



GROWTH & REGENERATION

Economy of Place

City Transport

Objection Report: Traffic Regulation Orders associated with the proposed East Bristol Liveable Neighbourhood

- Bus Lane (Bus Gate): CAE/RGW/P-1282A
 - One ways & Prohibition of Driving: CAE/RGW/P-1282B
 - Waiting restrictions & parking places: CAE/RGW/P-1282C
-

To: Director: Economy of Place
From: TRO Team, City Transport, 100 Temple Street
Date: 13/03/2024

Consultation feedback:

Following publication of the notice of proposals to introduce Traffic Regulation Orders associated with the proposed East Bristol Liveable Neighbourhood: 1418 completed responses were received in total, of which 760 were objections and 427 were expressions of support. Of the 6,366 households within the scheme area a total response rate of 4.4% was achieved.

- **Bus Lanes (Bus Gates):** CAE/RGW/P-1282A – the City Council of Bristol (Avonvale Road, Marsh lane and Pilemarsh, Easton, Lawrence Hill, St. George Central, St. George Troopers Hill and St. George West Wards, City of Bristol) (Reserved Bus Lanes) Order 202—
- **One-ways and point closures:** CAE/RGW/P-1282B - the City Council of Bristol (Various Roads, Victoria Avenue Area, Easton, Lawrence Hill, St. George Central, St. George Troopers Hill and St. George West Wards, City of Bristol) (Prohibition of Driving) (One Way Traffic, Contra Flow Cycling and Contraflow Cycle Lane) Order 20—
- **Parking restrictions and parking places:** CAE/RGW/P-1282C - the City Council of Bristol (Various Roads, St. George Area, Lawrence Hill, Easton, St. George Central, St. George Troopers Hill and St. George West Wards, City of Bristol) (Prohibition and Restriction of Waiting) (Prohibition of Stopping) (Loading Places) (Bus Parking Places) (Disabled Persons' Parking Places) (Car Club Parking Places) Order 202

The remaining responses received during the consultation process consisted of general comments and questions, duplicate responses and further submissions to a previous response (such responses were only counted as one response).

The period for comments to be submitted ran from 29 January 2024 to 20 February 2024. The objections and other comments/questions are summarised at Appendix 2 with reference to officer responses at Appendix 3. Copies of all the full submissions and any attachments are available electronically using the following hyperlink: [East Bristol Liveable Neighbourhood - Full Submissions](#)

A brief summary of the main reasons for objection/support are provided below:

Summary of comments in support

- There will be immediate and huge benefit to local residents – reduce rat running, speeding cars and pollution.
- The proposals make streets quieter and more pleasant.
- The proposals will make it safer to walk and cycle – especially for families with young children.
- The proposals will reduce air pollution, noise pollution and accidents.
- The sooner the better – implement and learn the real-life impacts from the trial – see how good the measures actually are.
- Need to move away from car use to more sustainable travel.
- The proposals will encourage more people to walk and cycle or take public transport, improving health and the environment.
- Would like to see more schemes rolled out and the scheme extended to surrounding areas.
- Reducing emissions from vehicles is a major piece of the puzzle for reaching net zero.
- Health of local residents should take priority over commuters.
- Time added onto journeys is small price to pay for a more liveable neighbourhood.

Main objections

Business

- Impact / restriction on access for staff, deliveries and customers.
- Lack of passing traffic impacting on local businesses – reducing trade.
- Request for financial assistance to businesses until benefits of EBLN are felt.
- Similar schemes elsewhere have led to businesses closing.

Community and Equalities

- Discriminatory and unequal impact against those who need to use their cars – disabled / elderly / young families / people with health problems.
- Proposals will divide communities and create ghettos.
- Closing off streets and a reduction in traffic will increase crime and anti-social behaviour as well as making it unsafe at night, particularly for lone women.
- The proposals will disproportionately affect poorer communities.
- The proposals create problems for carers and support workers accessing vulnerable people.

Traffic / Transport and Pollution

- The proposals will displace traffic to surrounding roads, some of which are already busy and some of which are not suitable for increase in traffic volume or larger vehicles.
 - The proposals will increase in traffic on surrounding routes will increase dangers for vulnerable road users and increase pollution – simply moving the problem from one area to another.
 - The proposals will increase journey distance and time, resulting in an increase in pollution and an increase in fuel costs.
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- The proposals will increase journey distance and time to Health Centre / GP – negatively impacting those with health issues or disabilities that are unable to walk – concern expressed that could put patients off attending appointments.
- The proposals will increase journey times for Public Transport – reducing any potential benefit of the scheme.
- The proposals will affect access and response times for emergency vehicles.
- Road works and accidents would completely restrict access for those areas which will be reduced to having only one access point.
- The existing public transport in the area is poor and improvements need to be made either before making such proposals or alongside them.

Parking

- Proposed restrictions and cycle hangars / pocket parks will reduce already limited parking for residents in the area.
- If unable to find a parking space, residents will need to drive further afield, increasing pollution.

