are made to feel vulnerable.
Cyclists a problem	4 comments	The cyclists can travel too fast and thus be dangerous for pedestrians, especially young children. The cyclists need speed restrictions as well.
Cycle lanes	46 comments	The cycle lane on Mina Road has reduced traffic speeds in the area. The cycle lane could be improved, however. It needs to be extended, widened, and made clearer. Some residents unhappy that it is not being used and it is taking up parking space.
Other	10 comments	Bike hangers would improve the area and be useful for cyclists (like they have at the farm). Also, give cyclists priority over cars.

For 'environment' category, 35 comments were received and are summarised:

<b>Environment</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Billboards	6 comments	The billboards are an eyesore and people would like them removed.
Graffiti	4 comments	Remove the graffiti from the area.
Derelict buildings	23 comments	The derelict building beside Sonni's needs to be dealt with. This building is dangerous and an eyesore for the road. Could be put to massive use for the benefit of residents.
Wood burners	2 comments	There are a lot of residential properties and businesses with wood burners. People also burn things on their allotments. Please stop this from happening.

For 'park' category, 7 comments were received and are summarised:

<b>Park</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Park	7 comments	Mina Road park needs money invested to improve lighting, add benches, and renovate the playground.

For 'other' category, 122 comments were received and are summarised:

<b>Other</b>	<b>Number of comments</b>	<b>Summary of comments</b>
Shops and community	12 comments	Mina Road is unique and has a good community feel because of the variety of local businesses. It could become more of a focal

		point for community events, activities, and street markets if it is well maintained.
Road or pavement surfaces	10 comments	Road surface is terrible and dangerous for cycling. The pavements also need to be better maintained. The road has very poor drainage, so water collects when it rains.
Leave as it is	13 comments	The area is nice enough as it is and does not need to alter. Please leave the area alone as it is not busy enough to warrant such changes. Businesses need to be protected.
Other	87 comments	Mina Road needs improvements to make it safer and more pleasant. Some of these suggested improvements include placing additional bins in the area, sorting out lighting, placing more tables and chairs on the footpath, reducing noise pollution, expanding green space, and improving public transport.

### 5.2.1 Survey Demographics and Equalities analysis

The questions 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 or 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?

The results for each question follow:

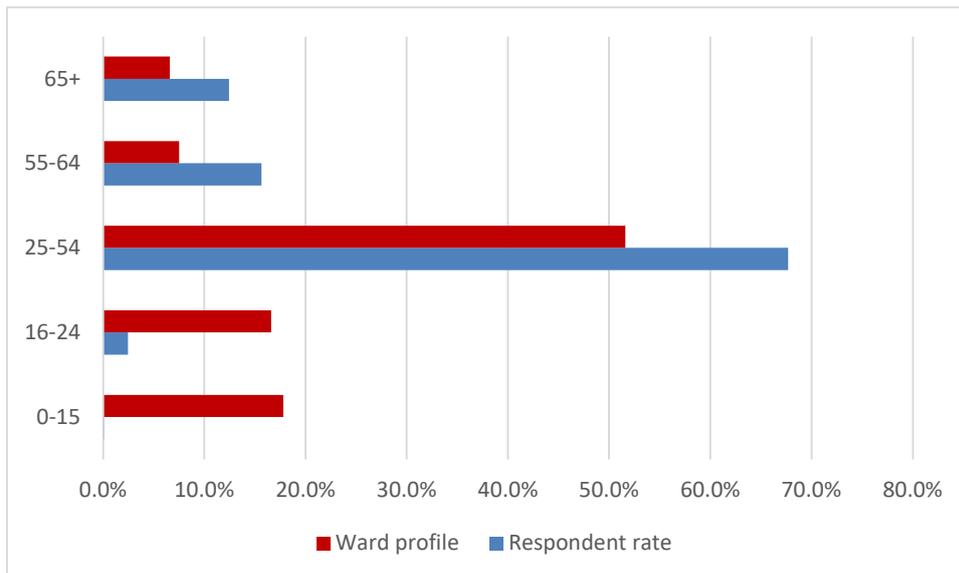
29. What is your age?				
			Response Percent	Response Total
1	0-10		0.00%	0
2	11-15		0.12%	1
3	16-17		0.00%	0
4	18-24		2.47%	20
5	25-34		27.37%	222
6	35-44		24.41%	198
7	45-54		15.91%	129

### 29. What is your age?

			Response Percent	Response Total
8	55-64		15.66%	127
9	65-74		10.23%	83
10	75-84		1.48%	12
11	85 +		0.74%	6
12	Prefer not to say		1.60%	13
			answered	811
			skipped	13

This bar chart shows the engagement responses compared to that of the age of the population in the ward. The age groups 25 to 34, 35 to 44 and 45 to 54 years old have been grouped together to allow a comparison to the ward profile data.

The response rates for younger people 0 to 15 and 16 to 24 age groups were lower than that of the ward profile. Those aged between 25 and 54 age groups are slightly overrepresented by around 15% compared to the Ashley ward profile, although those aged 65+ are similar.



### 30. Do you consider yourself to be a disabled person?

			Response Percent	Response Total
1	Yes		6.72%	54
2	No		89.17%	716
3	Prefer not to say		4.11%	33
			answered	803

### 30. Do you consider yourself to be a disabled person?

	Response Percent	Response Total
	skipped	21

The disability rate for the city is around 8% so the 6.7% response rate comparable to the city average.

### 31. What is your sex?

	Response Percent	Response Total
1 Female	 50.56%	407
2 Male	 42.24%	340
3 Prefer not to say	 6.46%	52
4 Other (please describe):	 0.75%	6
	answered	805
	skipped	19

The majority of those who responded were female with 50% of the total. Whereas 42% who responded selected male. 6% chose not to say.

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

	Response Percent	Response Total
1 Yes	 0.38%	3
2 No	 91.44%	716
3 Prefer not to say	 8.17%	64
	answered	783
	skipped	41

