

**Greville Road –
Early Engagement Survey Report
April 2021**



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1. Summary

Bristol City Council conducted early engagement from 18 March to 18 April 2021 on how to improve the street environment for Greville Road. This has involved ongoing discussions with community groups and businesses, submissions to the interactive Getting Bristol Moving map, and the distribution of a Community Survey and Business Operational survey.

How we engaged

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

- Early informing letter raising awareness about the forthcoming survey to residents
- Paper copies of the community survey with a language template covering 12 languages were posted along with a free post envelope to 641 local properties
- 25 posters were put up in the local area to raise awareness of the survey
- Online survey with 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 COVID-19 restrictions the team offered virtual chats and phone appointments to anyone who didn't want to submit a written response but wanted to ask questions and provide feedback.
- Officers virtually met with local residential and community groups to hear feedback.

Stakeholders

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

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

Local Stakeholders - meetings and phone conversations were held with the residents' group from the lower section of Greville Road which proposals cover, as well as separate meetings with residents from across BS3 including Exeter, Gathorne and Upton Roads. Action Greater Bedminster also submitted a response. All are keen to be involved in the next stage of the project and want to see an area-wide Liveable Neighbourhood approach.

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.

Community survey

A total of 727 completed responses were received from the survey, made up of 608 online and 119 paper copies. The headline findings are:

- 96.7% of respondents said they were a local resident and over 96.8% lived within one mile
- 92.9% of respondents walked to and around Greville Road and 56.4% drive a car or van in and around the area
- 68.3% of respondents visit the street over 3 to 4 times a week
- The key qualities respondents like about the current street environment on Greville Road are that it is 'close to North Street shopping area' (75.6%) and the 'personality and character of the street' (53.4%)
- Respondents identified the following to be the most problematic issues (ranked as 'a serious problem' or 'a moderate problem') on Greville Road:
 - The pavements are too narrow (34.4%)
 - The street is busy with traffic (33.9%)
- Maintaining motorised vehicle access to the street was ranked as essential or high priority by 59.3% of respondents for Greville Road.
- Most respondents either disagreed or strongly disagreed with all the different road layout options A, B, C, D.

Getting Bristol Moving Map

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

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

4 comments were posted on the map, specifically regarding for the section of Greville Road between North Street and Upton Road.

2. Background

Over the summer the council provided more space for walking and cycling on our streets to support social distancing during the COVID-19 pandemic. 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.

Bristol City Council, in partnership with the West of England Combined Authority, has now secured further government funding to extend and strengthen the temporary work already done.

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

Many different options for the roads selected are available and the council remains flexible and open to suggestions for improvements to these roads. Following suggestions we received from local people, the council had identified options to restrict access to motorised traffic via either a new one-way system or road closure on Greville Road, and the survey period was an opportunity to ask the local community and businesses for feedback on this initial idea, and wider road improvement suggestions.

Other possible changes that could arise from the engagement work across the city 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 will engage with the local community and discuss the various options before anything is decided or implemented on any of the neighbourhood roads.

2.1 Objectives of engagement and communications

The main aim of the early engagement exercise was to:

- seek views from key stakeholders and the community on the idea to restrict access to motorised traffic via either a new one-way system or road closure on Greville Road and wider walking and cycling improvements
- seek views from local businesses, local people living and working along and near the street on the idea to restrict access to motorised traffic via either a new one-way system or road closure on Greville Road and wider street improvements
- 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 across the city during the COVID-19 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 Greville Road and the immediate area around it.
- We have been talking to businesses, local people living and working along the street during December 2020 to April 2021 to get early thoughts on what works well, what could change and how people would like to be able to travel. This feedback will help us to produce some initial proposals for how the street environment could change.

The target audiences for this project include stakeholders such as:

- Bristol City Council ward members
- Members of Parliament
- Internal stakeholders/project teams
- Local businesses and traders
- Local resident associations and community groups
- Local people who live on the street or on side roads
- People working on the street
- People visiting 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 online survey, the printed survey with a freepost envelope, social media assets, and posters. All the information was accessible online and could be emailed out via editable pdfs on request.

The Communication Team delivered a social media plan, to promote through Bristol City Council social media channels, and this was supported by Travelwest social media. The online survey had a shortened link www.bristol.gov.uk/GrevilleRoad that was promoted and publicised through social media channels, newsletters, and emails.

To ensure those who do not have online access were also included the team produced paper copies of the survey and poster that were available on request and mailed out to residents.

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 641 local properties to raise awareness of the survey and encourage local people to have their say
- Contacting local groups and key stakeholders and ask them to help raise awareness of the survey
- Offering virtual chats and phone appointments that were advertised on the products.

The team also provided different ways for the public to get in touch if anyone had a comment or required a survey in a different format. They could contact the Transport Engagement team on email at transport.engagement@bristol.gov.uk, by phone 0117 9036449 or by writing to Greville Road, Transport Engagement Team, PO BOX 3399, 100 Temple Street, Bristol, BS1 9NE. The survey also had a translation offer in 12 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 local residents, businesses and anyone who uses the street to help build a picture of what people would like to see improved in the street environment and provide feedback on their own experiences. The survey was split into the following sections:

1. **Respondent profile** - who is responding, travel habits, usage of the street
2. **Street experience** - respondents' likes, problems and priorities for Greville Road and the immediate area surrounding it
3. **Restrict access to motorised traffic proposals and further suggestions** - views on options to restrict access to motorised traffic via either a new one-way system or road closure on Greville Road, and any other suggestions for improvement

4. **About you** - equalities monitoring of respondents

The first section asked about how you would describe yourself (e.g. local resident) and for a full postcode and how far you live from Greville 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 street such as likes, problems and what people think are the priorities. The third section asked specifically for the individuals view on idea on to restrict access to motorised traffic via either a new one-way system or road closure on Greville Road, and for any other ideas for street improvements. The last section was optional and focused on the 'about you' details so that the team can monitor who responded to the survey for diversity purposes, to ensure responses come from people with a variety of background, reflecting the diversity in the city.

The survey was launched on Monday 18 March 2021 and closed on Sunday 18 April 2021 which allowed four weeks for comment. The survey was hosted on the consultation hub on the city council website and had a clear shortened link set up at www.bristol.gov.uk/GrevilleRoad.

See 'Appendix 6.1 – Greville 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 engagement and text for use in their communications and suggested web friendly copy for website, Facebook posts, Twitter and copy for newsletters that were used for local organisations. The team also created a press release to local news outlets which announced the plans to improve walking and cycling on all the road under consideration including Greville Road.

3.2 Business Operational Survey

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

1. About the business
2. Deliveries
3. Waste collections
4. Customers/ clients
5. Transport modes
6. Comments/ suggestions

The first section focused on where the business was located, the type of business and number of employees etc. The second focused on the number of deliveries, time, and loading /unloading facilities and the third asked about waste collections and in particular the location. The fourth concentrated on customers' habits and the fifth asked about the street environment and 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 all via the phone and emails. In pre-COVID times the team would have been undertaking face to face engagement and asking the businesses to fill in the survey. The team attempted to contact the businesses during December, prior to the community survey going live. Other attempts have also been made during the January to encourage businesses to have their say, complete the operational survey, and share the community survey.

See Appendix 6.2 – Greville Road Business Operational Survey, which shows a copy of the business survey.

4. How we engaged

Before any final design proposals are put together for Greville Road, the council wanted to engage with key stakeholders such as ward members and the local MP, local residents, community groups and local businesses to see what appetite existed for ideas to temporarily restrict access to motorised traffic on Greville Road, and for any changes that could improve the local street environment. The team therefore put together a few different elements of the early engagement process which included:

- Stakeholder meetings (by phone and virtual meeting)
- Early informing letter to residents (PDF version that can be emailed and a paper copy for posting)

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

A letter was sent out mid-December, one month before the survey was originally planned to be launched* to give local people warning about the plans and ensure people know about the call to action to fill in the survey. We sent out 641 letters to local residential and commercial properties in advance of the survey.

The team also engaged with local businesses on Greville Road and the adjoining 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.

*The date for launching the community survey was delayed due to further engagement with Greville Road Residents Group on the proposed options.

4.1 Community Survey launch

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

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, 641 surveys were sent to 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 641 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.

Prior to the pandemic, the team 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 request 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 Greville Road and ideas to temporarily restrict access to motorised traffic on the road. The key stakeholders list includes:

- ward members and Member of Parliament
- emergency service providers
- equality groups
- transport operators
- transport board members
- refuse firms
- educational institutions
- faith groups
- local businesses

- voluntary and community sector groups
- energy, water, and telecoms 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. Official responses were received from the Bristol Cycling Campaign, Bristol Walking Alliance, and the Civic Society. 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 (BWA)

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 for full response from Bristol Walking Alliance.

Bristol Cycling Campaign

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. They comment that 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.

As a general principle, Bristol Cycling Campaign 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, Bristol Cycling Campaign support appropriate arrangements to 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.

See Appendix 6.4 for the full response from Bristol Cycling Campaign.

Bristol Civic Society (BCS)

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

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

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

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

See Appendix 6.5 for full response from Bristol Civic Society.

Local stakeholders

The local stakeholders for Greville Road include all the local businesses but they have been reported on in section 5.5 so this section will focus on the local stakeholders who represent local community groups.

The materials and information were shared with:

- Greville Road Residents Group
- Action Greater Bedminster
- Bedminster Business Improvement District

Greville Road Residents Group

Meetings virtually and on-site were conducted with the Greville Road Residents Group to agree the proposal options.

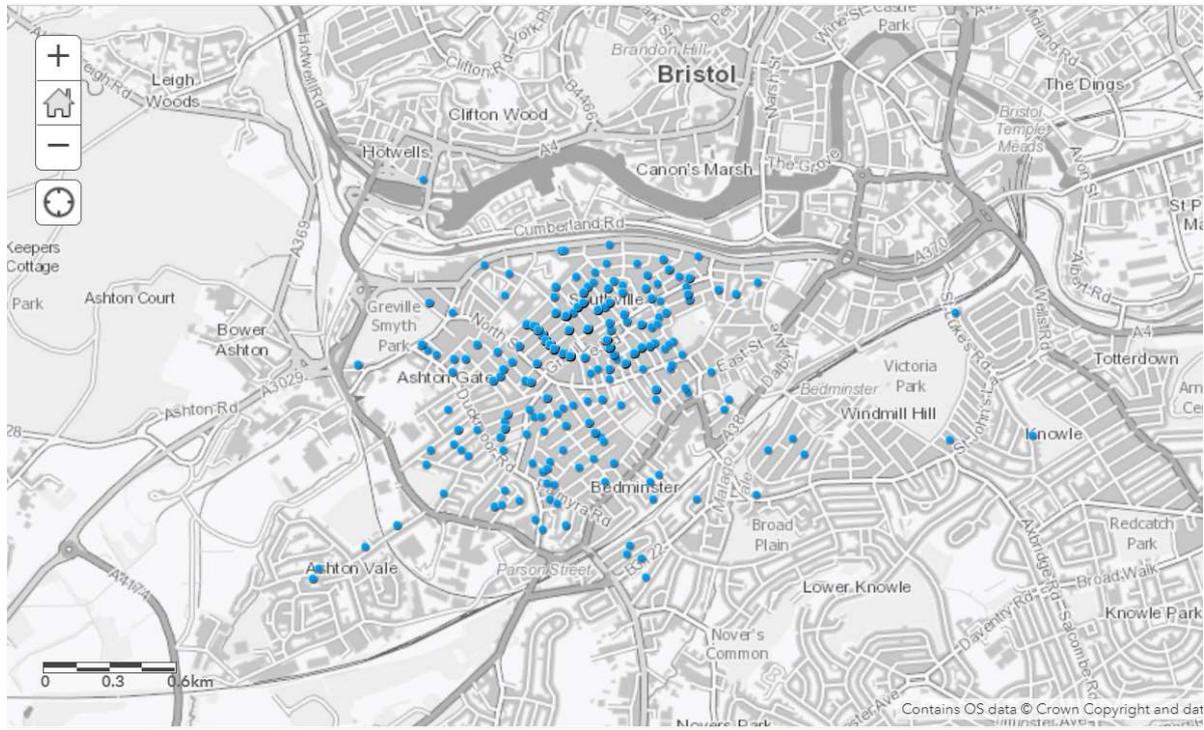
Action Greater Bedminster

This community interest group expressed concern about how the options have been presented in the survey and whether they had public support. The group would support proposals that would take account of the wider picture, making changes on a larger scale that would support walking and cycling such as a Liveable Neighbourhood approach, reducing air pollution and the reduction of car use to benefit everyone not just one street.