Data

- No data was provided of accidents / air quality in the affected area and neighbouring roads.
- Unclear what will be monitored, how the implementation of the scheme and success will be measured and how the decision will be made as to whether it is maintained or removed.

Consultation

- The consultation has been poorly carried out and local residents and businesses have not been sufficiently involved.
- The consultation documents were unclear and confusing.
- The proposals are undemocratic as they have not been voted for by the public.
- The decision has already made so not a proper consultation – will be pushed through anyway.

Legal implications:

Highways and Transport

Reference is made in this report to the factors the Council needs to take into account when exercising its powers under the Road Traffic Regulation Act 1984 and its network management duty. The promotion of the proposed order has been carried out in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. These procedures involve advertisement of the proposals and invitation of objections. The Council is under a legal duty to consider any objections received in response to the statutory consultation process before the relevant decision-maker can make any decision on whether to confirm advertised proposals, modify or abandon them.

It is the duty of the City Council as traffic authority under section 122 of the Road Traffic Regulation Act 1984 to exercise its traffic management functions so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This duty is to be discharged so far as is practicable having regard to: (a) the desirability of securing and maintaining reasonable access to

premises; (b) the effect on the amenities of any locality affected and (without prejudice to matters generally) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run; (c) any national air quality strategy; (d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and (e) any other matters appearing to the Council to be relevant.

The Traffic Management Act 2004 placed a new 'network management duty' on the City Council as traffic authority to manage and secure the expeditious movement of traffic on its road network and to facilitate traffic movement on other traffic authorities' road networks.

Equalities

The Council is also obliged to comply with section 149 of the Equality Act 2010, which requires that each decision-maker considers the need to promote equality for persons with the following "protected characteristics": age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation. Each decision-maker must, therefore, have due regard to the need to:

i) eliminate discrimination, harassment, victimisation and any other conduct prohibited under the Equality Act 2010.

ii) advance equality of opportunity between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to:

- remove or minimise disadvantage suffered by persons who share a relevant protected characteristic.

- take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of people who do not share it (in relation to disabled people, this includes, in particular, steps to take account of disabled persons' disabilities);

- encourage persons who share a protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

iii) foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to tackle prejudice and promote understanding.

The duty must be kept in mind throughout the decision making process. Compliance with the duty cannot be secured post decision. In order to demonstrate compliance with the duty, the decision maker must have sufficient information about the effects of the proposed decision (if any) on people with protected characteristics. If such information indicates that there is an adverse impact on people with protected characteristics the decision maker should consider whether it is possible or reasonable to mitigate such effects or, alternatively whether the policy aims of the scheme justify its pursuit notwithstanding the adverse equality impact. The judgement on such matters is for the decision maker, providing that due regard has been given to these matters.

Officer comments:

Consideration has been given to the various matters referred to in connection with the Road Traffic Regulation Act 1984 in the development of the proposals.

With regards to section 149 of the Equality Act 2010, the impact of the proposals on each group of people with “protected characteristics” has been considered throughout the development of the proposals. An Equality Impact Assessment is attached at Appendix 5 which should assist the decision maker in having due regard to the public sector duty.

Conclusion:

It will be noted that Appendix 1 sets out the background to this matter. Having considered the objections which have been received, officers remain of the opinion that the proposed Traffic Regulation Orders are necessary to support the City Council’s transport policy objectives, as set out in the Joint Local Transport Plan 2020-2036. In view of the public consultation that has already occurred, it is not considered that the holding of a public inquiry would be appropriate.

Accordingly, it is recommended that the proposals should proceed as advertised.

Recommendation:

That the Director of Legal & Democratic Services be authorised to seal the:

- The City Council of Bristol (Avonvale Road, Marsh lane and Pilemarsh, Easton, Lawrence Hill, St. George Central, St. George Troopers Hill and St. George West Wards, City of Bristol) (Reserved Bus Lanes) Order 202-
- The City Council of Bristol (Various Roads, Victoria Avenue Area, Easton, Lawrence Hill, St. George Central, St. George Troopers Hill and St. George West Wards, City of Bristol) (Prohibition of Driving) (One Way Traffic, Contra Flow Cycling and Contraflow Cycle Lane) Order 202-
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Local Members’ Comments (Easton, Lawrence Hill, St George Central, St George Troopers Hill and St George West Wards):

The Members for the affected wards have been invited to submit their comments for inclusion in the report. Ward members who responded are noted below together with their comments.

Councillor Asher Craig:

“I understand that there are objections raised regarding the implementation of the liveable neighbourhood scheme. However, it is important to consider the potential improvements that this scheme can bring to the community in St George & surrounding areas.

By creating a more liveable neighbourhood, we can enhance the overall quality of life for residents. This will include benefits such as improved air quality, enhanced safety measures, increased accessibility, and the promotion of active modes of transportation. These improvements will contribute to a healthier and more sustainable environment, fostering a sense of community and well-being.

It is essential to weigh the potential positive impact against the objections raised, and work towards finding solutions that address concerns while still allowing for the implementation of the scheme."