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

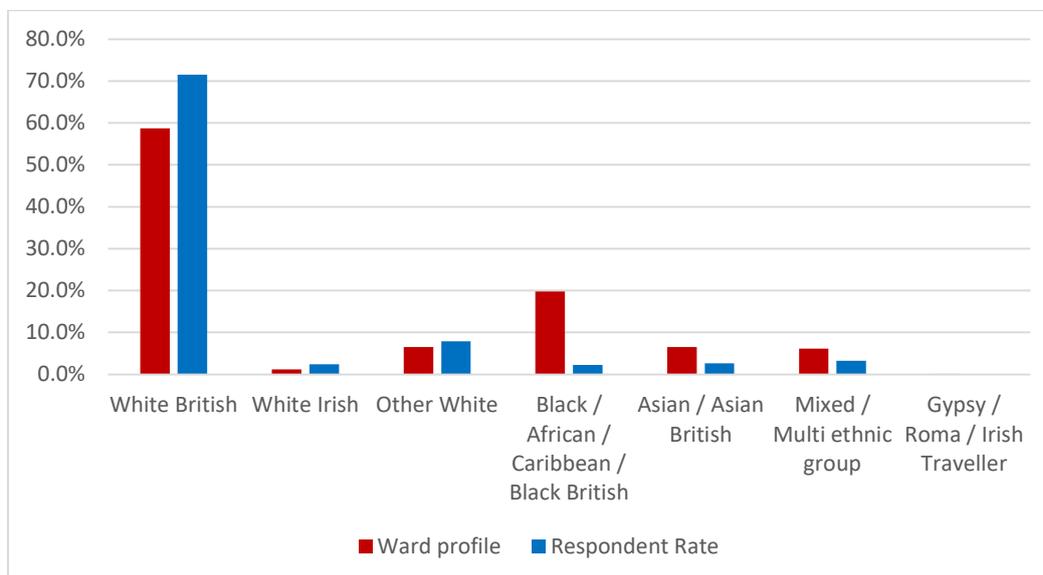
	Response Percent	Response Total
1 White British	 71.54%	573
2 White Irish	 2.37%	19
3 White Other	 7.87%	63
4 Black or African or Caribbean or Black British	 2.25%	18

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

			Response Percent	Response Total
5	Asian or Asian British		2.62%	21
6	Mixed or Multi ethnic group		3.25%	26
7	Gypsy or Roma or Irish Traveller		0.00%	0
8	Prefer not to say		7.37%	59
9	Any other ethnic background (please describe):		2.75%	22
			answered	801
			skipped	23

This bar chart shows the engagement responses compared to that of the population makeup of the ward. The response rates were close for some groups with 7.87% respondents identifying as White Other compared to 6.50% of the ward population.

The respondent rate was higher for the White British group compared to the ward profile, 71.5% compared to 58.7% respectively. The opposite is true for the Black or African or Caribbean or Black British group with the respondent rate (2.25%) being much lower compared to the ward profile (19.8%). However, the Mixed or Multi ethnic group was similar with a 3.25% respondent rate compared to 6.1% ward profile rate.



### 34. What is your sexual orientation?

			Response Percent	Response Total
1	Bisexual		6.51%	51
2	Gay Man		2.04%	16

### 34. What is your sexual orientation?

			Response Percent	Response Total
3	Gay Woman or Lesbian		2.93%	23
4	Heterosexual or Straight		69.39%	544
5	Prefer not to say		17.35%	136
6	Other (please describe):		1.79%	14
			answered	784
			skipped	40

### 35. What is your religion or faith?

			Response Percent	Response Total
1	No Religion		69.53%	550
2	Buddhist		1.77%	14
3	Christian		10.24%	81
4	Hindu		0.13%	1
5	Jewish		1.01%	8
6	Muslim		1.01%	8
7	Pagan		0.51%	4
8	Sikh		0.38%	3
9	Prefer not to say		11.63%	92
10	Other (please describe):		3.79%	30
			answered	791
			skipped	33

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

			Response Percent	Response Total
1	Yes		2.78%	22
2	No		90.91%	720
3	Prefer not to say		6.31%	50
			answered	792
			skipped	32

### 37. Are you a refugee or asylum seeker?

			Response Percent	Response Total
1	Yes		0.13%	1
2	No		94.16%	741
3	Prefer not to say		5.72%	45
			answered	787
			skipped	37

In the final section of the survey people were asked if they would like to receive updated and more information about the project. 425 people left their name and email address so that they can be kept up to date with this project as it moves forward.

#### 5.2.2 Social media

A social media plan was developed to help amplify the message of the engagement for the survey. This included using multiple channels such as Twitter, Facebook, Next door, Insta and LinkedIn and this was supported by paid Facebook posts aimed at local people.

The content of the posts was as follows:

“We're looking to improve walking & cycling on 13 roads across Bristol and we need local ideas to help us design proposals that work for everyone”

The results show a range of different measurements:

- Impressions – number of times a post has been viewed
- Reach – potential number of people who could have seen a post
- Engagement Rates – where people have acted on a post e.g., a link click, sharing it or liking it etc.

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

Dates	Roads being promoted	Channel	Reach
2 February 2021	<ul style="list-style-type: none"> <li>▪ Dean Lane, Southville</li> <li>▪ Langton Court Bridge, St Anne’s</li> <li>▪ Overton Road, Bishopston</li> <li>▪ Beaufort Road, Redfield</li> <li>▪ Mina Road, St Werburgh’s</li> <li>▪ Greville Road or Upton Road, Southville</li> <li>▪ Redcliffe Mead or Prewitt Street, Redcliffe</li> </ul>	Facebook	5275 Organic Reach 5174 Organic Impressions 0.95 Engagement rate 14 Clicks 7 Likes, 1 love, 1 angry, 1 laugh 6 Shares
2 February 2021	<ul style="list-style-type: none"> <li>▪ Dean Lane, Southville</li> <li>▪ Langton Court Bridge, St Anne’s</li> <li>▪ Overton Road, Bishopston</li> <li>▪ Beaufort Road, Redfield</li> <li>▪ Mina Road, St Werburgh’s</li> <li>▪ Greville Road or Upton Road, Southville</li> </ul>	LinkedIn	

	<ul style="list-style-type: none"> <li>Redcliffe Mead or Prewitt Street, Redcliffe</li> </ul>		
2 February 2021	Mina Road, St Werburgh's	Twitter	159660 Reach 7640 Impressions 1.2 Engagement rate 60 Clicks 11 Likes 13 Shares
4 February 2021	<p>Dean Lane, Southville</p> <ul style="list-style-type: none"> <li>Langton Court Bridge, St Anne's</li> <li>Overton Road, Bishopston</li> <li>Beaufort Road, Redfield</li> <li>Mina Road, St Werburgh's</li> <li>Greville Road or Upton Road, Southville</li> <li>Redcliffe Mead or Prewitt Street, Redcliffe</li> </ul>	Insta	
4 February 2021	<p>Should we make changes to Mina Road?</p> <p> Calling St Werburghs!</p> <p>We are looking to improve walking, cycling, the environment and accessibility on Mina Road  </p> <p> Your ideas will help us design proposals that work for everyone</p> <p>Have your say before March 14:  <a href="http://www.bristol.gov.uk/MinaRoad">www.bristol.gov.uk/MinaRoad</a></p>	Next Door	51 Impressions
8-14 March 2021	<p> Calling St Werburgh's! What changes could work for Mina Road?</p> <p>We are looking to improve walking, cycling, the environment and accessibility on this street  </p>	Facebook Paid post	Link clicks 335 Reach 12,364 Cost per link click £0.30 14 shares 21 likes 17 comments
12 March 2021	<p> Last chance to give us your ideas for Mina Road!</p> <p>We are looking to improve walking, cycling, the environment and accessibility on this street  </p> <p> Your ideas will help us design proposals that work for everyone</p> <p>Have your say before the survey closes on Sunday 14 March  <a href="http://www.bristol.gov.uk/minaroad">www.bristol.gov.uk/minaroad</a></p>	Next Door	221 Impressions