Bedminster Business Improvement District

The representative for North Street was contacted via email but did not submit a response to the survey.

2. What is your full postcode? (If you are responding on behalf of a business or other organisation, please provide the postcode of the organisation's premises in Bristol.)



713 individuals left their full postcode, and these have been plotted onto the map above to show where the respondents live. Note: only one spot per postcode is plotted, even if multiple responses were made from one postcode.

As multiple responses were received from postcodes in the immediate area, it is helpful to view this on the below heatmap. This shows that most responses were received from residents in the Southville. area, with a hotspot directly over Exeter Road and Gatherne Road, who perceive they will

be directly impacted by any changes to Greville Road.



3. How far do you live from Greville Road?			Response Percent	Response Total
1	Up to one mile	<div style="width: 96.82%; height: 15px; background-color: red;"></div>	96.82%	700
2	1-2 miles	<div style="width: 2.07%; height: 15px; background-color: yellow;"></div>	2.07%	15
3	3-5 miles	<div style="width: 0.69%; height: 15px; background-color: blue;"></div>	0.69%	5
4	5+ miles	<div style="width: 0.00%; height: 15px; background-color: grey;"></div>	0.00%	0
5	I live outside of Bristol	<div style="width: 0.41%; height: 15px; background-color: orange;"></div>	0.41%	3
			answered	723
			skipped	4

According to the survey results, 96.7% of respondents said they were a local resident, and 96.8% live within 1 mile of Greville Road.

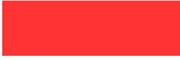
4. How do you travel to Greville Road? (Tick all that apply)

			Response Percent	Response Total
1	I walk		92.95%	672
2	I use a bicycle		43.98%	318
3	I catch the bus		3.18%	23
4	I catch the train		0.69%	5
5	I use a taxi		5.39%	39
6	I use a motorcycle		1.11%	8
7	I drive a car / van		56.43%	408
8	I am a car passenger		18.53%	134
9	Other (please specify):		5.53%	40
			answered	723
			skipped	4

The most popular way respondents travel along Greville Road is on foot (92.9%), followed by driving (56.4%), and cycling (43.9%).

Other the 40 who specified 'Other' form of transport:

Live there	20
E-scooter (2, e-scooter, 2 Voi scooter, 1 normal)	5
Drive or travel along Greville Road, do not drive to it as a destination	4
Multiple modes of transport	3
Electric mobility scooter	2
Children scoot	2
Running	2
Walk dogs	2
Live on neighbouring street	2
Other (visit friend, park vehicle)	2

5. How often do you visit / use Greville Road?				
			Response Percent	Response Total
1	Daily		38.17%	276
2	3 to 4 times a week		30.15%	218
3	1 to 2 times a week		19.50%	141
4	Fortnightly		6.78%	49
5	Monthly		2.77%	20
6	A few times a year		1.66%	12
7	Rarely		0.97%	7
			answered	723
			skipped	4

Approximately 68.3% of respondents use Greville Road at least 3 or 4 times a week.

6. What are the key things that you like about the street environment on Greville Road? (tick all that apply)				
			Response Percent	Response Total
1	Personality and character of the street		53.44%	373
2	Close to North Street shopping area		75.64%	528
3	It is easy to walk around - there are good walking routes		38.83%	271
4	Good cycling routes		15.19%	106
5	Close to leisure facilities		10.89%	76
6	On street car parking		23.78%	166

6. What are the key things that you like about the street environment on Greville Road? (tick all that apply)				
			Response Percent	Response Total
7	Available cycle parking		2.01%	14
8	Good street lighting		15.47%	108
9	20mph speed limit		41.40%	289
10	Close to local schools		20.20%	141
11	Other (please specify):		16.19%	113
			answered	698
			skipped	29

Respondents were asked the key things they liked about the existing street environment on Greville Road, and the most popular response (75.6% of respondents) was its close proximity to North Street shopping area, followed by the personality and character of the street (53.4% of respondents). The 20mph speed limit (41.4%) and how is easy it is to walk around (38.8%) was also popular response.

The least valued characteristics of the street was its available cycle parking (2%) and that it is close to leisure facilities (10.9%). A relatively low proportion of respondents (15.2%) said they liked the good cycling routes.

In the 'Other' response, 112 comments were received. These responses have been put into categories and then broken into further sub-categories as detailed below. Some comments fit into more than one category so the overall total of comments noted below will exceed 112 received.

Theme	Number of comments	Summary of comments
Important access to the area (local roads)	24 comments	Important vehicular access route into neighbourhood for residents driving to and from homes, most direct route from Stackpool Rd to North Street
Good walking route	20 comments	A quiet, safe walking route used by people to walk their dogs, reach shops and local pub, schools, and routes to the city centre and the Harbourside.
No opinion	19 comments	Explicitly stating 'no opinion' or that it is a normal road, the same as other streets in the

		area, except with bigger more expensive houses and a wider road.
Useful through-route	16 comments	A direct driving route through Southville to city centre, and a quiet route to the Harbourside, well located for access both north and south of the city and useful route if problems on Coronation Road or North Street
Good traffic flow	13 comments	A wide, two-way road that it's easy to drive down and pass vehicles travelling in other direction (easier than the adjacent one-way roads); and are unlikely to get blocked by cars or vans unloading, also wide enough for people driving, cycling, and walking without issues.
Nice environment	8 comments	Greenery, nice front gardens and appreciation for existing on-road planters, wildlife, pleasant, clean, and tidy street.
Resident of the road	7 comments	Respondent lives there
Other comments	6 comments	Close to shops on North Street and East Street; on-street parking and a safe junction to turn into North Street [in a vehicle].

7. Thinking about your current experiences of the street environment along Greville Road, 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	0.8% (6)	5.6% (40)	16.5% (118)	75.4% (538)	1.7% (12)	714
The street is busy with traffic	10.8% (78)	23.1% (166)	24.2% (174)	40.1% (288)	1.8% (13)	719
There is too much noise pollution	5.6% (40)	13.2% (94)	23.2% (166)	46.1% (329)	11.9% (85)	714
The air quality is too poor	9.4% (67)	17.8% (127)	17.0% (121)	36.6% (261)	19.2% (137)	713

7. Thinking about your current experiences of the street environment along Greville Road, 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 pavements are too narrow	14.4% (104)	20.0% (144)	24.4% (176)	39.4% (284)	1.7% (12)	720
There are no places to sit and rest	5.5% (39)	11.6% (83)	17.3% (123)	60.6% (432)	5.0% (36)	713
The road feels unsafe to cycle on	6.4% (46)	14.5% (104)	15.1% (108)	46.2% (331)	17.7% (127)	716
There is not enough cycle parking	8.6% (62)	14.2% (102)	14.2% (102)	37.9% (272)	25.0% (179)	717
There is not a dedicated space for cyclists on the road	10.5% (75)	14.2% (102)	16.0% (115)	45.5% (326)	13.8% (99)	717
The traffic speeds are too high	12.7% (91)	16.2% (116)	15.5% (111)	50.1% (359)	5.4% (39)	716
Access for disabled people is poor	9.0% (64)	15.1% (108)	12.9% (92)	22.3% (159)	40.7% (290)	713
There is not enough disabled parking	4.5% (32)	8.4% (60)	10.2% (73)	26.1% (186)	50.8% (362)	713
There is not enough car parking	14.2% (101)	17.1% (122)	15.7% (112)	33.3% (237)	19.7% (140)	712
					answered	721
					skipped	6

Respondents were then asked to rate current experience of the problems along Greville Road from being 'a serious problem' to 'not at all a problem'. The issue identified as most problematic was that the pavements are too narrow (34.4% a serious or moderate problem), followed by the street being busy with traffic (33.9%). Other issues, such as there is not enough car parking (31.3%) and the traffic speeds are too high (28.9%) were also rated as problems with the area.

The issues that were highest ranked as being 'not at all a problem' were; the street being busy with people (75.4%), there are no places to sit and rest (60.6%), and traffic speeds are too high (50.1%).

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

		Response Percent	Response Total
1	Open-Ended Question	100.00%	336

This question received 336 comments. These responses have been put into categories and then broken into further sub-categories as detailed below. Some comments fit into more than one category:

- **Greville Road proposals** (no change needed, impact on neighbouring streets, engagement process, issues on other specific roads, support for neighbourhood-wide approach)
- **Motorised traffic** (parking, road width, issues with delivery vehicles, congestion, CAZ, access for local drivers, junctions)
- **Road safety** (speeding vehicles, problem parking, pavements, safety, traffic calming)
- **Environment** (Air pollution, greenery, community, lighting, seating, litter)
- Walking, Cycling & Public transport (sufficient for modes, more priority, better bus connectivity)
- **COVID-19** (social distancing, lockdown traffic differences)
- **Other**

For the 'Greville Road Proposals' category, 204 comments were received and are summarised below:

Greville Road proposals	Number of comments	Summary of comments
No change needed	107 comments	Current set up works well, quiet, wide, residential side road, same as other local streets with similar or worse issues, wider road than others, does not require further measures or interventions, no traffic issues, oppose proposals, already benefits from traffic calming planters, why has this road been chosen?
Concern new changes would impact neighbouring streets	39 comments	Comments reflect perception that any changes would displace traffic onto adjacent roads, for example, if Greville Road was closed to traffic, then Gathorne Road would be the only route from Upton Road to North Street. Adjacent roads are narrower. Changes would benefit few at expense of wider neighbourhood.
Issues on other specific roads	33 comments	20 other locations mentioned:

		<ul style="list-style-type: none"> • Ashton, roads south of North St – 6 mentions • Gathorne Rd – junction and illegal parking on DYL – 5 mentions • Stackpool Road - 5 mentions • Rayleigh Road - 3 mentions • Leighton Road - 2 mentions • Upton Road - 2 mentions • Upper section of Greville Road - 2 mentions • Greville Street - 2 mentions • Luckwell Road - 2 mentions • Chessell Street - 2 mentions • Cycle routes on Sheene Road or other main roads -1 mention • Outside schools Holycross and Luckwell Primary - 1 mention • Cumberland Road -1 mention • Balfour Road - 1 mention • Junctions of all side roads from North St - 1 mention • Dean Lane - 1 mention • Smyth Road junction - 1 mention • Vicarage Road - 1 mention • Hamilton Road - 1 mention • Merrywood Road - 1 mention
Support for neighbourhood-wide approach	16 comments	Holistic approach needed that considers whole neighbourhood (BS3), or at least the adjacent streets to ensure traffic is not displaced. Apply safer, more environmentally friendly streets to all roads. Needs to consider the bigger picture, not just improve one street.
Engagement process and survey	9 comments	Why doesn't survey ask if you live on Greville Road? Why do residential roads need benches? Which part of Greville Road? Needs data on traffic volume and air quality to answer. Focusing on one street is divisive in the community.