Councillor Fabian Breckels:

"Following a well-attended walkabout along Crews Hole Road last Summer where a number of ideas were agreed, for example informal crossing points and temporary bollards where a blind exit leads from a footpath straight into traffic.

I note the concerns that more traffic will be sent down Crews Hole Road, and while I hope that is not the case, those concerns do make putting these measures in during the trial period even more important.

I trust that measures that either don't work in the trial or have unacceptable consequences will be removed before any permanent scheme goes in. Making that clear will provide reassurance that we are listening to all feedback, both positive and negative."

Councillor Barry Parsons:

"I'm content with the objection report and the officer responses to objections."

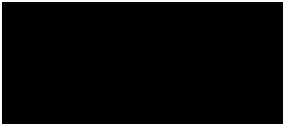
Councillor Yassin Mohamud:

"While I support the idea of the Liveable Neighbourhood or the area in concept. I have deep concerns about how residents have been treated during the consultation process. This has left many feeling disempowered and unheard. I think after May the consultation process needs reviewing and more work needs to be done to get residents on board and address their concerns."

Proposed Traffic Regulation Orders associated with proposed East Bristol Liveable Neighbourhood:

- Bus Lane (Bus Gate): CAE/RGW/P-1282A
- One ways & Prohibition of Driving: CAE/RGW/P-1282B
- Waiting restrictions & parking places: CAE/RGW/P-1282C

Approvals:

<div>Head of City Transport</div> <div>Signature: </div>	<div>Date: 13/03/24</div>
<div>Director: Economy of Place</div> <div>Signature: </div> <div>(NB Director must sign last, after Head of City Transport)</div>	<div>Date: 13.3.2024</div>

East Bristol Liveable Neighbourhood

Project background

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Background

Bristol faces significant challenges over the coming years, including physical inactivity and poor air quality, alongside ecological and environmental emergencies. In response to these challenges, Bristol declared a climate emergency and developed a One City Strategy which pledges that the city will become carbon neutral by 2030, that 60% of all journeys will be made by active modes by 2044 and a 50 per cent reduction in those seriously killed or injured in incidents on Bristol's roads which disproportionately impacts low-income communities.

The Local Cycling and Walking Infrastructure Plan (LCWIP) identified streets parallel to Church Road, in the inner east of Bristol, as a priority route for investment to encourage a shift towards more sustainable modes of transport.

“Liveable Neighbourhoods” or LNs can make communities quieter, safer, healthier and improve air quality. This can be achieved by implementing area wide traffic management, so that the whole area is completely accessible by private motor vehicle, but it is no longer possible to cut through the area using smaller residential streets that are not designed to carry through traffic.

By re-allocating road space to sustainable modes, the council expects to see an increase in walking, cycling, scooter and bus use.

Project objectives

In response to these challenges, the Mayor of Bristol and Cabinet pledged to “roll out at least two Liveable Neighbourhood pilots.” This manifesto pledge sat alongside Bristol’s One City Plan, authored by hundreds of organisations all over Bristol working in partnership to deliver more for the city.

A “Liveable Neighbourhoods Handbook” was produced to help inform the development of the pilot schemes. It provides clarity on the necessary conditions for successful projects, to help set expectations and lay the foundations for how projects can be progressed.

The handbook set broad objectives for Liveable Neighbourhood projects. These were to:

- transform our neighbourhoods to places where people want to spend time, can interact with neighbours, and enjoy their unique identities.
- reflect the needs and characteristics of the local community and increase the sense of pride and belonging.
- improve levels of physical and perceived safety in our communities.
- improve local accessibility and connectivity to shops, schools, services, and other amenities for everyone to move around safely and sustainably.
- improve residents’ physical and mental health and wellbeing.
- contribute to reducing inequality and opening opportunities for all in our communities.

The broad objectives within the handbook have been refined through community engagement during the East Bristol pilot. An Outline Business Case was progressed to understand, how a scheme could deliver a comprehensive walking and cycling network, what the expected impact of the scheme could be on the existing transport network, and whether a scheme would present value for money.

The specific project objectives set out in the Outline Business Case were to:

- reduce and slow trips that start and finish locally, and remove through traffic
- increase physical activity through walking and cycling
- reduce inequalities in residents’ abilities to access walking, cycling and sustainable transport options
- improve connections to green spaces, particularly for areas of high deprivation
- improve satisfaction and sense of belonging with the local area through reduced social isolation and improved local environment
- increase walking and cycling trips to local high streets to support local businesses
- increase the tree canopy in areas that are vulnerable to high temperatures
- have a neutral impact in the long-term on the negative impacts of traffic in the neighbourhood such as congestion and environmental impacts
- improve perceptions and actual safety for cyclists and pedestrians in the project area

Community engagement

Liveable Neighbourhood schemes can be controversial as they aim to reallocate road space and prevent people taking short cuts through residential streets, which is likely to have an impact on travel behaviour.