<p>14 March 2021</p>	<p> Calling St Werburghs! Have your say on Mina Road before the deadline today</p> <p>We're looking to improve walking, cycling, the environment and accessibility on this street  </p> <p> Local ideas will help us design proposals that work for everyone  <a href="https://bristol.citizenspace.com or sustainable-transport or mina-road-engagement-survey or">https://bristol.citizenspace.com or sustainable-transport or mina-road-engagement-survey or</a></p>	<p>Facebook</p>	<p>1019 Organic Reach 1023 Organic Impressions 0.39 Engagement rate 2 Clicks 0 Comments 2 Likes 0 Shares</p>
<p>14 March 2021</p>	<p> Calling St Werburghs! Have your say on Mina Road before the deadline today</p> <p>We're looking to improve walking, cycling, the environment and accessibility on this street  </p> <p> Local ideas will help us design proposals that work for everyone  <a href="https://bristol.citizenspace.com or sustainable-transport or mina-road-engagement-survey or">https://bristol.citizenspace.com or sustainable-transport or mina-road-engagement-survey or</a></p>	<p>Twitter</p>	<p>135346 Reach 3216 Impressions 0.62 Engagement rate 17 Clicks 0 Comments 0 Likes 3 Shares</p>

### 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. Eleven emails were received from residents and businesses and two phone calls were carried out with two residents and one virtual chat was held with a local resident.

The feedback from the emails and phone calls varied between comments about the protected bike lane reducing the amount of available car parking, support for the idea of closing Mina Road at the M32 link and support for low traffic neighbourhood approaches like at Waltham Forest.

### 5.3 Business survey results

In total 44 local businesses were identified as part of the data gathering process that were located on Mina Road itself but also on the surrounding local roads and trading estates off New Gatton Road.

The team tried to contact all the businesses three times. First by phones calls on two different occasions and this was followed up by an email which explained the engagement process and attached an editable pdf version of the business survey. The email also talked about the free advice and support that the team could offer business in terms of sustainable travel and a direct link was included for [travelwest.info](http://travelwest.info) or [businesswest](http://businesswest).

From the 44 businesses, the team managed to get 21 email addresses and 29 phone numbers. When doing the phone calls the officers got through to 8 people and where an email address was available the survey was sent out.

5 businesses responded to the survey. Most of them were from Mina Road and a few from New Gattton Road. The types of businesses that got involved included those in the leisure and commercial sectors.

#### Business details

The number of employees range from 3 to 68 and travel using a range of modes mainly walking, cycling, buses and cars. Operational times were 6am to 10pm Monday and Friday and a few traded on the weekend 9am to 6pm.

#### Deliveries

In terms of deliveries, most get at least a delivery each day and up to 150 per week and those in the industrial trading estate have backyards or private car parks for their deliveries but those who are on Mina Road do not have a loading bay. It can be difficult to get the deliveries with reduced parking bays. Some businesses would be interested in freight consolidation services.

#### Waste Collection

There is normally one waste collection a week and a specific medical waste collection for the chemists and the vehicles will collect the waste from the front of the premises.

#### Customers

Most businesses who responded think their customers and clients travel by car and stay around 1 to 3 hrs depending on the nature of their trip.

#### Parking

Most think the area suffers with lack of parking in local streets. The demand for disabled parking is low but people will often have to drive around a few times before they can find a parking space.

#### Cycling

The cycle parking is good but could be increased and the roads are narrow for cyclists and the new protected bike lane has improve the issue but may still not be adequate.

#### Walking

Pavements are fine but there is a lack of safe places to cross by the roundabout.

#### Public Transport

No buses on Mina Road but there is a service on James Street.

#### Any other comments

Some of the businesses using New Gattton Road would like the road widened to help reduce the tailback on the M32 slip road and others would like Mina Road widened so two-way traffic can pass through. The protected cycle lane has reduced available car parking and so others are worried about the impact on their businesses.

#### 5.4 Getting Bristol Moving Map

This online interactive map was created when COVID19 social distancing measures were implemented in March 2020. The aim was to provide a platform for people to comment on where they would like to see improvements to walking and cycling infrastructure across the city. It was promoted via a press release and social media posts citywide during the first lockdown. It is a digital tool and anyone without online access can request a paper copy of a form where they can add their comments which can be posted back in and uploaded for them.

The following table shows the types of comments that have been collected over the last six months on the map set up during the pandemic. This map allows people to leave suggestions of any changes to the transport network they felt might improve an area. However, it is important to state that this map can be accessed by anyone, so the comments are not necessarily made by local people. They can choose from a range of categories such as: Road Closures, One Ways, Cycle Lanes, Pavements, Local Highway Streets and Other.

For Mina Road 25 comments were posted on the map. However, it is important to state that this map can be accessed by anyone, so the comments are not necessarily made by local people. The map allows people to leave suggestions of any changes to transport network they felt might improve an area. They can choose from a range of categories such as: Road Closures, Cycle Lanes, Pavements, and Speeding Issues. Of the 25 comments:

- 11 comments were left under 'Cycle Lanes' with 159 likes.
- 8 comments were left under 'Road Closure' with 246 likes.
- 5 comments were left under 'Pavements' with 163 likes.
- 1 comment was left under 'Speeding Issues' with 4 likes.

Issue Type	Concern	Additional Information	Potential Solutions	Likes
Cycle lanes	This is Concorde Way is a very busy north-south cycle route. There are frequent conflicts with cars it needs a proper low traffic neighbourhood approach with modal filtering			46
Cycle lanes	Live-in vans and caravans have been blocking road and making it dangerous for pedestrians and cyclists for several years but worst during Covid19 restrictions.			45

Cycle lanes	create a protected cycle lane This road lies on a key cyclist commuter route from South to North Bristol. It is regularly blighted by stop start traffic that impedes cyclists as the road is too tight to progress on due to only allowing one-way traffic at pinch points	cyclists, morning, and evening	A dedicated protected cycle lane here is vital to encourage more people to use this route. It is likely to require a significant redesign of the car parking arrangements	24
Cycle lanes	Continuous caravan parking. Now caravans are removed, needs pavement widening or some planting			16
Cycle lanes	Cycle path too narrow, could be widened & split between use for cyclists & pedestrians			10
Cycle lanes	Mina Road is a typical conflicted poorly designed road in Bristol. There are often conflicts between cars and bicycles.		Needs to be declared a Quiet Lane and the whole road transformed into a home zone. Why Bristol is so slow is a mystery. Look at Waltham Forest	10
Cycle lanes	Cycling alternative route or right of way plus official pedestrian crossing. Very dangerous small roundabout. Cars just go straight over York road without slowing or looking also cutting over roundabout to turn left or right	Rush hour causes serious back logs of traffic. Used by vehicles as a rat run.	Separate cycle and pedestrian crossing or traffic lights at roundabout. More speed restriction enforcements	4
Cycle lanes	New cycle lane The newly installed, bollard-separated cycle lane helps people cycling south. However, it makes it much worse when cycling north and a car comes the other way - there is very little room left for the two to pass.	Cyclists heading north (towards the Farm).	Remove the bollard-marked lane. Add double yellow lines on the east side from the tunnel to the Climbing Centre. The vans that people lived in (I know they must live somewhere) reduced the road width significantly there, and that was a hazard.	2
Cycle lanes	resident parking scheme since cycle lane introduction less parking for residents as more people parking here for free to go to work and	all times of day	residents parking scheme heavily monitored	1