For the 'Motorised traffic' category, 135 comments were received and are summarised below:

Motorised traffic	Number of comments	Summary of comments
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Parking	37 comments	Not enough for residents & visitors North St, hard to find parking after 5pm, additional spaces could be made at Greville Rd/Upton Rd junction, RPZ has helped control parking, Ashton Gate match-day parking needs addressing, parking across Southville is difficult.
Road width	29 comments	There is not enough space for 2 vehicles to pass due to parking on both sides, though this helps slow vehicles who wait politely for each other and acts as a natural traffic calming measure. It is not wide enough to pass a cyclist safely. Dedicated passing places or supportive of one-way traffic restrictions. Two-way balances traffic across adjacent roads.
Delivery van or business traffic issues	19 comments	Lorries from local businesses obstruct pavements and double yellow lines, block visibility and pose danger to children when turning out of the yard. Large vehicles associated with businesses often idling engines and are not respectful to residents. Delivery vans stop in road and block traffic even when parking available.
Other road issues	16 comments	Unsafe junctions both at Upton Rd and North St for cyclists, pedestrians, and drivers due to visibility and traffic volume. Need safe place to cross. Only junction that feels safe to turn out onto North Street from in a vehicle. The sign 'Greville Road continues is obscured. Chaotic and busy especially at nursery pick up times.
Driver through-route	16 comments	Important access for residents by car, but used as cut-through to avoid traffic on North St.
Traffic Congestion	15 comments	Too much motorised traffic coming into area, incl. concern CAZ will make congestion worse. Busy during nursery and school pick up and drop off times, hard to navigate for disabled people. Road used as through-route (rat-run).
Electric vehicle charging points	3 comments	Electric vehicle charging points needed

For the 'Road safety' category, 144 comments were received and are summarised below:

Road safety	Number of comments	Summary of comments
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Speeding traffic	40 comments	Vehicles turning too fast, having to wait to pass each other leads to speeding, wide road, cars above 20mph makes unpleasant to walk, cyclists overtaken at speed and too close, cyclists speeding, speed bumps and a mirror would help here, 20mph signs not sufficiently prominent.
Pavements	42 comments	Too narrow, uneven poor surface condition, bins on path mean you must walk in road, impossible with buggy, wheelchairs, or mobility scooters, narrow due to overhanging bushes in front gardens.
Feels unsafe	26 comments	Crossing for pedestrians at junctions and due to visibility from parked cars. Unsafe passing of cyclists, feels intimidating, cars try to squeeze passed, too dangerous for children to cycle, lack of cycle path, parking on both sides. No clear view of traffic at Upton Rd junction due to hill crest. Heavy vehicles turning out of yard.
Problem parking	20 comments	Vehicles parked on DYL and on corners obscuring visibility and makes turning dangerous, parents picking up children with doors open onto pavements, cars and lorries parking on pavements and kerb reduce walking space.
Supports traffic calming measures	8 comments	Planters to close the road like Upton Rd. Planters and public space great use by pub & restaurant at North St end. Close road by Co-op entrance to create safe place to cross. Need speed bumps
Existing planters	5 comments	Existing planters good at slowing traffic around corner, traffic speeds decreased since introduction
Shared space issues	5 comments	Aggressive cyclists, e-scooters and cyclists on pavements. Shared space dangerous for disabled people.

For the 'Environment' category, 54 comments were received and are summarised below:

Environment	Number of comments	Summary of comments
Already sufficient provision for walking & cycling	21 comments	Not a busy road, easy to walk and cycle along, no issues, wide road compared to others in area.

Air pollution	13 comments	From lorries accessing yard, idling at entrance and vehicles waiting to access at Upton Rd junction. A problem for whole of BS3, log burners as well as traffic, should be monitored.
More priority for walking, cycling & buses	12 comments	Secondary priority as a pedestrian, dominated by cars, need more space for walkers and cyclists. Need dedicated cycle route, hard to cross, raised table and pedestrian priority crossings, pedestrianize, narrow Upton Rod Junction use remaining gained space could be used for cycle parking, provide more bus routes to Bedminster, subsidise public transport
Community & Liveability is good. Proximity to amenities	11 comments	Above average liveability and quality of living, convenience for North Street and whole of city. People care about their neighbours, strong sense of community, community spirit, a lovely street, desirable, good pleasant environment, love tables overlooking street at restaurant end.
Other - environmental	9 comments	Make it more welcoming with more plants, trees, and greenery, need more seating and street lighting, address dog mess and litter.

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

Other	Number of comments	Summary of comments
COVID-19	10 comments	Social distancing being hard on pavements, so pedestrians have had to walk in the road bringing them into conflict with vehicles and bicycles. One comment regarding difficult to judge due to reduced traffic during pandemic lockdown restrictions.
Other	11 comments	Blue Badge holders use of double yellow lines. Scary cats and strangers. Cost of scheme. Other priorities to focus funding on instead, for example homelessness, Greville Smyth Park play equipment. Being a resident on Greville Rd.

A third of respondents who answered on this question (15% of total respondents to the survey) commented that no changes were needed or that they were opposed to the proposals made in this survey.

9. Please tell us how much of a problem you think this is:				
			Response Percent	Response Total
1	A serious problem		31.16%	124
2	A moderate problem		17.84%	71
3	A minor problem		8.04%	32
4	Not at all a problem		22.86%	91
5	Don't know or no opinion		20.10%	80
			answered	398
			skipped	329

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

Of the 336 comments received in question eight, 398 responses were received for this question. Respondents put 62 ticks against one of these categories but did not have a corresponding comment so have not been recorded below, others commented on their experience but did not rate how much of a problem it was.

Of the 336 comments received in question eight, 300 had a corresponding tick in one of the categories and 122 were serious, 62 were moderate, 23 were minor, 67 not at all a problem and 26 don't know or no opinion.

Of those whose comments were categorised as 'No change needed' in question 8, 95 respondents left a rating of how much of a problem this was. Of these

- 49 rated it as 'not at all a problem'
- 19 rated it as 'a serious problem'
- 13 rated it as 'don't know or no opinion'
- 9 rated it as 'a moderate problem'
- 5 rated it as 'a minor problem'.

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

	Essential	High priority	Medium priority	Low priority	Not a priority	Response Total
Cleaner air	16.6% (114)	16.1% (110)	24.4% (167)	19.6% (134)	23.4% (160)	685
Make it easier to cross the road	12.3% (84)	13.6% (93)	21.3% (146)	23.1% (158)	29.8% (204)	685
Wider pavements	12.0% (83)	15.5% (107)	19.7% (136)	24.6% (170)	28.2% (195)	691
Restricting traffic at certain times	8.0% (54)	8.8% (60)	12.2% (83)	22.7% (154)	48.3% (328)	679
Maintaining motorised vehicle access to the street	44.4% (307)	14.9% (103)	15.3% (106)	12.1% (84)	13.3% (92)	692
Restricting motorised vehicle access to the street	7.6% (52)	9.3% (64)	14.0% (96)	17.1% (117)	52.0% (356)	685
Prioritising more road space for cycling	9.6% (66)	12.8% (88)	20.3% (140)	23.3% (160)	34.0% (234)	688
Cycle parking facilities	8.5% (58)	9.3% (64)	21.0% (144)	23.2% (159)	38.0% (260)	685
More places to stop and rest e.g. seating areas	4.5% (31)	8.0% (55)	12.1% (83)	24.3% (166)	51.0% (349)	684
More outdoor space for community amenities	7.9% (54)	11.1% (76)	14.9% (102)	19.3% (132)	46.7% (319)	683
Reduced traffic noise	8.3% (57)	8.5% (58)	18.2% (124)	25.6% (175)	39.4% (269)	683
More car parking in the area	13.5% (92)	11.6% (79)	18.5% (126)	22.4% (152)	34.0% (231)	680
More greenery and planters	16.7% (115)	14.7% (101)	21.4% (147)	19.3% (133)	27.9% (192)	688
					answered	710
					skipped	17

When asked what key issues needed to be prioritised for Greville Road, respondents identified the following as essential and highest priority:

- Maintaining motorised vehicle access to the street (59.3%)
- Cleaner air (32.7%)
- More greenery/planters (31.4%)
- Wider pavements (27.5%)

The following were identified as low and not a priority:

- More places to stop and rest e.g. seating areas (75.3%)
- Restricting traffic at certain times (71.0%)
- Restricting motorised vehicle access to the street (69.1%)
- More outdoor space for community amenities (66.0%)

11. If you would like to suggest any other priorities for Greville Road, please specify below:			
		Response Percent	Response Total
1	Open-Ended Question	100.00%	246

This question received 242 comments. These responses have been put into categories and then broken into further sub-categories as detailed below. Some comments fit into more than one category:

- Motorised traffic on Greville Road (impact on other roads, no change needed, one-way, access-only (road closure), parking, delivery vehicles, traffic calming)
- Walking and cycling on Greville Road (pavements, pedestrianize, greenery and wildlife, cycle hangars, cycle lanes, promote and encourage)
- Environmental (clean streets, pollution, EV charging)
- Priorities for other roads and spaces
- Process (survey design, data, and information)

For 'Motorised traffic on Greville Road' category, 188 comments were received and are summarised below:

Motorised traffic on Greville Road	Number of comments	Summary of comments
Impact to other local roads	88 comments	Neighbourhood approach needed, consider impact displaced of traffic and parking on adjacent roads, reduce traffic in whole area not just one street.