To ensure that the scheme works as well as it can do for the community, the council carried out a staggered co-design approach to develop the scheme. This involved multiple stages of engagement that sought to understand: the existing issues within the area, what the community wanted to prioritise, where certain design solutions were desired, and what unforeseen issues there could be with the proposed scheme. This process is summarised in the graphic below.

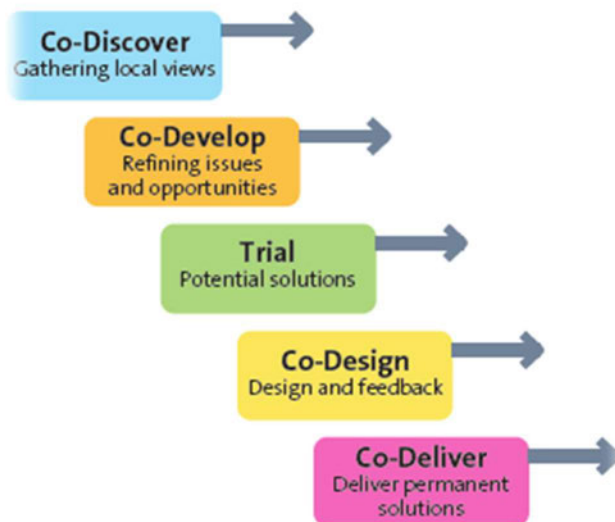


Figure 1 – Co-design stages engagement

Stage 1 - Co-Discover

Between 31 January and 13 March 2022 Bristol City Council asked residents, businesses, and anyone else who travels to, or through, Barton Hill, Redfield and St George for their views on the area, as part of the East Bristol Liveable Neighbourhood early engagement exercise.

To make sure the community survey reached as wide an audience as possible the team did the following:

- sent 6,500 surveys to local households and businesses
- launched the interactive map and survey online
- promoted the engagement
- ran online stakeholder briefings
- visited school assemblies, ran classroom sessions and school gate information stalls
- ran drop-in sessions at the local library and community centre
- visited local properties
- held pop-up on-street information stalls with active travel support.

A total of 1,554 people filled in the **survey**. Of the responses the headline findings were:

- 89% of people who completed the survey were from the local area.
- The majority of respondents usually walk or cycle to the community centre, faith space, parks and greenspaces, leisure, health appointments, shopping and errands, education and work.

- 55% of respondents walk almost every day.
- The top three indicators that were viewed as essential are: everyone feels safe to walk and cycle, that there is good air quality, and that it's easy and convenient to walk, cycle and use public transport.
- The top three problems are: poor air quality, streets too noisy with traffic, and the area feels unsafe for walking and cycling.

On the interactive **map** 541 comments were left by 225 contributors. There were 1,522 'agreements' to comments dropped on the map by other visitors to the site. Of the comments, the headline findings are:

- 85% of people who contributed are from the local area.
- The top five most commented upon themes were: walking, traffic, personal safety, street environment and traffic speeds.
- The top five negative feelings about area were: not pedestrian friendly, driver behaviour, too much traffic, street feels stressful, and difficult to cross the street.
- The top five improvements suggested were: slow down traffic, improve road safety, reduce traffic, install safer junctions for walking and cycling, and add crossing points.

At events, 458 **postcards** were filled in. Of the responses the headline findings are:

- The top three things that people like about their local area were: parks and green spaces, sense of belonging and community cohesion, and local amenities and activities.
- What they wanted to improve was: road safety, parks and green spaces, and personal safety.

We reviewed the responses to the survey and comments on the interactive map along with views from local stakeholders, ward members and community groups.

Having an overview of the issues that people care about most, we developed a range of possible solutions, which were split into the following three categories:

- Main roads – measures that make it easy to cross busy roads and improve walking and cycling on side roads.
- Local streets – measures that when used in combination can address high levels of traffic and make the area easier and more convenient to walk and cycle.
- Community assets – measures that change the balance of how local streets are used and help to create greener, more attractive and people centred streets.

Stage 2 - Co-Develop

Between 12 September and 31 October 2022 Bristol City Council carried out the co-develop stage of the East Bristol Liveable Neighbourhood pilot. This early engagement included online briefings and in-person workshops to help people decide where different measures should be placed across the project area, which covers Barton Hill, and parts of Redfield and St George.

People discussed a range of options for providing better access to green and play space; better connections to local shops, schools and health services using public transport; walking and cycling routes; and more social and community space.

To make sure we reached as wide an audience as possible we:

- Launched a design toolkit
- A/B Street tool, an online tool to help people decide where to place modal filters, and online interactive maps
- Sent 6,340 letters to local households and businesses
- Engaged 370 key local stakeholders, emergency services and citywide equality, community and faith groups
- Promoted the engagement – including on lampposts across the project area - to advertise the engagement and provide contact details
- Ran online stakeholder briefings
- Ran in-person workshops
- Visited school assemblies, ran classroom sessions
- Held pop-up on-street information stalls with active travel support

1,695 points were placed on maps suggesting locations for specific design solutions by 217 people online and at in-person events.