	save on parking fees, causing anger amongst residents,			
Cycle lanes	Make cycle route more defined. Vehicle speed restriction from straight off M32 Cycle route only allows one person to join onto Mina Road. Vehicle come very fast off M32 and cut corner at sharp junction. Cyclists get cut off from joining onto cycle route.	all times	More specific cycle junction and more speed restriction and awareness of road layout	1
Cycle lanes	Some form of cycle traffic calming is essential. The new cycle lane will encourage some cyclists to go very fast as many already do.	Local cyclists and pedestrians will benefit.	chicanes or speed bumps in the cycle lane	0
Road closure	This part of Mina road should be closed to traffic. Just people and cycles.			62
Road closure	Mina Road should be one-way (or better, pedestrianised), congestion here is a nightmare due to inadequate space for contraflow and parking as it is. Pavements could then be widened.			62
Road closure	Make it just for people and cycles here. Plant trees and flower beds down the middle.			53
Road closure	Stop traffic coming off the M32 to hugely improve the environment in this part of St Werburghs, but still allow traffic to leave Mina Road onto the M32.			26
Road closure	Road closure to all vehicle traffic from this point to roundabout on York Street. Only cycles or walking and no on street parking=community space Volume and speed of traffic in a dense family area, pollution, lack of safe space for walking or	Years of noise, pollution, property damage (cracks) M32 through traffic not considering community	Complete road closure - gives overflow to park and mina road shops or cafes. Remove on street parking at York St end to allow ease and safe movement. Cycle lanes on street. planters and trees on a green corridor (street)	19

	cycling and reclaim of public realm			
Road closure	pedestrianise Desperately need this road to be pedestrianised. .		Pedestrianise! The road could be one way only heading up to the M32, not down from it onto Mina Road	9
Road closure	mina road closure - see previous notes			6
Road closure	Close Mina Road and Gatton Road to M32. Allow access to and from M32 from or to New Gatton Road Mina Road pavements need widening and safe passage for commuter cyclists is needed using Concord Way or Mina Road. Motor traffic coming off and going on to a motorway is in no way conducive to this.		Allow access to the industrial estate from the M32 but not to or from Mina road. If room, widen Mina rd pavement by shops, but allow a loading and disabled bay. Make southern Mina Road one way going towards the mini roundabout.	5
Pavements	The pavement should be widened, or the stretch should be fully pedestrianised.			52
Pavements	Pavements not wide enough - suspend parking and replace with widened pavement.			49
Pavements	There are two Public Rights of Way that begin and end here, but they are not connected. There is lots of cross traffic by pedestrians and conflict with motor vehicles.		The footpath need connecting and an implied zebra crossing with modal filters installed Parklets and planters would be welcome	26

Pavements	Need double yellow lines and wider footpaths or cycle lanes. Rubbish Chicanes put in that don't work - have adverse camber and dangerous for cyclists. Road is often impassable for emergency services by poorly parked vehicles,			24
Pavements	Very narrow pavement with poor surface - needs widening for heavy pedestrian traffic to pub, farm, climbing centre, Fairfield School, allotments			12
Speeding issues	speed bumps from here and through tunnel Council is Blocking Mina Rd North for traffic from Aug 2020 for a year! Bad idea; quickly actioned, literally took one month, possibly because a city council traffic manager, and a cyclist, lives on this road.	rush hour	Agree that there is a problem but just put speed bumps in, especially in the tunnel as people speed through it. cutting Mina road to traffic will increase cars speeding through the roundabout on York street without stopping to check for Bikes on Mina	4

## 5.5 Community Street Audit

Living Streets carried out a Community Street Audit (CSA) on Mina Road on 17 and 18 February 2021 via three virtual Microsoft team sessions. It was agreed with project team to carry out this audit at the same time as the engagement survey.

A community street audit is a way of involving community stakeholders in the process of evaluating the quality of the walking environment. The CSA looks at the area from the viewpoint of the people who use it for walking journeys and can provide recommendations to overcome physical and emotional barriers to walking for everyday journeys.

Living Streets have produced a final report on the CSA which has been made available to the project team, however the key issues identified by participants were:

- Issues relating to vehicle movements, particularly vehicle speeds and volumes of traffic. The key impact this has on pedestrians is difficulty crossing streets (particularly Mina Road, James Street, York Street and Sevier Street). Participants commented that some streets do

not feel physically safe and comfortable to walk along due to the adjacent vehicle traffic. Many participants felt that the Mina Road cycle lane was positive in distancing pedestrians from vehicles.

- Issues relating to parked vehicles, particularly parking on the footway and on junctions. Participants commented that this can make it difficult to cross the street safely and can result in pedestrians needing to walk in the carriageway.
- Lack of suitable crossing facilities, particularly on York Street, at Mina Road roundabout and at the Sussex Place junction.
- Lack of space for pedestrians and queuing customers around the Mina Road shops, particularly because of social distancing requirements.

Recommendations discussed in the CSA session included:

- Potential changes to permitted vehicle movement across the St Werburghs neighbourhood.
- Changes to parking arrangements, particularly in areas affected by footway parking.
- Road space reallocation, particularly to widen footways and narrow carriageway space, providing more pedestrian space and slowing vehicles.
- Streetscape enhancements including an increase in trees and mixed planting.
- Improvements to management, maintenance, and enforcement regimes to deal with diverse issues including problem parking, street cleaning and anti-social behaviour

## 6. Appendices

### 6.1 Survey



#### 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.

#### BENGLI

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

#### CHINESE

如果英文不是您的第一語言，而您需要翻譯的話，我們可以為您安排。

#### GUJARATI

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

#### HINDI

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

#### KURDISH

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

#### 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 ਦੁਆਰੀਏ ਦੀ ਜ਼ਰੂਰਤ ਹੈ ਤਾਂ ਤੁਹਾਡੇ ਲਈ ਅਸੀਂ ਇਸਦਾ ਪ੍ਰਬੰਧ ਕਰ ਸਕਦੇ ਹਾਂ।

#### SOMALI

Haddii Ingiriisku aanu ahayn alkaaga kowaad oo aad u baahan tahay turjumaad, annagoo kuu samayn karta.

#### 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.

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

The council has now secured further funding to provide more space for pedestrians and cyclists while public transport capacity is reduced. As a result, we are now looking for suggestions on how we can change a number of busy neighbourhood roads and high streets around the city, including Mina Road.