Traffic calming	27 comments	<p>Requests for more measures, speed bumps, road markings, more planters, enforcing 20mph speed limit, flashing light. Less space for cars, restricting large delivery lorries to area. Gateways to create perceived barriers to motor vehicles. Reduction of traffic using road in general. Support for existing planters which have reduced traffic speed substantially. Close road during school times.</p> <p>Also 4 comments: Existing planters don't work, obscuring visibility and dangerous narrow junction for cars and cycles, and parking next to them. Take out traffic restrictions. Creating separate space for cycles is not necessarily given road layout.</p>
Maintain vehicle access	25 comments	<p>Feel it is important there is access for cars via Greville Road, for access to homes and parking and not to displace to adjacent roads. Remain two-way to reduce speed. Keep open to emergency vehicles. Don't cut the length of Greville Road in two.</p>
One-way traffic	19 comments	<p>Upton Road to North Street (same direction as Gathorne Rd), but essential to maintain access to emergency vehicles. One-way but with cycle lane and wider pavements or 45° parking to kerb.</p> <p>2 comments prefer North Street to Upton Rd</p>
Parking issues	17 comments	<p>Need to maintain or make additional parking for residents, though 1 comment that difficulty finding a space has encouraged them to cycle to work instead, 1 comment where resident feels movement is restricted beyond walkable distances. Target anti-social parking at junctions and double yellow lines especially at North Street end, misuse of blue badges in RPZ. Reduce catchment of RPZ. Scrap RPZ.</p> <p>1 suggestion to use shared loading bay as a 'parklet', pedestrianised from mid-morning to regulate deliveries and provide community space.</p>
Local access only	6 comments	<p>The problem is through-traffic not local access. Make all adjacent streets local access-only.</p>

Delivery and business issues	6 comments	Restrict access to large lorries to area. Lots of delivery vehicles at North Street end. See suggestion about 'parklet' above.
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For 'Walking and cycling on Greville Road' category, 42 comments were received and are summarised below:

Walking and cycling on Greville Road	Number of comments	Summary of comments
Pavements	15 comments	Pavements are too narrow. Keep pavements free of trees and overhanging hedges and front gardens. Improvement pavement surface, dropped kerbs, or level with carriageway.
Pedestrianize and more seating & community space	8 comments	Pedestrian and cycle priority, close road during school times, more seating and decent community space at North-Street end.
Cycle lanes	6 comments	Two-way cycle flow, separate lanes. One-way could allow for segregated cycle lane.
Cycle parking	5 comments	Cycle hangar would be great for residents. More bike parking.
Promote and encourage walking and cycling	5 comments	Clearly sign that pedestrians have right of way (Highway code rule 170). Encourage people to be more considerate of each other and road safety and cycle training.
Problem cyclist behaviour	4 comments	Slow cyclists down. Keep aggressive cyclists out of area. Encourage cyclists to use bells to warn people of approach.

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

Environmental	Number of comments	Summary of comments
Keep streets clean and add more plants	15 comments	Keep streets clean, ask residents to tidy up front gardens and cut back hedges. Add more plants and trees for example, planters and parklets for traffic calming and encourage biodiversity. Maintain existing planters before adding more and make sure the Upfest murals are maintained. Install dog-poo bins
Pollution	5 comments	Air pollution (issue for whole area not just Greville Rd) from volume of traffic on North Street and idling delivery vehicles and wood-

		burning stoves. Noise pollution from traffic and businesses (café's and bars) and delivery vehicles.
Electric Vehicle charging points	3 comments	Need Electric Vehicle charging points on the street.

For 'Priorities for roads and spaces' category, 81 comments were received and are summarised below:

Priorities for roads and spaces	Number of comments	Summary of comments
Greville Rd is not a priority for area	44	No issues here, leave it as it is, not a priority for area. Very affluent street in the area. Need whole-area and city-wide approach. Don't make Spend funding on other priorities, for example high streets, schools' other areas that need regeneration, trees in South Bristol.
Other streets and spaces	37 comments	<ul style="list-style-type: none"> • Upton Road and vicarage Road – 2 comments • Raleigh Road and North Street junction – 2 • Gathorne Road – 5 comments • Greville Street – 1 comment • Ashton Gate (streets south of North Street) – 9 comments • upper section of Greville Road – 7 comments • Bedminster new high-rise development – 1 comment • West Street and East Street – 1 comment • Bealey Road – 1 comment • Other spaces, parks and trees in south Bristol and public toilets – 8 comments

For 'Engagement process' category, 9 comments were received and are summarised below:

Engagement process	Number of comments	Summary of comments
Engagement process	9 comments	Survey design. Residents with professional expertise to share with council. Requires wider scope public engagement.
Data		Need more information, research, data, and statistics to evidence the need for change.

Other questions		What does community amenities refer to? How Greville Road was chosen?
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12. Please tell us how much of a priority you think this is:				
			Response Percent	Response Total
1	Essential		46.08%	141
2	High priority		11.76%	36
3	Medium priority		7.19%	22
4	Low priority		5.23%	16
5	Not a priority		29.74%	91
			answered	306
			skipped	421

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

Of the comments received in question eleven, 306 responses were received for this question. Respondents put 90 ticks against one of these categories when there was not a corresponding comment and as such these have not been recorded below.

Of the 242 comments received in question eleven, 214 had a corresponding tick in one of the categories and 136 were essential, 33 were high priority, 17 were medium priority, and 6 were low priority, 22 were not a priority at all.

13. Option A: Make this section of Greville Road one-way from the junction with Upton Road Vehicles will only be able to travel in a southbound direction towards North Street for most of this section. This would be implemented with a no entry sign on Greville Road after the entrance to Bristol South Storage and a one-way sign at the junction of Greville Road with Upton Road. Two-way traffic would be permitted between North Street and the no entry sign to allow large vehicles to access Bristol South Storage without needing to travel through the residential area. Some loss of parking may be required to make space for vehicles to turn around. This change is detailed on the map below: Please tell us the extent to which you agree or disagree with the following option: Option A: Make Greville Road one-way from the junction with Upton Road

			Response Percent	Response Total
1	Strongly agree		13.17%	94
2	Agree		21.71%	155
3	Neither agree nor disagree		14.01%	100
4	Disagree		14.71%	105
5	Strongly disagree		36.41%	260
			answered	714
			skipped	13

For Option A, 51% of respondents strongly disagreed and disagreed with making Greville Road one-way from the junction with Upton Road.

14. Option B: Make this section of Greville Road one way northbound from Bristol South Storage to Upton Road This would be implemented with a no entry sign at the junction of Greville Road with Upton Road, with the one way section starting after the entrance to Bristol South Storage. Two-way traffic would be permitted between North Street and the one-way sign to allow large vehicles to access Bristol South Storage without needing to travel through the residential area. Some loss of parking may be required to make space for vehicles to turn around. This change is detailed on the map below: Please tell us the extent to which you agree or disagree with the following option: Option B: Make this section of Greville Road one way northbound from Bristol South Storage to Upton Road

			Response Percent	Response Total
1	Strongly agree		5.63%	40
2	Agree		13.78%	98

14. Option B: Make this section of Greville Road one way northbound from Bristol South Storage to Upton Road This would be implemented with a no entry sign at the junction of Greville Road with Upton Road, with the one way section starting after the entrance to Bristol South Storage. Two-way traffic would be permitted between North Street and the one-way sign to allow large vehicles to access Bristol South Storage without needing to travel through the residential area. Some loss of parking may be required to make space for vehicles to turn around. This change is detailed on the map below: Please tell us the extent to which you agree or disagree with the following option: Option B: Make this section of Greville Road one way northbound from Bristol South Storage to Upton Road

			Response Percent	Response Total
3	Neither agree nor disagree		14.49%	103
4	Disagree		21.80%	155
5	Strongly disagree		44.30%	315
			answered	711
			skipped	16

For Option B, 66% strongly disagreed and disagreed with making this section of Greville Road one way northbound from Bristol South Storage to Upton Road.

15. Option C: Make this section of Greville Road access-only for motorised traffic from North Street This would involve closing Greville Road at the junction with Upton Road, but the road would still be accessible from North Street for parking, residents and deliveries. Pedestrians and cyclists would still be able to use the road as a through-route. This change is detailed on the map below: Please tell us the extent to which you agree or disagree with the following option: Option C: Make this section of Greville Road access-only for motorised traffic from North Street

			Response Percent	Response Total
1	Strongly agree		10.42%	74
2	Agree		7.46%	53
3	Neither agree nor disagree		8.87%	63
4	Disagree		14.08%	100
5	Strongly disagree		59.15%	420

15. Option C: Make this section of Greville Road access-only for motorised traffic from North Street This would involve closing Greville Road at the junction with Upton Road, but the road would still be accessible from North Street for parking, residents and deliveries. Pedestrians and cyclists would still be able to use the road as a through-route. This change is detailed on the map below: Please tell us the extent to which you agree or disagree with the following option: Option C: Make this section of Greville Road access-only for motorised traffic from North Street

	Response Percent	Response Total
	answered	710
	skipped	17

For Option C, 73.2% strongly disagreed and disagreed with making this section of Greville Road access-only for motorised traffic from North Street.

16. Option D: Make this section of Greville Road access-only by closing it to motorised traffic at the halfway point This would involve closing Greville Road approximately halfway between North Street and Upton Road. Both ends of the road would remain accessible for parking, residents, and deliveries. Pedestrians and cyclists would still be able to use the road as a through-route. Some loss of parking will be required to make space for vehicles to turn around. This change is detailed on the map below: Please tell us the extent to which you agree or disagree with the following option: Option D: Make this section of Greville Road access-only by closing it to motorised traffic at the half way point

		Response Percent	Response Total
1	Strongly agree		5.77% 41
2	Agree		5.91% 42
3	Neither agree nor disagree		9.14% 65
4	Disagree		13.64% 97
5	Strongly disagree		65.54% 466
		answered	711
		skipped	16

For Option D, 79% strongly disagreed and disagreed with making this section of Greville Road access-only by closing it to motorised traffic at the halfway point.