The project team reviewed the responses from the co-develop round of engagement, to understand how the different suggestions could be developed into a scheme that would meet the project objectives.

Other design considerations that were considered include the results of the first round of engagement and the baseline traffic, walking and cycling data, which clearly show where there are issues in the area.

Once an area-wide scheme had been developed, an Outline Business Case was submitted to seek further funding from the West of England Combined Authority. This outlined the holistic design for the neighbourhood, detailing what elements would be part of a trial. Traffic modelling was also carried out to help understand whether the scheme would be effective at encouraging people to switch to more sustainable modes of travel, and whether the scheme presented good value for money.

Stage 3 - Pre-trial engagement

Between 3 May and 20 July 2023 Bristol City Council conducted pre-trial engagement of the East Bristol Liveable Neighbourhood pilot. This engagement period included online information and briefings, and in-person information sessions to help prepare people for the trial scheme.

The plan was designed using contributions from the previous two engagement stages. These included comments made on the online interactive map in the co-discovery stage; location suggestions for design measures made by local residents and stakeholders in the co-design stage that would deliver against objectives and what was technically feasible; and design principles set to achieve the aims of the overall project.

Over 375 key local stakeholders, emergency services and citywide equality, community and faith groups, plus 6,213 households and local businesses, were engaged through community and stakeholder communications. In addition, 63 stakeholders were briefed about the trial scheme plan.

In-person engagement: 639 people attended 31 events, which included:

- information sessions
- walkabouts

- visiting community groups
- community meetings
- roadshows and stalls
- visiting local businesses

Online engagement:

- Three news stories were posted on the project website.
- Two stories were emailed to 1,728 people who have signed up to receive project news (3 May and 3 July 2023), with an open rate of 55% and 20% click through to the website.
- An additional update was posted to the website project news page on 21 June. 383 people rated different measures on the project website (1,037 contributions in total). 182 comments and enquiries about the project were received through emails and phone calls
- 11,163 unique visitors to the project website during this stage of engagement.

Active travel engagement:

- 455 people participated in 71 walking and cycling activities before and during this engagement period
- 365 people engaging in conversations about how they travel and changes they would like to make.

The project team talked to businesses, visitors and people living, working and travelling through the area, and showed them the plan for the trial. The design of the whole scheme was based on input from the community through the two previous stages of engagement. The technical team needed to make sure interventions worked on an area-wide basis and would deliver against set objectives.

Ahead of the wider community engagement programme, the team reached out to key stakeholders including internal colleagues, ward members, the local MP and community groups, and asked about how best to engage with different groups in the community and for opportunities to work together. Project officers spoke with ward members to discuss the engagement approach and asked for local contacts for groups who the officers could approach. Ward members were also given opportunities to feedback on measures and how well they would address known issues that their constituents have previously raised with them.

The team made sure everyone could have their say by organising both online and in-person sessions and put together different elements of the engagement process, which included:

- Digital and printed communications (postcards, leaflets, maps and posters)
- Online stakeholder briefings
- Visiting local community groups
- Visiting local businesses (door knocking)
- Drop-in information sessions
- Walkabouts with project staff
- Pop-up information stalls with active travel support in local parks
- Walking and cycling support (for example, active travel roadshows, cycle training, bike maintenance and Dr Bike sessions).

Ahead of announcing the trial scheme design, the team continued to engage with the community about their travel behaviour, offer support to engage in sustainable modes and support local walking and cycling activities. From February to July 2023 the team developed relationships with local walking groups, holiday activity groups, primary schools and local history groups, to discuss how best to support the people they work with to walk and cycle more and develop bespoke offers to the people they work with.

Online engagement

Information about the trial scheme and a map was published on the project website. The map linked to pages for each temporary measure which described how they would work and also displayed images of what each temporary measure would look like, using a slider between current images of the site (before) and the visualisation (after). Visitors to the website could tell us how they felt about each measure, as well as tell us how they felt about the trial overall.

In-person events

The team organised events to be inclusive and appeal to as wide an audience as possible. The events were intended to raise awareness of the project and inform people of the plan for the trial and an understanding of how individual measures would work. The team also noted comments and concerns raised by members of the public which were relayed to the design team to be considered. Types of events included:

- Eight online stakeholder briefings
- Six visits to local community groups
- Four shifts to visit local businesses
- Six pop-up information stalls with active travel support in local parks
- Six drop-in information sessions
- Eight walkabouts with project staff
- 20 active travel roadshows, 13 cycle training, eight bike maintenance and 19 Dr Bike sessions

Engagement results

At the 31 in-person events, 639 people came to find out more and talk to the project team.

Additionally, 63 stakeholders from organisations were briefed in sessions (local and citywide, including the main bus operator and emergency services).

While visitors to the website could rate each measure using smiley faces to express sentiment, and we aimed to replicate this in-person to gain a sense of how people felt about the overall trial scheme, we found people needed to talk through the plan itself and how it worked, and it wasn't possible to get every attendee to rate the scheme.