A short section of Mina Road between the railway tunnel and Mercia Drive already benefits from a protected cycle lane, which was installed temporarily last year in response to the pandemic. We are now looking for suggestions on how we can improve and build on the changes to:

- Maximise the community's enjoyment of the area
- Make it easier to walk and cycle
- Make the area safer and more attractive to visit
- Ensure access for the local community and organisations
- Create safer crossing points for pedestrians and cyclists
- Create outdoor space for the community and businesses to enjoy
- Remove rat running/through traffic
- Reduce traffic volumes and speeds
- Improve the Concorde Way cycle route
- Reduce pollution and congestion

Last summer we suggested closing the northern exit of the mini roundabout to make the section of Mina Road between the roundabout and Minto Road access-only. However, changes to Mina Road could impact on other adjoining or nearby roads. Before drawing up any detailed designs we would first like your views on Mina Road so we can assess how to deliver the above benefits to the neighbourhood as a whole. Possible changes to Mina Road or nearby roads could include:

- Closing roads at certain points to remove through traffic but retain access for residents, parking and deliveries
- One-way restrictions
- Change of traffic direction
- Restrict access between Mina Road and the M32

We are keen to hear local views on how the temporary changes have been working and what further changes could improve the street environment and benefit the whole community.

Below is a survey asking local people to think about Mina Road. What would you change about the street, what is working well and what could be improved? At this stage we are considering all ideas and feedback. There will be further communication regarding next steps in the coming months.

**Please complete the survey and return it in the freepost envelope provided before Sunday 14 March 2021.**

Alternatively, go online and complete the survey [www.bristol.gov.uk/MinaRoad](http://www.bristol.gov.uk/MinaRoad)

#### **Phone appointments:**

If you would like to talk to a member of the team about the possible improvements you can book a phone appointment. Call **0117 903 6449** and leave your name, phone number and query on the Transport Engagement answerphone and a team member will call you back.

#### **Virtual chats:**

Due to the lockdown restrictions the engagement team are unable to carry out any face to face engagement. However, we are able to offer virtual chats to speak to anyone about their concerns or answer questions about the project.

To organise a virtual chat please contact the team either by email or phone and a team member will organise a convenient time for a chat:

Email: [transport.engagement@bristol.gov.uk](mailto:transport.engagement@bristol.gov.uk)

Phone: **0117 903 6449** and leave a message on the answerphone with your request.



## 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 Mina Road?

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

4) How do you travel to and around Mina Road? (tick all that apply)

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

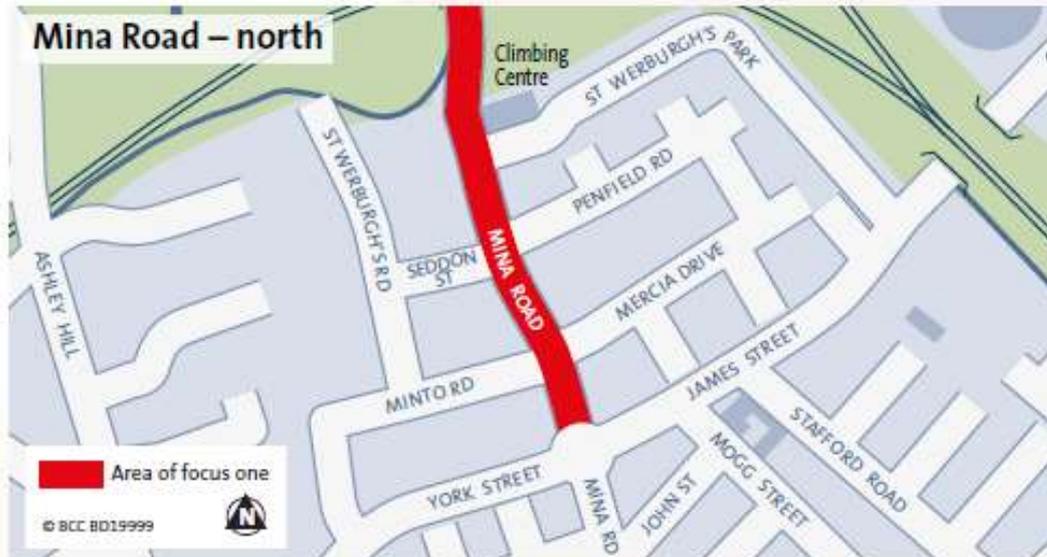
5) How often do you visit / use Mina Road?

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



- 6) We would like you to think only about the section of Mina Road north of the mini roundabout (between York Street/James Street junction and the railway tunnel).

This area is shown on the map below.



Thinking about this area, what are the key things that you like about the street environment (tick all that apply)

- |  |   |
|--|---|
| <input type="checkbox"/> Personality and character of the street | <input type="checkbox"/> It is easy to walk around        |
| <input type="checkbox"/> Places for meeting friends and family   | <input type="checkbox"/> There is space to cycle          |
| <input type="checkbox"/> Places to sit and rest                  | <input type="checkbox"/> On street car parking            |
| <input type="checkbox"/> Good street lighting                    | <input type="checkbox"/> Close to St Werburghs City Farm  |
| <input type="checkbox"/> Close to green spaces                   | <input type="checkbox"/> Close to local businesses        |
| <input type="checkbox"/> 20mph speed limit                       | <input type="checkbox"/> Part of Concorde Way cycle route |
| <input type="checkbox"/> Other (please specify)                  |   |

7) Thinking again about your experiences on the section of Mina Road north of the mini roundabout (area of focus one as shown on the map) - how much of a problem do you think the following things are:

	A serious problem	A moderate problem	A minor problem	Not at all a problem	Don't know/no opinion
The street is busy with people	<input type="checkbox"/>				
The street is busy with motorised traffic	<input type="checkbox"/>				
There is too much noise pollution	<input type="checkbox"/>				
The air quality is too poor	<input type="checkbox"/>				
The pavements are too narrow	<input type="checkbox"/>				
There are no places to sit and rest	<input type="checkbox"/>				
The road feels unsafe to cycle on	<input type="checkbox"/>				
There is not enough cycle parking	<input type="checkbox"/>				
There is not dedicated space for cyclists on the road	<input type="checkbox"/>				
The traffic speeds are too high	<input type="checkbox"/>				
Access for disabled people is poor	<input type="checkbox"/>				
There is not enough disabled parking	<input type="checkbox"/>				
There is not enough car parking	<input type="checkbox"/>				
Other (please specify):	<input type="checkbox"/>				



8) Again, thinking only about the section of Mina Road north of the mini roundabout (area of focus one as shown on the map above), please tell us what your priorities would be for improvements (tick all that apply):