17. Do you have any other comments or suggestions?

		Response Percent	Response Total
1	Open-Ended Question	100.00%	444

This question received 444 comments. These responses have been put into categories and then broken into further sub-categories as detailed below. Some comments fit into more than one category:

- Greville Road proposals (supporting and against Options A, B, C, D)
- Motorised traffic (traffic calming, vehicle access, residents parking, delivery vans and business traffic)
- Walking and cycling (pavements, promotion, cycle infrastructure)
- Suggestions for other roads
- Other (Engagement process, Clean Air Zone, other)

For 'Greville Road proposals' category, 311 comments were received and are summarised below:

Greville Road proposals	Number of comments	Summary of comments
Changes will impact other local roads, changes not needed, Against changes	212 comments	<p>Majority of comments regarding concerns that changes may negatively impact surrounding roads, displacing traffic shifting the problem of congestion, road safety and air pollution onto narrower streets, reducing 'liveability' and quality of life, for example on: Greville Street, Mount Pleasant Terrace, Upton Rd, Exeter and Lime Roads. All roads from North Street would need to be access-only. One-way would increase traffic on Gathorne Rd. No benefit outside of Greville Road and are or will create social unrest. Needs to help whole community not push problem elsewhere. Raleigh Road already closed for Sunday Markets.</p> <p>18 comments specifically about changes that result in reduced parking will have impact on available parking on neighbouring streets and across North Street in Bedminster and Ashton which are outside the RPZ; and could also contribute to more dangerous or illegal parking.</p> <p>83 comments explicitly express opposition to any changes, either due to impact on other roads or, the proposed changes won't solve the problems, or that they don't feel there is a problem on Greville Road, no busier, no worse than other roads nearby.</p>

Supports One-way traffic flow (Options A and B)	37 comments	<p>24 comments support Option A (from Upton Rd to North St): One-way will reduce traffic and maintain flow for all. Option A is the only fair option, with least impact on adjacent streets and in keeping with adjacent streets flowing alternately and to make sure Gathorne isn't the only one-way flowing southbound to North Street. 1 Comment that this one-way should be have a vehicle size limit, i.e. not lorries but the 'No entry' from North Street excepting deliveries for businesses during restricted hours. Don't want large HGVs having to go all the way down Greville Road to exit and enter the premises, so the two way section near the North Street end makes sense, though this could result in drivers having to do a U-turn or driving the wrong way down the length of the street.</p> <p>Only 1 comment in favour of Option B northbound from North St to Upton Rd because it maintains two-way for access to Bristol South Storage and Co-op.</p> <p>12 comments support a one-way system without specifying the direction, seen to distribute traffic across area and give more space for walking and cycling. 1 commented that road should remain two-way for cycles.</p>
Against access-only to motorised traffic (Option C or D)	18 comments	<p>Would result in vehicles doing dangerous turns in the road adding to danger for pedestrians and cyclists, grumpy drivers who haven't seen the signage, air pollution worsened by manoeuvring vehicles. Will make it more difficult for residents parking. Option C would cause more traffic on Raleigh Rd. Will displace traffic to surrounding area.</p>
Supports access-only by closing it to motorised traffic (Option C or D)	17 comments	<p>5 comments supporting Option C, closing road to motorised traffic at Upton Rd junction. 1 comment that this is only preferred if it will create additional parking at the Greville Rd junction with Upton Road.</p> <p>4 comments support Option D, closing mid-point and leaving access for residents at both ends. Needs sufficient space for vehicles turning.</p>

		<p>3 prefer to close the road at the North Street end to allow space for hospitality venues to use road space and improve crossing for pedestrians.</p> <p>4 support access-only, not specifying where or that residents should decide most appropriate place for the closure.</p> <p>If planters used, gap between them needs to be at least 1.5m to allow for bikes with trailers and not create bottleneck for pedestrians and cyclists.</p>
Against one-way traffic flow (Options A and B)	17 comments	Extremely inconvenient due to delivery vans regularly blocking roads and congestion on bin day. Will make road wider and risk traffic speeds increasing. One-way northbound will result in large vehicles ending up in smaller streets. Will displace traffic to narrower roads and make parking worse. Option B would mean only one street flowing towards North Street, impacting Gathorne Road.

For 'motorised traffic' category, 75 comments were received and are summarised below:

Motorised traffic	Number of comments	Summary of comments
Parking	30 comments	<p>Ensure any decision do not exacerbate parking issues that are not part of RPZ, extend RPZ to all postcodes and until 9pm, North Street end should only be resident parking, take out pay and display until 7.30pm; needs better parking enforcement; Will SE RPZ permits be valid in Greville Road if it is access-only?</p> <p>Reduce parking, change parking arrangement to diagonal; parking should not be a priority, more allowances for disabled Blue Badge holders; remove double yellow lines to increase parking, especially behind existing planters, Reinststate double yellows on one side; need electric charging points; road closures would reduce parking for residents; Adequate parking for new housing developments.</p>
Traffic calming measures	28 comments	Majority of comments simply asked traffic calming measures, without stating what measures would be preferred. Suggestions such as speed bumps, sleeping policemen, speed

		tables, speed camera, rumble strips, dragons teeth, cars parked diagonally, changes to colour and texture of surface, no-kerbs, build-outs at junctions and gateways to the street, also suggested to be in combination with wider pavements, and that speeding was due to clear sight-line and wide road, especially from Upton Rd end.
Delivery van or business traffic issues	10 comments	Issues and road safety concerns due to vehicles associated with Bristol South Storage who frequently park vehicles on street, aggressive driving, idling engines causing air and noise pollution. Large delivery vehicles should be banned from area. Considerations of vehicles accessing service yard and pub. Delivery vehicles regularly block road causing congestion.
Vehicle access required	9 comments	Vehicle access needed for residents of Southville and emergency vehicles, from Upton Rd to North Street. Disabled drivers need access to homes. Road closure will make it more difficult to get residents cars in and out.

For 'walking and cycling' category, 42 comments were received and are summarised below:

Walking and cycling	Number of comments	Summary of comments
Cycling	15 comments	<p>Must ensure any measures ensure that pedestrians, cyclists, and communities are placed at the centre of transport planning. Improvements to cycling infrastructure are more beneficial to spend money on for example, segregated cycle lanes, parking Sheffield stands and cycle hangers.</p> <p>Continue cycle lane on Upper Greville Rd, Stackpool Rd, Dean Lane to city centre. Promote cycling more; address bike-theft and cycle safety</p> <p>With any changes, retain two-way cycle movement on Greville Road is essential.</p>
Road safety	13 comments	Speeding motorised traffic due to wide straight road, proposals need to consider safety of pedestrians and cyclists, changes may divert traffic to junctions used by children and families on foot such as Raleigh Rd and Upton Road.

		Formal pedestrian crossing at North St end of Greville Rd. Enforce 20mph speed limit. Take out parking at North Street end to increase visibility. Need more Double yellow lines at junctions to make safer. Clear pedestrian priority at junctions.
Pavements	10 comments	Improve walking by maintaining the greenery on boundary wall and front gardens, widen pavements to accommodate buggies and wheelchairs by limiting parking to one side of the road.
Promote sustainable travel	5 comments	Incentives to reduce number of cars in household, affordable or free bus travel, grants for electric vehicles, promote cycling, pedestrianize, encourage footfall for local businesses. Use planters rather than barriers if extending or protecting footway or cycle route (better aesthetic). more street furniture, and more conducive to walking and cycling.
Existing planters	3 comments	Better maintain existing planters, more could be made of area for example a pavement build-out. 1 commented that they are dangerous.

For 'suggestions for other roads' category, 203 comments were received and are summarised below:

Suggestions for other roads	Number of comments	Summary of comments
Whole-area approach	96 comments	<p>Majority of comments support a liveable neighbourhood approach. Changes must take consideration of other local roads, not make changes in isolation, part of bigger holistic, vision or traffic plan for liveable neighbourhood to benefit whole community, not just one road. These proposals have been piecemeal and socially divisive within the community, that Greville Road has had preferential treatment, seen as unfair since it has more affluent housing stock. Changes to one street won't solve the area-wide problems. Concern it will compound issues on other roads.</p> <p>Spend funding for Greville Road on wider whole-area (BS3) consultation. Rat-running is a problem across whole area. Access only to all roads from North Street. Extend Clean</p>

		<p>Air Zone to include whole of Southville. Measures should ensure that pedestrians, cyclists, and communities are placed at the centre of transport planning.</p>
<p>Other roads</p>	<p>75 comments</p>	<p>19 comments for Gathorne and North St junction South side of North Street, for example: Carrington road, Luckwell rd, Duckmoor road or Smyth road and Palmyra Road Exeter Rd. Close all adjacent roads – access only Switch the one-way directions for roads Lime, Gathorne and Exeter, make Greville a one way from North street Upper part of Greville Road North Street Close Stackpool Rd Upton Rd Gathorne Rd – clearer No entry signs Greenway Bush Lane cycle route Raleigh Rd Mount Pleasant Terrace Beauley Road junction with Coronation Street junction of Greville Street and North Street Dean Lane – need crossing to Holy Cross School Chessel Street South Street British Road junction Myrtle St Kingston Road Leighton Road Birch Road Hamilton Road Coronation Road Hartcliffe</p>
<p>Prioritise funding elsewhere</p>	<p>32 comments</p>	<p>Prioritise funding on better services for more deprived areas of Bristol; social care; Council housing such as Gaywood House; air pollution outside schools, parks, sports, life skill classes, public toilets, affordable reliable public transport, tram network, trees in the local area, cycle routes in the city centre, leisure facilities, homeless, poverty and other issues the working class are facing.</p>

For 'Other' category, 52 comments were received and are summarised below:

Other	Number of comments	Summary of comments
Engagement process	24 comments	<p>Not enough information and data (rat-running, traffic volume, speeds, vehicle types, air and noise pollution) needed to provide evidence of a problem here and how these changes could impact other roads or will improve lives of residents in other roads as well. Has this been modelled to identify impacts on other streets? Survey does not make it clear why the road has been chosen for these changes. Not enough meaningful engagement with wider community. council trying to spend money within a timescale without adequate consideration of the issues and the interventions that would provide greatest community benefit. Do not need elaborate colour-printed brochure. Doesn't cover roads that respondent travels on. Survey is biased.</p>
Other	22 comments	<p>Anti- motor vehicle. Makes it more difficult for local people to move around area. Gentrification is a problem. It will increase house-prices here. Don't need more street furniture, plenty of walls to sit on. Welcome council's push to move away from vehicular traffic and reduce number of cars on the road, key to addressing air quality. Air pollution in Southville is due to wood burning stoves and tall buildings, business vehicles idling and extractor fans from local restaurants. Not everyone can walk or cycle to work. Traffic flow on North Street has increased dramatically since Upton Road section in front of the Ashton Gate Primary Annex was permanently closed. Would closures to include cycle parking, plants, seating, playable street furniture, play friendly design?</p>
Clean Air Zone	6 comments	<p>Changes will make area less navigable by vehicle. Concern that Clean Air Zone will displace traffic into area will be compounded by further changes here, plans need to consider this.</p>

5.2.1 Survey Demographics and Equalities analysis

The questions below were asked to help us ensure that the survey has been responded to by a representative sample of the local ward population:

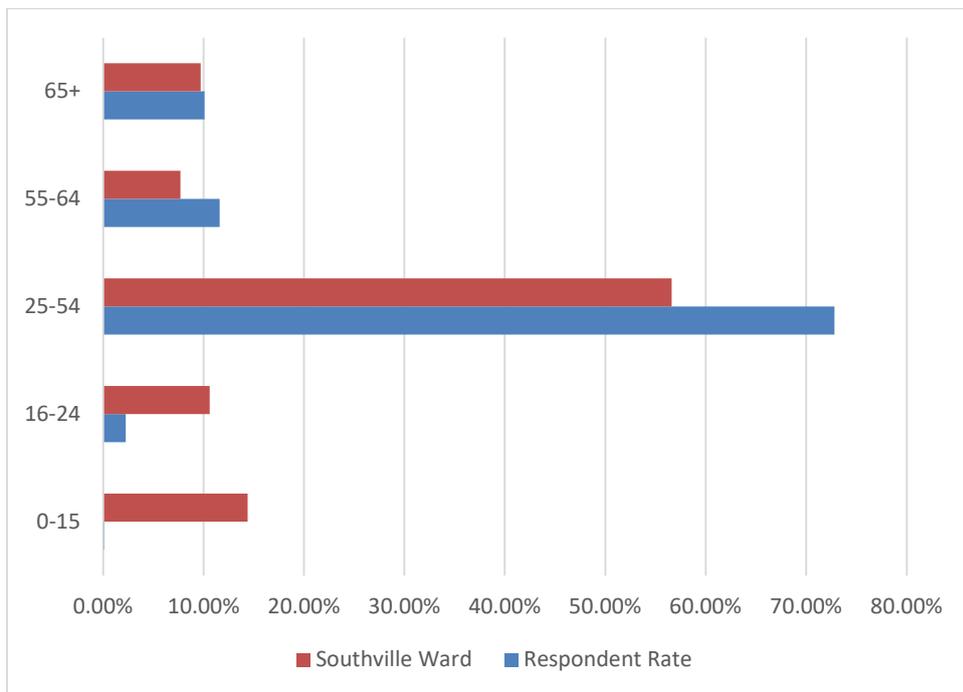
- What is your age?
- Do you consider yourself to be a disabled person?
- What is your sex?
- Have you gone through any part of a gender reassignment process or do you intend to?
- What is your ethnic group?
- What is your religion or faith?
- What is your sexual orientation?
- Are you pregnant or have you given birth in the last 26 weeks?
- Are you a refugee or asylum seeker?