The team recorded feedback from attendees to information sessions and walkabouts, though due to the nature and high attendance of in-person sessions, it was not possible in all circumstances to record quantifiable themes of comments.

We received many suggestions for how we could make the scheme better, how the scheme would impact people, and concerns about the layout.

Themes of concerns raised during engagement

A summary of concerns by area are listed below.

Barton Hill and Redfield

- Feeling that there hasn't been sufficient consultation in the area.
- Changes to driving routes due to Avonvale Road bus gate and Marsh Lane pocket park.
- Netham Road residents and St Patrick's Church and school concerned about no access via Pilemarsh/Avonvale Road bus gate.
- Chalks Road junction: Banned turns, difficulty turning right at Blackswarth Road onto Church Road at Chalks Road junction, and difficulty crossing as a pedestrian.
- Traffic queuing times from Avonvale Road traffic lights onto Church Road.
- Active and sustainable travel options not good enough and so need to rely on car.
- Complex care responsibilities, which mean that a car is the only option.
- Scheme would mean long diversion routes for people living in and around Great Western Lane.
- It's difficult to exit Pilemarsh as it's on the brow of a hill.
- Additional traffic passing St Patrick's Primary School and residential housing.
- Businesses near Marsh Lane/Avonvale Road feel like there should be more benefits for businesses.

St George, Troopers Hill and Crews Hole

- No left turn onto Church Road and difficulty turning right at Blackswarth Road to Church Road at Chalks Road junction and difficulty crossing as a pedestrian.
- Increased traffic on Blackswarth Road with no benefits delivered during the trial, concern regarding additional traffic passing St Patrick's Primary School and residential housing.
- Wicket Lane would be a better location for a modal filter rather than Cossham Road, due to access constraints.
- Beaconsfield Road is the only entrance into purple area, what happens if blocked?
- Glebe Road would not benefit from a pocket park, better for improvements elsewhere.
- Currently no measures planned for Crews Hole Road during trial, area could receive more traffic without mitigations.

Scheme modification

We reviewed the community feedback and made the following changes to address some of the concerns raised, while making sure the scheme is effective and works as well as it can for everyone:

- **Convert Marsh Lane pocket park to a bus gate and move to junction of Glendare Street,** future proofing for additional bus services and providing taxi access for Barton House. The team is currently exploring funding opportunities to run an additional service (35) linking Kingswood, University of Bristol development, Temple Meads and city centre
- **Introduce the following dispensations for bus gates**
 - Taxis and private hire vehicles
 - Pedal cycles and e-scooters
 - Disabled class vehicles, a specially modified vehicle for people living with disabilities that is exempt from taxation.
 - Refuse vehicles
 - Emergency service vehicles
 - 9-seater mini-buses that cater for home to school transport
 - Parents of SEND children in receipt of Personal Travel Budget and,
 - Professional carers providing care within the project area.

- **Pursue funding opportunities to increase the frequency of the 36 bus service to every 15mins** utilising Bus Service Improvement Plan, or local funding.
- **Removed Great Western Lane modal filter**, being aware of potential negative impacts of through traffic.
- **Made Grindell Road two-way**, to provide alternative routes onto Blackswarth Road for people living within the Pilemarsh area.
- **Changed the location of modal filter** on Cossham Road to Wicket Lane to provide a more suitable exit onto Church Road for people living in the Cossham Road area.
- **Converted Glebe Road pocket park to a modal filter**, reducing the impact on on-street parking whilst recognising that public realm benefits may be better spread across the area, rather than near large green spaces such as St George's Park.
- **Re-instate banned turns at Chalks Road**, to simplify through traffic movements and reduce the length of the detour for general traffic. This, along with other junction and crossing upgrades would be delivered as part of phase 2, once the scheme has been reviewed.
- **Implement traffic calming and informal crossing** measures on Crew's Hole.
- **Improve sustainable travel options and implement further active travel support:**
 - Access to e/bikes, e-cargo bikes, e-scooters
 - Route journey planning with residents, businesses and community organisations in the area
 - Mobility credits coupled with existing active travel offers for example, cycle training and bike loans.

Continued engagement

The measures included within this Traffic Regulation Order reflect the on-going community engagement and refinement of the pilot Liveable Neighbourhood. If the decision is made to proceed, the scheme would be installed with temporary materials to understand the impact of the scheme, how the community adjusts and, what changes may be required as part of a permanent layout.

If the decision is made to implement the scheme, the team would continue to engage the community once the scheme has been installed. Traffic and Air Quality data will continue to be collected which will help the council assess how the scheme is performing. This data will be fed back to the community before repeating the initial perception survey to understand community attitudes to the scheme and whether any measures will need to be altered or removed. The council has developed a monitoring strategy to help evaluate the effectiveness of the scheme, which has been summarised in Appendix X.

The team would then engage with the community help design how a permanent scheme might look and what public realm improvements could be delivered as part of this. This engagement will be supported through the use of BetaStreets. BetaStreets is a purpose-built software design platform, made to change the way people design streets and places. It combines photos of the present, with assets from the library of things to create a community's vision for the future in minutes.