	Essential	High priority	Medium priority	Low priority	Not a priority
Cleaner air	<input type="checkbox"/>				
Make it easier to cross the road	<input type="checkbox"/>				
Wider pavements	<input type="checkbox"/>				
Traffic calming measures to slow traffic	<input type="checkbox"/>				
Restricting traffic at certain times	<input type="checkbox"/>				
Maintaining motorised vehicle access to the street	<input type="checkbox"/>				
Restricting motorised vehicle access to the street	<input type="checkbox"/>				
Prioritising more road space for cycling	<input type="checkbox"/>				
Cycle parking facilities	<input type="checkbox"/>				
More places to stop and rest such as seating areas	<input type="checkbox"/>				
More outdoor space for community amenities	<input type="checkbox"/>				
Reduced traffic noise	<input type="checkbox"/>				
More car parking in the area	<input type="checkbox"/>				
More greenery/planters	<input type="checkbox"/>				
Improve the Concorde Way cycle route	<input type="checkbox"/>				
Other (please specify):	<input type="checkbox"/>				



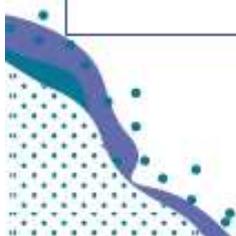
- 9) We would now like you to think about the other half of Mina Road and focus on the section south of mini-roundabout (between York Street/James Street junction and the M32 junction).

This area is shown below on the map:



Thinking about this section, what are the key things that you like about the street environment (tick all that apply)

- |  |   |
|--|---|
| <input type="checkbox"/> Personality and character of the street | <input type="checkbox"/> It is easy to walk around        |
| <input type="checkbox"/> Places for meeting friends and family   | <input type="checkbox"/> There is space to cycle          |
| <input type="checkbox"/> Places to sit and rest                  | <input type="checkbox"/> On street car parking            |
| <input type="checkbox"/> Good street lighting                    | <input type="checkbox"/> Close to St Werburghs City Farm  |
| <input type="checkbox"/> Close to green spaces                   | <input type="checkbox"/> Close to local businesses        |
| <input type="checkbox"/> 20mph speed limit                       | <input type="checkbox"/> Part of Concorde Way cycle route |
| <input type="checkbox"/> Other (please specify)                  |   |



10) Again thinking about your experiences on the section of Mina Road south of mini-roundabout (area of focus two as shown on the map), how much of a problem do you think the following things are:

	A serious problem	A moderate problem	A minor problem	Not at all a problem	Don't know/no opinion
The street is busy with people	<input type="checkbox"/>				
The street is busy with motorised traffic	<input type="checkbox"/>				
There is too much noise pollution	<input type="checkbox"/>				
The air quality is too poor	<input type="checkbox"/>				
The pavements are too narrow	<input type="checkbox"/>				
There are no places to sit and rest	<input type="checkbox"/>				
The road feels unsafe to cycle on	<input type="checkbox"/>				
There is not enough cycle parking	<input type="checkbox"/>				
There is not dedicated space for cyclists on the road	<input type="checkbox"/>				
The traffic speeds are too high	<input type="checkbox"/>				
Access for disabled people is poor	<input type="checkbox"/>				
There is not enough disabled parking	<input type="checkbox"/>				
There is not enough car parking	<input type="checkbox"/>				
There is too much traffic coming off the M32	<input type="checkbox"/>				
Other (please specify):	<input type="checkbox"/>				



11) Again thinking about the section of Mina Road south of mini-roundabout (area of focus two as shown on the map above) - please tell us what your priorities would be for improving this section of Mina Road (tick all that apply):

	Essential	High priority	Medium priority	Low priority	Not a priority
Cleaner air	<input type="checkbox"/>				
Make it easier to cross the road	<input type="checkbox"/>				
Wider pavements	<input type="checkbox"/>				
Traffic calming measures to slow traffic	<input type="checkbox"/>				
Restricting traffic at certain times	<input type="checkbox"/>				
Maintaining motorised vehicle access to the street	<input type="checkbox"/>				
Restricting motorised vehicle access to the street	<input type="checkbox"/>				
Prioritising more road space for cycling	<input type="checkbox"/>				
Cycle parking facilities	<input type="checkbox"/>				
More places to stop and rest such as seating areas	<input type="checkbox"/>				
More outdoor space for community amenities	<input type="checkbox"/>				
More outdoor space for business to use – for example for outdoor tables and chairs	<input type="checkbox"/>				
Reduced traffic noise	<input type="checkbox"/>				
More car parking in the area	<input type="checkbox"/>				
More greenery/planters	<input type="checkbox"/>				
Restricting access for motorway traffic coming from/to the M32	<input type="checkbox"/>				
Improve the Concorde Way cycle route	<input type="checkbox"/>				
Other (please specify):	<input type="checkbox"/>				



- 12) We would also like you to think about a more specific section of Mina Road. Please give us your views on the area by the shops, between the mini roundabout and John Street.

This area is shown on the map below:



Thinking about this section, what are the key things that you like about the street environment (tick all that apply)

- |  |   |
|--|---|
| <input type="checkbox"/> Personality and character of the street | <input type="checkbox"/> It is easy to walk around        |
| <input type="checkbox"/> Places for meeting friends and family   | <input type="checkbox"/> There is space to cycle          |
| <input type="checkbox"/> Places to sit and rest                  | <input type="checkbox"/> On street car parking            |
| <input type="checkbox"/> Good street lighting                    | <input type="checkbox"/> Close to St Werburghs City Farm  |
| <input type="checkbox"/> Close to green spaces                   | <input type="checkbox"/> Close to local businesses        |
| <input type="checkbox"/> 20mph speed limit                       | <input type="checkbox"/> Part of Concorde Way cycle route |
| <input type="checkbox"/> Other (please specify)                  |   |

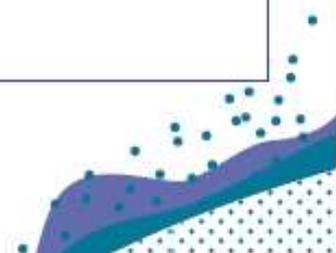
13) Again thinking about your experiences on the section of Mina Road south of mini-roundabout by the shops (area of focus three as shown on the map), how much of a problem do you think the following things are:

	A serious problem	A moderate problem	A minor problem	Not at all a problem	Don't know/no opinion
The street is busy with people	<input type="checkbox"/>				
The street is busy with motorised traffic	<input type="checkbox"/>				
There is too much noise pollution	<input type="checkbox"/>				
The air quality is too poor	<input type="checkbox"/>				
The pavements are too narrow	<input type="checkbox"/>				
There are no places to sit and rest	<input type="checkbox"/>				
The road feels unsafe to cycle on	<input type="checkbox"/>				
There is not enough cycle parking	<input type="checkbox"/>				
There is not dedicated space for cyclists on the road	<input type="checkbox"/>				
The traffic speeds are too high	<input type="checkbox"/>				
Access for disabled people is poor	<input type="checkbox"/>				
There is not enough disabled parking	<input type="checkbox"/>				
There is not enough car parking	<input type="checkbox"/>				
There is too much traffic coming off the M32	<input type="checkbox"/>				
Other (please specify):	<input type="checkbox"/>				