Below we will look at how representative the responses were, followed by a breakdown of the questions and answers.

18. What is your age?				
			Response Percent	Response Total
1	0-10		0.00%	0
2	11-15		0.14%	1
3	16-17		0.00%	0
4	18-24		2.24%	16
5	25-34		16.64%	119
6	35-44		32.45%	232
7	45-54		27.27%	195
8	55-64		11.47%	82
9	65-74		4.90%	35
10	75-84		0.84%	6
11	85 +		0.28%	2
12	Prefer not to say		3.78%	27

18. What is your age?			
		Response Percent	Response Total
		answered	715
		skipped	12

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



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

19. Do you consider yourself to be a disabled person?			
		Response Percent	Response Total
1	Yes	4.37%	31
2	No	90.56%	643

19. Do you consider yourself to be a disabled person?				
			Response Percent	Response Total
3	Prefer not to say		5.07%	36
			answered	710
			skipped	17

The disability rate for the city is around 8% so the 4.37% response rate is slightly lower than the city average.

20. What is your sex?				
			Response Percent	Response Total
1	Female		53.45%	380
2	Male		38.12%	271
3	Prefer not to say		7.31%	52
4	Other (please describe):		1.13%	8
			answered	711
			skipped	16

Females accounted for 53% of the responses, 38% male, which suggests that the survey respondents were under-representative of the male demographic, as the ward estimate for Southville is 51.6% male and 48.4% female.

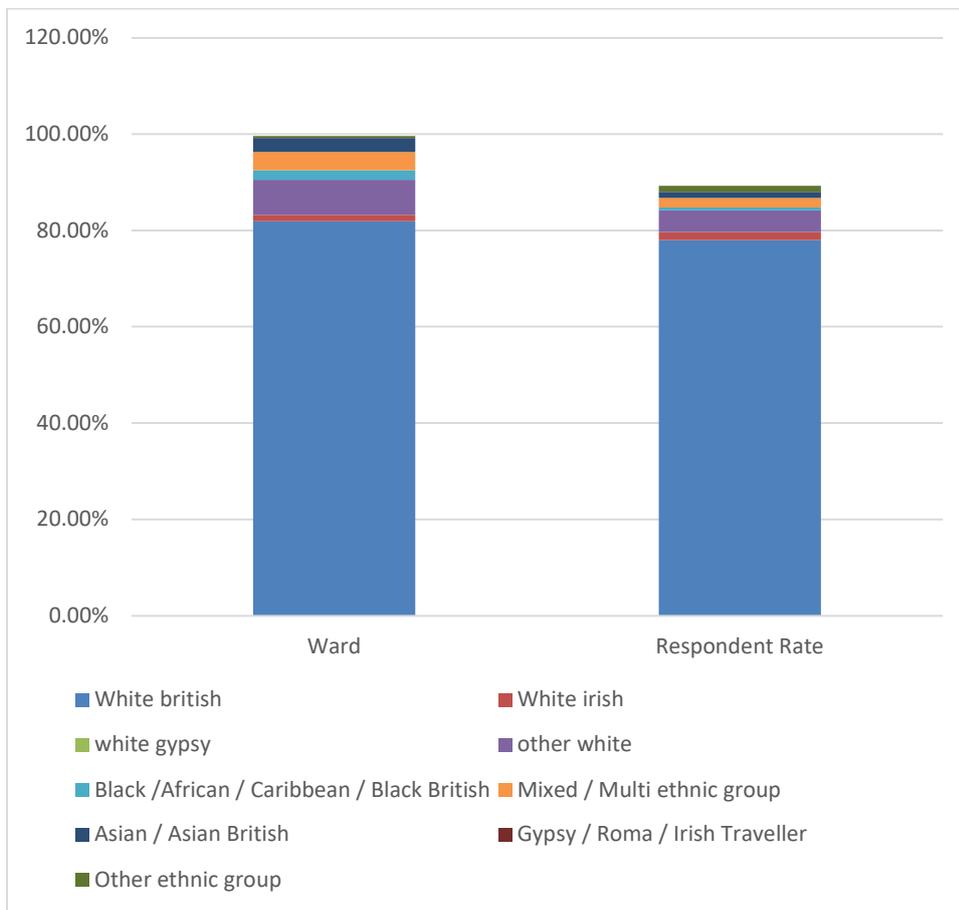
21. Have you gone through any part of a gender reassignment process or do you intend to?				
			Response Percent	Response Total
1	Yes		0.28%	2

21. Have you gone through any part of a gender reassignment process or do you intend to?				
			Response Percent	Response Total
2	No		89.19%	627
3	Prefer not to say		10.53%	74
			answered	703
			skipped	24

22. What is your ethnic group? (please tick one box only)				
			Response Percent	Response Total
1	White British		77.97%	552
2	White Irish		1.69%	12
3	White Other		4.52%	32
4	Black /African / Caribbean / Black British		0.56%	4
5	Asian / Asian British		1.27%	9
6	Mixed / Multi ethnic group		1.98%	14
7	Gypsy / Roma / Irish Traveller		0.00%	0
8	Prefer not to say		10.73%	76
9	Any other ethnic background (please describe):		1.27%	9
			answered	708
			skipped	19

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

The response rates were slightly under representative across all the ethnicity groups, apart from White Irish/ White Other/ Other ethnic groups. This could be explained by the proportion of participants (almost 9%) who chose not to specify their ethnicity.



23. What is your sexual orientation?

			Response Percent	Response Total
1	Bisexual		2.55%	18
2	Gay Man		1.27%	9
3	Gay Woman / Lesbian		1.42%	10
4	Heterosexual / Straight		76.35%	539
5	Prefer not to say		17.00%	120
6	Other (please describe):		1.42%	10
			answered	706

23. What is your sexual orientation?

	Response Percent	Response Total
	skipped	21

24. What is your religion/faith?

	Response Percent	Response Total
1 No Religion	67.00%	473
2 Buddhist	0.42%	3
3 Christian	16.29%	115
4 Hindu	0.42%	3
5 Jewish	0.14%	1
6 Muslim	0.14%	1
7 Pagan	0.42%	3
8 Sikh	0.14%	1
9 Prefer not to say	13.03%	92
10 Other (please describe):	1.98%	14
	answered	706
	skipped	21

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

	Response Percent	Response Total
1 Yes	3.69%	26

25. Are you pregnant or have you given birth in the last 26 weeks?				
			Response Percent	Response Total
2	No		86.51%	609
3	Prefer not to say		9.80%	69
			answered	704
			skipped	23

26. Are you a refugee or asylum seeker?				
			Response Percent	Response Total
1	Yes		0.28%	2
2	No		89.50%	631
3	Prefer not to say		10.21%	72
			answered	705
			skipped	22

In the final section of the survey people were asked if they would like to receive updated and more information about the project and 350 people left their name and email address so that they can be kept up to date with this project as it moves forward.

5.3 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:

“Got ideas for road improvements in Bristol?”

We are currently inviting views on the how we can improve walking, cycling, accessibility and the environment on these streets:

- *St Mark's Rd, Easton*

- Princess Victoria St, Clifton
- Cotham Hill
- Park Row, city centre
- Picton Street, Montpelier
- Rosemary Lane, Eastville
- Greville Road, Southville
- Langton Court Bridge, St Anne's
- Overton Road, Bishopston

Complete the surveys and have your say: <https://www.bristol.gov.uk/streets-travel/proposed-changes-to-neighbourhood-roads-and-high-streets>

📣 Calling Southville! We are looking for ideas to improve walking, cycling, the environment and accessibility on Greville Road 🚶 🚲

👉 Have your say before Sunday 18 📅 www.bristol.gov.uk/GrevilleRoad

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.

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

Dates	Roads being promoted	Channel	Reach
11 Jan	<ul style="list-style-type: none"> ▪ St Mark's Rd, Easton ▪ Princess Victoria St, Clifton ▪ Cotham Hill ▪ Park Row, city centre ▪ Picton Street, Montpelier ▪ Rosemary Lane, Eastville ▪ Greville Road, Southville ▪ Langton Court Bridge, St Anne's ▪ Overton Road, Bishopston 	Facebook	5163 Organic Reach 4999 Organic Impressions 3.02 Engagement rate 59 Clicks 58 Likes 4 Shares
13 Jan	<ul style="list-style-type: none"> ▪ St Mark's Rd, Easton ▪ Princess Victoria St, Clifton ▪ Cotham Hill ▪ Park Row, city centre ▪ Picton Street, Montpelier ▪ Rosemary Lane, Eastville 	LinkedIn	1,026 Impressions 7 Reactions 4.09% Click-through rate 2 Shares 42 Clicks 5.17% Engagement rate

	<ul style="list-style-type: none"> ▪ Greville Road, Southville ▪ Langton Court Bridge, St Anne's ▪ Overton Road, Bishopston 		
13 Jan	<ul style="list-style-type: none"> ▪ St Mark's Rd, Easton ▪ Princess Victoria St, Clifton ▪ Cotham Hill ▪ Park Row, city centre ▪ Picton Street, Montpelier ▪ Rosemary Lane, Eastville ▪ Greville Road, Southville ▪ Langton Court Bridge, St Anne's ▪ Overton Road, Bishopston 	Twitter	6812 impressions 362 total engagements 182 detail expands 68 link clicks 59 media engagements 17 likes 14 profile clicks 13 retweets
14 Jan	Greville Road, Southville	Next Door	159 impressions
2 Feb	<ul style="list-style-type: none"> ▪ Greville Road, Southville ▪ Langton Court Bridge, St Anne's ▪ Overton Road, Bishopston ▪ Beaufort Road, Redfield ▪ Mina Road, St Werburgh's ▪ Greville Road and Upton Road, Southville ▪ Redcliffe Mead and Prewitt Street, Redcliffe 	Facebook	5275 Organic Reach 5174 Organic Impressions 0.95 Engagement rate 14 Clicks 7 Likes, 1 love, 1 angry, 1 laugh 6 Shares
2 Feb	St Anne's, Southville, Bishopston Redfield St Werburgh's Redcliffe	Twitter	159660 Reach 7640 Impressions 1.2 Engagement rate 60 Clicks 11 Likes 13 Shares
2 Feb	<ul style="list-style-type: none"> ▪ Greville Road, Southville ▪ Langton Court Bridge, St Anne's ▪ Overton Road, Bishopston ▪ Beaufort Road, Redfield ▪ Mina Road, St Werburgh's ▪ Greville Road and Upton Road, Southville ▪ Redcliffe Mead and Prewitt Street, Redcliffe 	Linked In	n/a
4 Feb	<ul style="list-style-type: none"> ▪ Greville Road, Southville ▪ Langton Court Bridge, St Anne's ▪ Overton Road, Bishopston ▪ Beaufort Road, Redfield ▪ Mina Road, St Werburgh's ▪ Greville Road and Upton Road, Southville ▪ Redcliffe Mead and Prewitt Street, Redcliffe 	Instagram	n/a