The permanent scheme would then require a Full Business Case to unlock the significant funding required to deliver high quality public realm and the various crossing and junction upgrades developed along main roads such as Church Road, Blackswarth Road, Conham Road and Summerhill Road.

**Summary of objections received against Traffic Regulation Orders (TROs) for the implementation of
East Bristol Liveable Neighbourhood**

(Bus Lane (Bus Gate) / One ways & Prohibition of Driving / Waiting restrictions & parking places TROs)

Ref	Summary of Objection	Officers' Response
1	Test	N/A
2	Test	N/A
3	Response in support of the proposals.	N/A
4	No information on the way that trial will be evaluated and under what circumstances the scheme would be retained or removed.	10.1 / 10.2 / 10.3
	Will increase traffic on surrounding roads, Church Road in particular, leading to deterioration in already poor air quality.	4.1 / 5.1
	Will lead to longer journey times and subsequent pollution for residents in the area looking for parking spaces.	4.2 / 5.1
5	Response in support of the proposals.	N/A
6	Response in support of the proposals.	N/A
7	Will increase journey times and commute, leading to more time sitting in traffic and creating more emissions.	4.2 / 5.1
	Will force traffic onto an already congested route (Church Road) that does not have a bus lane that motorcycles can use and isn't wide enough for a cycle lane.	4.1
8	Response in support of the proposals.	N/A
9	Will drastically compound on the traffic on Church Road and will make accessing it more challenging.	4.1
	Will cause delays for emergency vehicles.	4.6
	Bicycle pods will take up valuable parking spaces.	6.1
	Will make it more difficult for visitors	4.13

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10	Unhappy that the position of the cycle hangar has moved to the far end of Witchell Road right outside the objectors property as the road is too narrow and will cause a nuisance with people using the hangar, loitering and fly tipping in it. The original proposed location was not outside anyone's front door and was a better location.	9.4
11	Will make every car in the entire area go onto Church Road.	4.1
	Will increase journey times.	4.2
	Funds would be better spent on providing better public transport.	8.1
	Residential streets will be quieter with less passing traffic, hence more dangerous for those walking at night – increasing anti-social behaviour.	3.3 / 3.4
	Will increase traffic and congestion on Avonvale Road as well as pollution outside the school.	4.1 / 5.1
	Church Road / Chalks Road junction is already problematic and increased traffic using this junction will make it even more difficult to cross and navigate.	9.1
12	Response in support of the proposals.	N/A
13	Response in support of the proposals.	N/A
14	The proposals are not necessary and are a waste of money.	12.1
15	Response in support of the proposals.	N/A
16	Response in support of the proposals.	N/A
17	Response in support of the proposals.	N/A
18	Response in support of the proposals.	N/A
19	Public Transport is poor in this area.	8.1

	Cars will be displaced to surrounding roads, Great Western Lane and Aiken Street in particular.	4.1
	Will increase traffic around Barton Hill Academy which seems misguided.	4.1
20	Response in support of the proposals.	N/A
21	Response in support of the proposals.	N/A
22	Will lead to increase in journey distance and times and extra fuel and costs.	4.2
	Will increase congestion and pollution on surrounding roads.	4.1 / 5.1
	Will disabled drivers be able to use these roads?	4.3
	Will be separating communities, zoning people off and dividing communities.	3.2
	People will stop visiting local businesses if have to take long diversions.	4.2 / 4.13
	Lack of vehicles using the roads will make streets feel scary and give more opportunity to commit crime.	3.3 / 3.4
	There has not been a proper consultation with local residents or businesses.	11.1
	Side streets are not wide enough for larger vehicles.	4.11
23	As person of limited mobility, will be affected when require transport and it will not be able to pick me up at my front door.	3.1 / 4.3 / 4.13
	Increased journey distance and time will stop people wanting to collect or deliver.	4.2
	Planters in the road will become eyesores unless cared for properly.	7.1
24	Residents within this areas should have access through the proposed bus gates.	4.7

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	Surrounding roads are already congested, in particular Lawrence Hill roundabout and Netham/Feeder Road and the proposals will make this worse.	4.1
25	Response in support of the proposals.	N/A
26	Surrounding roads will suffer from the increase in displaced traffic.	4.1
27	Response in support of the proposals.	N/A
28	Response in support of the proposals.	N/A
29	Response in support of the proposals.	N/A
30	Response in support of the proposals.	N/A
31	Response in support of the proposals	N/A
32	Response in support of the proposals.	N/A
33	Where is the proof that restricting peoples movement actually makes any difference to traffic accidents, climate or any of the other ""reasons"" given?	12.2
34	Response in support of the proposals.	N/A
35	Traffic will increase along Crews Hole Road as no proposals are included for this road.	4.1
36	Response in support of the proposals.	N/A
37	Response in support of the proposals.	N/A
38	Response in support of the proposals.	N/A
39	Response in support of the proposals.	N/A
40	Response in support of the proposals.	N/A
41	Response in support of the proposals.	N/A
42	Response in support of the proposals.	N/A