14) Again thinking about the section of Mina Road south of mini-roundabout by the shops (area of focus three as shown on the map), please tell us what your priorities would be for improving this section of Mina Road (tick all that apply):

	Essential	High priority	Medium priority	Low priority	Not a priority
Cleaner air	<input type="checkbox"/>				
Make it easier to cross the road	<input type="checkbox"/>				
Wider pavements	<input type="checkbox"/>				
Traffic calming measures to slow traffic	<input type="checkbox"/>				
Restricting traffic at certain times	<input type="checkbox"/>				
Maintaining motorised vehicle access to the street	<input type="checkbox"/>				
Restricting motorised vehicle access to the street	<input type="checkbox"/>				
Prioritising more road space for cycling	<input type="checkbox"/>				
Cycle parking facilities	<input type="checkbox"/>				
More places to stop and rest such as seating areas	<input type="checkbox"/>				
More outdoor space for community amenities	<input type="checkbox"/>				
More outdoor space for business to use – for example for outdoor tables and chairs	<input type="checkbox"/>				
Reduced traffic noise	<input type="checkbox"/>				
More car parking in the area	<input type="checkbox"/>				
More greenery/planters	<input type="checkbox"/>				
Restricting access for motorway traffic coming from/to the M32	<input type="checkbox"/>				
Improve the Concorde Way cycle route	<input type="checkbox"/>				
Other (please specify):	<input type="checkbox"/>				





15) Over summer 2020, we installed a protected bike lane between the railway tunnel and Mercia Drive using temporary bollards. How well do you think the current scheme is working? Please give us any suggestions you might have for improvements.

16) Please tell us to what extent you agree or disagree with keeping this bike lane?

- Strongly Agree     Agree     Neither agree nor disagree     Disagree     Strongly disagree

17) Do you have any other comments or suggestions on Mina Road in general?

## About You

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

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

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

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

18) 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

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

- Yes     No     Prefer not to say

20) What is your sex?

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

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

- Yes     No     Prefer not to say

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

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



23) What is your sexual orientation?

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

24) What is your religion / faith?

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

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

- Yes                               No                                   Prefer not to say

26) Are you a refugee or asylum seeker?

- Yes                               No                                   Prefer not to say

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

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

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

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

## 6.2 Business Operational Survey



### Business Operational Survey

#### – Mina Road businesses

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

How frequent is your waste collection e.g., weekly and on what day?	
Where is the waste collected from e.g., front, or back of premises?	
Do you have any issues with your refuse collection?	
<b>Customers or Clients</b>	
How do most of your customers travel to your premise?	
If they drive, where do they park?	
<b>Parking</b>	
What do you think the demand for disabled parking is?	
Is there a high turnover of parking outside of the premise?	
<b>Cycling</b>	
What do you think about cycle parking facilities?	
What do you think about cycle infrastructure on the road?	
<b>Walking</b>	
What do you think about the pavements? Any improvement?	
<b>Public Transport</b>	
Are there any and if so, what would you improve?	

**Any other comments**

**Please return this survey using the contact details.**

If you have any queries relating to this survey or you would like this information in another format such as a different language, Braille, audio tape, large print, easy English, BSL video or CD Rom or plain text please contact us:

Email: [Transport.engagement@bristol.gov.uk](mailto:Transport.engagement@bristol.gov.uk) and reference the title of your street in the subject box

Write to: Transport Engagement Team, PO Box 3399, 100 Temple Street, Bristol, BS1 9NE

Phone: 0117 9036449 and leave a message on the answerphone

**Translations**

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

<div style="background-color: #f0f0f0; text-align: center; padding: 2px;"><b>Bengali</b></div> <p>ইংরেজী আপনার মাতৃভাষা না হলে এবং আপনার কোন অনুবাদের প্রয়োজন হলে আমরা তা প্রদান করতে সক্ষম।</p>	<div style="background-color: #f0f0f0; text-align: center; padding: 2px;"><b>Polish</b></div> <p>Jeżeli ulotka ta wymaga dodatkowego wyjaśnienia, prosimy o skontaktowanie się z najbliższym biurem odpowiedniego regionu.</p>
<div style="background-color: #f0f0f0; text-align: center; padding: 2px;"><b>Chinese</b></div> <p>如果英文不是您的第一語言，而您需要翻譯的話，我們可以為您安排。</p>	<div style="background-color: #f0f0f0; text-align: center; padding: 2px;"><b>Portuguese</b></div> <p>Se o Inglês não é a sua língua materna e precisa de uma tradução, nós podemos obtê-la.</p>
<div style="background-color: #f0f0f0; text-align: center; padding: 2px;"><b>Gujarati</b></div> <p>જો તમારી પહેલી ભાષા અંગ્રેજી ન હોય અને તમને ભાષાંતરણી જરૂર હોય તો અમે તમને તે આપી શકીએ છીએ.</p>	<div style="background-color: #f0f0f0; text-align: center; padding: 2px;"><b>Punjabi</b></div> <p>ਜੇਕਰ ਇੰਗਲਿਸ਼ ਤੁਹਾਡੀ ਪਹਿਲੀ ਭਾਸ਼ਾ ਨਹੀਂ ਅਤੇ ਤੁਹਾਨੂੰ ਦੁਕਾਈਏ ਦੀ ਜ਼ਰੂਰਤ ਹੈ ਤਾਂ ਤੁਹਾਡੇ ਲਈ ਅਸੀਂ ਇਸਦਾ ਪ੍ਰਬੰਧ ਕਰ ਸਕਦੇ ਹਾਂ।</p>
<div style="background-color: #f0f0f0; text-align: center; padding: 2px;"><b>Hindi</b></div> <p>यदि आंग्रेज़ी आप की पहली भाषा नहीं है और आप को अनुबाद की आवश्यकता है तो यह हम आप को प्रदान कर सकते हैं।</p>	<div style="background-color: #f0f0f0; text-align: center; padding: 2px;"><b>Somali</b></div> <p>Haddii Ingiriisku aanu ahayn afkaaga kowaad oo aad u baahan tahay fujumaad, arihagaa kuu samayn kama.</p>
<div style="background-color: #f0f0f0; text-align: center; padding: 2px;"><b>Kurdish</b></div> <p>Heke inglîzî zimanê we yê yekem nîne û pêwîstiya we bi wergêr heya, em dikarin yekî ji we re bibînin.</p>	<div style="background-color: #f0f0f0; text-align: center; padding: 2px;"><b>Urdu</b></div> <p>اگر انگریزی آپ کی پہلی زبان نہیں ہے اور آپ کو ترجمہ کی ضرورت ہے تو ہم آپ کے لئے ترجمہ کر سکتے ہیں۔</p>
<div style="background-color: #f0f0f0; text-align: center; padding: 2px;"><b>Kosovan</b></div> <p>Nëse anglishtja nuk është gjuha juaj amtare dhe keni nevojë për një përkthim, ne mund t'ua sigurojmë atë.</p>	<div style="background-color: #f0f0f0; text-align: center; padding: 2px;"><b>Vietnamese</b></div> <p>Nếu quý vị không thạo Anh văn và cần bản dịch, chúng tôi sẽ giúp quý vị một bản.</p>

## Appendix 6.3 - Bristol Walking Alliance submission

### Comments by Bristol Walking Alliance on Active Travel Fund site improvements

*Bristol Walking Alliance (BWA) supports the improvements being proposed to high streets, but urges they must be seen as more than temporary interventions.*

We welcome the proposed changes to local high streets and neighbourhood roads using Active Travel Fund grants.