5 Feb	Greville Road	Next Door	148 Impressions
7 Feb	Greville Road Overton Road Langton Court Bridge	Facebook	2880 Organic Reach 2889 Organic Impressions 1.11 Engagement rate 18 Clicks 5 Likes 3 Shares
7 Feb	Greville Road Overton Road Langton Court Bridge	Twitter	109245 Reach 2605 Impressions 0.69 Engagement rate 16 Clicks 0 Comments 1 Likes 1 Shares
1-7 Feb	Greville Road, Southville	Paid for Facebook Post	Link clicks 494 Reach 16,937 - 47.8% Women / 52.2% Men Cost per link click £0.20 11 likes 3 angry reactions 1 laugh reaction
w/c 22 March		Twitter	127427 Reach 11552 Impressions 0.49 Engagement rate 42 Clicks 4 Likes 7 Shares
w/c 22 March	Greville Road, Southville	Facebook	1019 Organic Reach 1032 Organic Impressions 0.68 Engagement rate 6 Clicks 0 Comments 1 Likes 0 Shares
24 March	Greville Road, Southville	Next Door	239 Impressions
w/c 12 April Tues or Weds	Greville Road, Southville	Next Door	101 Impressions
12 – 18 April	Greville Road, Southville	Paid for Facebook Post	Link clicks: 536 Reach: 14,416 Cost per link click: £0.18

			13 shares 11 likes, 1 love reaction, 4 angry reactions
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5.4 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. Emails from 51 residents were received, 2 calls and 2 virtual meetings. The feedback from the emails and phone call varied, however the most common questions and issues were:

- How and why Greville Road was chosen
- What data has been collected that shows evidence of a problem here and how proposals may impact other local roads
- Process of decision-making
- Most preferred no changes at this point to allow for wider-engagement for a holistic area-wide approach for a liveable neighbourhood plan to address 'rat-running', road safety concerns and encouraging more active travel.
- Also, many are concerned about parking and that some proposals would lead to parking spaces being taken away.

5.5 Business survey results

4 local businesses were identified as part of the data gathering process that were located on/ adjoining this section of Greville Road.

The team tried to contact all the businesses three times. First by phone call, followed by an email (where possible) which explained the engagement process and attached an editable pdf version of the business survey. This was followed up by an email detailing the community survey link, and another opportunity to fill in the business operational 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 www.travelwest.info/businesses.

The team managed to get 3 email addresses and 4 phone numbers. When doing the phone calls the officers got through to 3 people and left 1 answerphone message and where an email address was available the survey was sent out.

2 businesses responded to the survey.

Business details

The number of staff members on average for all businesses who responded is below 20.

Staff and visitors at most businesses drive or get a lift in a car, take public transport, walk to work, (no employees cycled to work) and commuter times cover most parts of the day from 5am to 10pm, and both operate every day of the week.

Deliveries

Both businesses who responded to the survey receive multiple deliveries each week (5 deliveries and daily), primarily from vans and rigid lorries, which are unloaded, sometimes onto caged trolleys, or carried in. The loading is conducted on Greville Road either in resident parking zone bays or double yellow lines. 1 business has access on site for unloading in car park yard of neighbouring business.

Waste Collection

For the supermarket, waste is taken away by delivery vehicles, however, the local restaurant has 3 separate waste collections (food waste, recycling, and landfill) collected from the back gate accessed from Greville Road.

Customers

Most local visitors walk as people, but one business identified business associated with Ashton Gate Stadium usually drive.

Parking

Where people do drive, most use on-street parking on Greville Road to park or double yellow lines. Demand for disabled parking is low overall.

Cycling

Both businesses identified a need for additional cycle parking on Greville Road, with only a couple of Sheffield stands nearby. There are mixed views over the cycle lane facilities, some businesses said cycle lanes should be better, and others identifies some safety concerns to cycling due to chaotic activity of deliveries and customers parking.

Walking

Both businesses identified that the pavements on and nearby Greville Road are narrow especially with customers queuing outside shops. One business commented that the pavement was uneven, and the surface could be improved.

Public transport

Comments were received about the infrequency of current public provision and that the bus frequently breakdown.

Additional comments

Comments and suggestions specific for Greville Road included:

Business trialling online shopping currently, next area to by trial will be Bristol which will mean motorcyclist and cyclists e.g., Deliveroo, who might drive to pick up from back door through South Bristol Storage yard.

5.6 Getting Bristol Moving Map results

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

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

Below is a table showing comments that have been collected until May 2021 on the map set up during the pandemic. This map allows people to leave suggestions of any changes to transport network they felt might improve their local area, and others can show support for the suggestions by liking them. Over this period, 4 comments were posted on the map, specifically regarding for the section of Greville Road between North Street and Upton Road:

Issue Type	Issue	Suggestion	Likes
Pavements		Make all side roads pedestrian priority with continuous pavements.	52 likes
Cycle lanes	Use of street planters is a missed opportunity for a decent cycle lane. Cyclists and car drivers forced into middle of road. Dangerous junction created		12 likes
Road closures	Greville Rd is perfect for pedestrianisation. As 1 of the busiest rat runs in Southville it has suffered for many years from speeding cars and lorries (e.g. from coop) thundering down, hence the attempt to slow them down with the planters at the end.	It is a residential road with many families with children. It is a busy thoroughfare for pedestrians and cyclists. Pedestrianising this residential street would transform the space for many users not least the long-suffering residents.	12 likes
Road closures	Suggested pedestrianisation of Greville Road - please consider traffic flow throughout the North Street area, particularly on Gathorne Rd, which might then be left as the only road on this section of North Street running from Upton Road to North Street. Gathorne	Consider making Greville Rd one way, running from Upton Rd to North Street - this should reduce traffic on Greville Rd without worsening it on Gathorne Rd	3 likes

	Road is similarly busy to Greville Rd, as are all the roads off North Street		
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6. Appendices

Appendix 6.1 Community survey (paper version)



TRANSLATIONS

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

ALBANIAN

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

BENGALI

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

CHINESE

如果英文不是您的第一語言，而您需要翻譯的話，我們可以為您安排。

GUJARATI

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

HINDI

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

KURDISH

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

POLISH

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

PORTUGUESE

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

PUNJABI

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

SOMALI

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

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 Greville Road between North Street and Upton Road.

We are aiming to:

- Maximise enjoyment of the areas being considered
- Minimise rat running
- Improve access for all
- Create more liveable neighbourhoods with less traffic congestion and pollution

The government funding must be used to improve cycling and walking journeys. Changes could include:

- Traffic restrictions to stop motorists cutting through community hubs
- Changes to the road layout or direction
- Wider pavements
- New bike lanes

Following initial discussions with the community about traffic in the area, we are considering changes to the section of Greville Road between North Street and Upton Road to reduce rat-running and speeding traffic. These suggestions are to implement either a one-way restriction or an access-only restriction.

We are now seeking your local views on this suggested change and of the street environment as a whole. We aim to ensure that any changes benefit the local community and any local businesses.

Below is a survey asking local people to think about Greville Road. What would you change about the street, what is working well and what could be improved in terms of the street environment?

We are keen to work with the community to co-design a scheme and there will be further communication in the coming months on any detailed proposals. Temporary changes may be put in place following this detailed engagement but any permanent changes would be subject to a public consultation.

Please complete the survey and return it in the freepost envelope provided before Sunday 18 April 2021.

Alternatively, go online and complete the survey www.bristol.gov.uk/GrevilleRoad

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

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?

If you are responding on behalf of a business or other organisation, please provide the postcode of the organisation's premises in Bristol.

3) How far do you live from Greville 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 Greville Road? (tick all that apply)

- | | | |
|--|---|--|
| <input type="checkbox"/> I walk | <input type="checkbox"/> I use a bicycle | <input type="checkbox"/> I catch the bus |
| <input type="checkbox"/> I catch the train | <input type="checkbox"/> I use a taxi | <input type="checkbox"/> I use a motorcycle |
| <input type="checkbox"/> I drive a car / van | <input type="checkbox"/> I am a car passenger | <input type="checkbox"/> Other (please specify): |

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

- | | | | |
|----------------------------------|--|--|--------------------------------------|
| <input type="checkbox"/> Daily | <input type="checkbox"/> 3 to 4 times a week | <input type="checkbox"/> 1 to 2 times a week | <input type="checkbox"/> Fortnightly |
| <input type="checkbox"/> Monthly | <input type="checkbox"/> A few times a year | <input type="checkbox"/> Rarely | |

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

- Personality and character of the street
- Close to North Street shopping area
- It is easy to walk around
– there are good walking routes
- Good cycling routes
- Close to leisure facilities
- On street car parking
- Available cycle parking
- Good street lighting
- 20mph speed limit
- Close to local schools
- Other (please specify):



7) Thinking about your current experiences of the street environment along Greville Road, 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 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 a 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) Please tell us what your priorities would be for improving Greville 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"/>				
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"/>				
Other (please specify):	<input type="checkbox"/>				



9) Following initial discussions with the community about traffic on Greville Road, we are considering four possible improvements and we would like to gather feedback on these ideas. At this stage these are only suggestions and all other ideas for improvements will still be considered. The main area of focus that we would like your views on is the section of Greville Road from North Street to the junction with Upton Road.

Option A: Make this section of Greville Road one-way from the junction with Upton Road

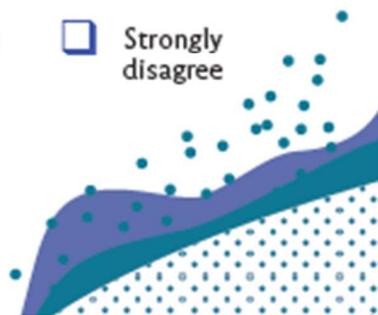
Vehicles will only be able to travel in a southbound direction towards North Street for most of this section. This would be implemented with a no-entry sign on Greville Road after the entrance to Bristol South Storage and a one way sign at the junction of Greville Road with Upton Road. Two-way traffic would be permitted between North Street and the no entry sign to allow large vehicles to access Bristol South Storage without needing to travel through the residential area. Some loss of parking may be required to make space for vehicles to turn around. This change is detailed on the map below:



Please tell us the extent to which you agree or disagree with the following option:

Option A: Make Greville Road one-way from the junction with Upton Road

- Strongly Agree
 Agree
 Neither agree nor disagree
 Disagree
 Strongly disagree



Option B: Make this section of Greville Road one way northbound from Bristol South Storage to Upton Road

This would be implemented with a no entry sign at the junction of Greville Road with Upton Road, with the one way section starting after the entrance to Bristol South Storage. Two-way traffic would be permitted between North Street and the one way sign to allow large vehicles to access Bristol South Storage without needing to travel through the residential area. Some loss of parking may be required to make space for vehicles to turn around. This change is detailed on the map below:



Please tell us the extent to which you agree or disagree with the following option:

Option B: Make this section of Greville Road one way northbound from Bristol South Storage to Upton Road

- Strongly Agree Agree Neither agree nor disagree Disagree Strongly disagree



Option C: Make this section of Greville Road access-only for motorised traffic from North Street

This would involve closing Greville Road at the junction with Upton Road, but the road would still be accessible from North Street for parking, residents and deliveries. Pedestrians and cyclists would still be able to use the road as a through-route. This change is detailed on the map below:



Please tell us the extent to which you agree or disagree with the following option:

Option C: Make this section of Greville Road access-only for motorised traffic from North Street

- Strongly Agree Agree Neither agree nor disagree Disagree Strongly disagree



Option D: Make this section of Greville Road access-only by closing it to motorised traffic at the half way point

This would involve closing Greville Road approximately half way between North Street and Upton Road. Both ends of the road would remain accessible for parking, residents and deliveries. Pedestrians and cyclists would still be able to use the road as a through-route. Some loss of parking will be required in order to make space for vehicles to turn around. This change is detailed on the map below:



Please tell us the extent to which you agree or disagree with the following option:

Option D: Make this section of Greville Road access-only by closing it to motorised traffic at the half way point

- Strongly Agree Agree Neither agree nor disagree Disagree Strongly disagree

10) Do you have any other comments or suggestions?

About You

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

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

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

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

11) 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

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

- Yes No Prefer not to say

13) What is your sex?

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

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

- Yes No Prefer not to say

15) 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):



16) What is your sexual orientation?

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

17) What is your religion / faith?

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

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

- Yes No Prefer not to say

19) Are you a refugee or asylum seeker?

- Yes No Prefer not to say

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

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

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

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

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

Appendix 6.2 Business Operational Survey



Business Operational Survey

– Greville Road businesses

Name of business	
Name of owner/ manager	
Address of business	
No. of employees	
How do you and your employees travel to the business?	
Operational times e.g. 8am to 8pm	
Operational weekdays e.g. Mon to Sat	
Deliveries	

How many deliveries do you get a week?	
What types of vehicle are used for the deliveries?	
How are goods brought into the shop/ business?	
Do you have access to any loading bays? And how frequently are they used? If not, where do you do most of the loading/unloading?	
Waste collections	
How frequent is your waste collection e.g., weekly and on what day?	
Where is the waste collected from e.g. front / back of premises?	
Do you have any issues with your refuse collection?	
Customers and clients	
How do most of your customers travel to your premise?	
If they drive, where do they park?	
Parking	
What do you think the demand for disabled parking is?	

Is there a high turnover of parking outside of the premise?	
Cycling	
What do you think about cycle parking facilities?	
What do you think about cycle infrastructure on the road?	
Walking	
What do you think about the pavements? Any improvement?	
Public Transport	
Are there any and if so, what would you improve?	

Any other comments

Please return this survey using the contact details below.

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

Email: Transport.engagement@bristol.gov.uk and reference the title of your street in the subject box

Write to: Transport Engagement Team, PO Box 3399, 100 Temple Street, Bristol, BS1 9NE
 Phone: 0117 9036449 and leave a message on the answerphone

Translations	
If English is not your first language and you need a translation, we can get one for you.	
Bengali	Polish
ইংরেজী আপনার মাতৃভাষা না হলে এবং আপনার কোন অনুবাদের প্রয়োজন হলে আমরা তা প্রদান করতে সক্ষম।	Jeżeli ulotka ta wymaga dodatkowego wyjaśnienia, prosimy o skontaktowanie się z najbliższym biurem odpowiedniego regionu.
Chinese	Portuguese
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。	Se o Inglês não é a sua língua materna e precisa de uma tradução, nós podemos obtê-la.
Gujarati	Punjabi
ਐ ਤਮਾਰੀ ਪਹਿਲੀ ਭਾਸ਼ਾ ਅੰਗਰੇਜ਼ ਨਹੀਂ ਹੈ ਅਤੇ ਤੁਸੀਂ ਅੰਗਰੇਜ਼ੀ ਵਿੱਚ ਕੋਈ ਸਹਾਇਤਾ ਦੀ ਜ਼ਰੂਰਤ ਹੈ ਤਾਂ ਤੁਹਾਡੀ ਲਈ ਅਸੀਂ ਇਸਦਾ ਪ੍ਰਬੰਧ ਕਰ ਸਕਦੇ ਹਾਂ।	ਜੇਕਰ ਇੰਗਲਿਸ਼ ਤੁਹਾਡੀ ਪਹਿਲੀ ਭਾਸ਼ਾ ਨਹੀਂ ਅਤੇ ਤੁਹਾਡੀ ਦੁਬਾਰੀਏ ਦੀ ਜ਼ਰੂਰਤ ਹੈ ਤਾਂ ਤੁਹਾਡੇ ਲਈ ਅਸੀਂ ਇਸਦਾ ਪ੍ਰਬੰਧ ਕਰ ਸਕਦੇ ਹਾਂ।
Hindi	Somali
यदि अंग्रेज़ी आप की पहली भाषा नहीं है और आप को अनुवाद की आवश्यकता है तो हम आप को प्रदान कर सकते हैं।	Haddii Ingiriisku aanu ahayn afkaaga kowaad oo aad u baahan tahay tujumaad, annagaa kuu samayn karo.
Kurdish	Urdu
Heke inglîzî zîmanê we yê yekem nîne û pêwîstiya we bi wergêr heye, em dikarin yekî ji we re bibînin.	اگر انگریزی آپ کی پہلی زبان نہیں ہے اور آپ کو ترجمہ کی ضرورت ہے تو ہم آپ کے لئے (م) کر سکتے ہیں۔
Kosovan	Vietnamese
Nëse anglishtja nuk është gjuhë juaj amtare dhe keni nevojë për një përkthim, ne mund t'ua sigurojmë atë.	Nếu quý vị không thạo Anh văn và cần bản dịch, chúng tôi sẽ giúp quý vị một bản.

Appendix 6.3 Bristol Walking Alliance submission

Comments by Bristol Walking Alliance on Active Travel Fund site improvements



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

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

Improvements for walking

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

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

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

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

Community engagement

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

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

We have the following concerns.

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

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

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

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

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

Bristol Walking Alliance

17 January 2021

enquiries@bristolwalkingalliance.org.uk

Active Travel Fund Consultation Response

January 2021

Scope

This is a response to the following street improvement consultations from Bristol City Council:

- Cotham Hill, Cotham
- Princess Victoria Street, Clifton
- St Marks Road, Easton
- Rosemary Lane, Eastville
- Picton Street, Montpelier

About Bristol Cycling Campaign

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

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

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

Our goals:

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

General Response

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

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

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

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

In the following section, we look at each of the consulted locations in turn and propose why they would benefit from these measures.

Appendix 6.5 Bristol Civic Society submission



an independent force for a **better Bristol**

25 January 2021

Dear Sir,

I am writing, on behalf of the Bristol Civic Society, in response to the engagement surveys on Tranche 2 Active Travel Fund schemes.

The Bristol Civic Society (BCS) welcomes street changes that seek to make places more welcoming for people on foot and on bike, and therefore encourage active travel. BCS applauds the city council's commitment to improve people's ability to move around the city, aiming to improve the environment, particularly with regard to air quality and climate change as well as promoting public health. It is commendable that the city council is taking views on the issues that concern people in particular neighbourhoods and seeking local opinion on specific suggestions for pavement widening and traffic restrictions (Princess Victoria St, Park Row, Rosemary Lane, Leyton Court Rd and Overton Rd). However, we need more information to fully assess the impact of the schemes

Strategic vision/ network effects

However, it is not clear to BCS how, precisely, the proposed and specific interventions contribute to delivering the Bristol Transport Strategy (BTS) or what particular improvements they aim to deliver. The BTS is clear: "new developments" are "to be innovative in their approach, to prioritise sustainable transport options and address the impact on the existing network". It would be useful to explain each specific suggestion in terms of its impact on the existing network, in particular, how it reduces air pollution and promotes public health.

We await with interest the strategic vision to bring these proposals together, demonstrating how the changes taken together or individually will affect the wider transport network as well as the environment. Some of the temporary cycle lanes and traffic restrictions already in place represent an improvement over the previous state of affairs, yet some of our members report longer trips by car as well as congestion occurring on roads and at times, which was not previously experienced.

Lack of data/information

While the Council provides air pollution data on a user-friendly platform, these data and information sources are not explicitly linked to the transport changes. Such links could underpin more widespread support for these changes.

In particular, although the first-round ATF schemes have been in place since Summer 2020, it is not clear how experience with those schemes has been used to inform choices on the second-round proposals. How successful were they at increasing walking and cycling, reducing travel by car and improving air quality? Were there any unintended consequences? All of this information would be useful for an informed public debate, particularly in light of changes in travel mode and patterns due to Covid-19 and the associated lockdowns.

In addition, we are concerned that the answers to the engagement surveys have been constrained by the selection of issues provided. By guiding respondents towards certain issues, the outcome of any consultation will contain a degree of bias and may miss issues of real concern or potential adverse effects



an independent force for a **better Bristol**

Impacts and Consequences

It would have made for a more rounded consultation on the specific suggestions involving traffic restrictions if the impacts and consequences of the individual and cumulative changes had been set out. The most contentious effects of traffic restrictions are that traffic can be displaced onto neighbouring streets. Nobody would want to see pollution displaced from one street to another, particularly onto residential streets. It would be useful to address any such concerns upfront with data and solutions where possible and/or appropriate.

Street scene and heritage

Given the value to the city of the beauty of its built environment, it is disappointing that amongst the aims and objectives set for the scheme there are none on visual amenity or conservation of heritage assets. Some of the specific suggestions for traffic restrictions are in conservation areas, where there is a statutory duty on the city council to preserve or enhance. Do the gains outweigh the visual impacts in sensitive locations?

One of the suggestions in the engagement surveys is for "more greenery/planters" but that is about as far as it goes. We are concerned that greenery and planters will not be a particular gain in practice when maintenance budgets are so constrained. Landscaping needs to be kept up and it may be that communities are not well placed to take this on themselves.

Conclusion

We appreciate that the funding awarded was piecemeal and came with a short deadline. Given the good work on the BTS, we would have liked to have seen greater specific engagement between the ATF interventions and the transport strategy and work on ending air quality breaches. The proposals do not explicitly engage with broader transport policy and lack specific information on the benefits and consequences for both the city and individual neighbourhoods. We are particularly concerned that schemes do not explicitly aim to preserve or enhance the street scene, as, for example, the King Street scheme sets out to achieve. BCS is happy to discuss any aspect of this policy further with the city council to improve proposals going forward.

Yours faithfully,

S. G. Ellis.

Mrs S G Ellis