#### **Improvements for walking**

The changes should be designed to make those places more welcoming, safe, convenient and inclusive for those on foot.

We believe it is very important that local neighbourhoods should be tested against the [Indicators for Healthy Streets](#), including: having clean air, feeling safe and not being too noisy.

To do this we believe it should be a priority to: remove through-traffic and congestion; widen pavements; and provide places to cross the road, to stop and rest, and for shade and shelter.

In general, we encourage the use of filtered permeability rather than one-way streets for controlling traffic. Also, we prefer full closure to timed closure of through routes to avoid doubt about whether traffic will be present. However, in order to gather local support, the plans must go further than simply stopping traffic: there must also be improvements in the public realm.

#### **Community engagement**

We support the intention for greater community consultation and involvement in these schemes, in the expectation that their success will depend largely on how the doubts of a few people are sensitively addressed.

We understand the current round of measures will be implemented initially in a temporary fashion, so that their effects can be assessed.

We have the following concerns.

1) The problems of the first round of Emergency Active Travel Fund high street interventions may be repeated. For instance:

- Temporary barriers were seen as inconvenient and unsightly and sometimes moved by local detractors.
- Tables and chairs were encouraged outside without leaving adequate passage for accessibility. Even temporary measures must be fully navigable by those with disabilities. The council's engagement needs to include engagement with individual businesses that want to spill out on to the street, so that this can be done in a way that meets everyone's needs.

2) If further funding is not forthcoming, the necessary improvements to make the measures permanent will not be possible. When announcing the scheme designs, we urge that it should be clearly stated what will happen temporarily, but also to show how the measures will be made permanent if they prove to be successful. It is important to set expectations in this way.

For example, permanent changes should include removal of unnecessary ramps and kerbs that interrupt pedestrian movement, especially for those using wheelchairs, mobility vehicles or children's buggies. Permanent measures should also include planting of street trees or use of other greenery whenever possible.

3) Whilst the benefits of the changes have been explained clearly in the online engagement, the changes should also be explained in the context of Bristol's wider transport strategy.

Bristol Walking Alliance  
17 January 2021

[enquiries@bristolwalkingalliance.org.uk](mailto:enquiries@bristolwalkingalliance.org.uk)

## Appendix 6.4 – Bristol Cycling Campaign



### Active Travel Fund Consultation Response - Mina Road

March 2021

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#### About Bristol Cycling Campaign

Bristol Cycling Campaign is the voice of cycling in Bristol. We are an independent volunteer-led advocacy group for those that want to cycle and those who already do. We want to see a future where cycling in Bristol and the surrounding areas is so easy that everyone does it – our communities will be happier, healthier, and greener.

We're making Bristol better for cycling. We speak up for cycling locally, city-wide, and nationally. We lobby. We get involved in consultations. We promote the evidence. We call out the failures.

Our volunteers and supporters work to create a vibrant and inclusive cycling culture, putting forward positive policy ideas and pressing for investment.

Our goals:

- Space for cycling - a comprehensive safe network of high-quality routes
- Fair treatment for cycling - justice, design, funding
- Political leadership to deliver ambitious change

#### General Response

Bristol Cycling Campaign strongly supports the creation of better environments for pedestrians, cyclists, residents, and businesses by reducing the impact of car travel and storage. Whilst any kind of change is always going to be concerning for locals, evidence has shown time and time again that reduction or removal of motor traffic increases the quality of life for residents and produces a better trading environment for businesses.



*Orford Road, Walthamstow - Before & After (Photos: WF Council; [Joe Dunkley](#))*

As a general principle, we believe any measures taken should retain full access for cycling. Where road space is recovered, some should be dedicated to cycle parking provision for those visiting local businesses and homes. Planting and other "parklet" features will also make good use of the space and make it a pleasant environment for people.

For businesses, appropriate arrangements should be made for deliveries to ensure that these can be made without inconveniencing pedestrians and cyclists. It should also be possible for sustainable deliveries and collections to be made using cargo bikes.

## **Mina Road Corridor, St Werburghs**

### **Route overview**

Concorde Way is a major north-south cycling artery connecting Bradley Stoke in the north with the centre of the city. It passes through many built-up areas, and a critical section follows Mina Road in St Werburghs. This is one of the most densely occupied areas of the route and the one where the most conflicts occur between cyclists and other road users. Our preferred solution is for dedicated, separated infrastructure for cycling, but we recognise that may not be possible on this section of the Concorde Way.

Looking at the points raised in the Mina Road Engagement Survey and reviewing national and international evidence on liveable (low traffic) neighbourhoods, we advocate a range of improvements outlined below. We believe the Council can deliver health, safety, economic and amenity benefits to the area and make active travel much more attractive to many Bristolians by implementing these measures.

### **Suggested approach**

We believe the only approach which can achieve significant benefits is to restrict motor vehicle traffic. Mina Road should become a people-first space, starting from the section where Mina Road runs alongside Mina Road Park and extending to the far side of the junction with York Street and James Street. The existing park space could be opened up and blended with the street to create a large open area for residents and visitors to enjoy.

This would involve completely closing the minor access point at the end of Mina Road to the motorway. Point closures would be placed at specific points in the area to remove through traffic but retain full access for residents, parking and deliveries.

This approach, with appropriate hard landscaping, would:

- Maximise the community's enjoyment of the area
- Make it easier to walk and cycle
- Make the area safer and more attractive to visit
- Ensure access for the local community and organisations
- Create outdoor space for the community and businesses to enjoy
- Remove rat-running/through traffic
- Reduce traffic volumes and speeds
- Reduce pollution and congestion

### **Specific interventions**

Overall, priority should be given to walkers and cyclists. This includes:

- Complete re-engineering of the currently very hazardous junction between Mina Road, York Street and James Street. This should allow priority access for people walking and cycling to cross between the northern and southern arms of Mina Road.
- Re-imagining of the northern arm of Mina Road to calm vehicle speeds and improve safety for cyclists. This is both a residential access-only route for cars and a busy through-route for walkers and cyclists.
- Removing vehicular traffic completely from the section of Mina Road immediately south of the roundabout, to facilitate a people-friendly and prosperous local high street.
- Removing through vehicle access from the M32 completely, with the exception of the industrial estate on New Galton Road.