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43	Not feasible to enter Glebe Road from Beaufort Road due to its narrow width. Using The Avenue for entry has the same issue.	4.11
44	Response in support of the proposals.	N/A
45	Not in favour of closing part of Beaufort road - Suggests making Beaufort road a one way system instead.	9.2
46	Duplicate of response number 45.	N/A
47	Suggestion to move the proposed modal filter on Victoria Avenue, between Byron Street and Morse Road, one road further east, to provide an alternate route out of the purple zone besides Cobden Street. Would reduce the volume of traffic on Victoria Avenue and provide an alternative exit if Cobden Street was blocked for any reason.	9.5
	Turning right out of Cobden Street can already be very difficult due to the traffic lights at Russell Town Avenue.	9.6
48	Will make it harder for people who cannot drive, cycle or walk due to disability.	3.1 / 4.3
	Taxis will need to make a big detour to reach their road.	4.2 / 4.9
	Suggests just making Beaufort Road one way instead.	9.2
49	Traffic will be displaced to surrounding roads, making them more busy and dangerous.	4.1
50	Response in support of the proposals.	N/A
51	Concerns about Beaconsfield Road being used as the only way into the purple zone as it already has lots of traffic making it unsafe to cross. It isn't wide enough for cars to turn in and out safely and more traffic will exacerbate this.	4.11
52	Will lead to longer journey times which would be very detrimental due to family members health problems.	3.1 / 4.2 / 4.3
53	Adequate public transport services are required to support this.	8.1
	Local residents where not consulted initially before making these proposals.	11.1
	Will displace traffic on to surrounding main roads, increasing traffic congestion, journey times and pollution from vehicles idling.	4.1 / 5.1
54	Will this prevent my family giving me a lift home?	4.13
	People would be put at risk not being able to access private car / taxis when required.	4.13 / 4.9
55	Response in support of the proposals.	N/A
56	Response in support of the proposals.	N/A

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57	Concerned about where traffic will divert to and how will make existing congestion worse, in particular traffic backing up from the railway bridge.	4.1
58	Byron Street is very narrow which means emergency vehicles would be unable to drive down. Displaced traffic will cause congestion and issues on surrounding roads, Church Road in particular, due to a lack of traffic lights directing the flow of traffic.	4.6 / 4.11 4.1
59	Will increase journey times for commute, using more petrol and creating more pollution as well as being more expensive.	4.2 / 5.1
60	Concerned about access to residents who rely on cars. Improving poor public transport would better support local residents. Main roads, such as Church Road, will become more congested, preventing shops and cafes from thriving and reducing safety for pedestrians.	4.13 8.1 4.1
61	Response in support of the proposals.	N/A
62	Traffic will move to surrounding roads, Church Road and Crews Hole Road in particular – increasing traffic congestion and pollution.	4.1 / 5.1
63	Will make things more difficult for residents outside the boundaries.	4.1
64	Response in support of the proposals.	N/A
65	Will make life harder for disabled people to get about.	3.1 / 4.3
66	Traffic will move to surrounding roads, Church Road and Avonvale Road in particular, which are already over-congested. Will make journeys longer and increase congestion and pollution.	4.1 4.2 / 5.1
67	Will increase journey times, turning a 5 minute commute into 10 – 15 minutes. Will increase emissions and traffic on surrounding roads, Church Road in particular. Cars belonging to residents within the zone should be allowed to pass through the bus gates.	4.2 4.1 / 5.1 4.7
68	Response in support of the proposals.	N/A

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69	Response in support of the proposals.	N/A
70	Will displace traffic on to surrounding roads, Crews Hole Road, Troopers Hill Road and Conham Hill in particular, increasing congestion, noise and pollution. Additional traffic will likely lead to accidents, pedestrian cyclist and vehicular. Beaconsfield Road is already difficult to travel through given the increased parking of cars. More traffic will impact on the main bus routes.	4.1 / 5.1 4.17 4.11 4.5
71	Duplicate of response number 45.	N/A
72	Will increase congestion on surrounding roads, Church Road and Fireclay Road in particular.	4.1
73	Traffic will be displaced to surrounding roads, Crews Hole in particular, increasing pollution. Will increase the likelihood of traffic obstruction in Crews Hole due to narrow streets and will increase the likelihood of an accident with the nursery and children crossing.	4.1 / 5.1 4.1 / 4.17
74	Response in support of the proposals. Proposals need to be rolled out in conjunction with improved public transport links.	 8.1
75	Response in support of the proposals.	N/A
76	Existing public transport is not efficient enough to replace cars. If you don't want people to use cars you have to have decent public transport.	8.1
77	Additional comments further to response number 75. Will create more traffic on Church Road.	 4.1
78	Will increase already terrible traffic problems in the area due to the displacement of traffic to the surrounding roads that remain open. Will severely affect local parking.	4.1 6.1
79	Duplicate of response number 65.	N/A
80	The proposed removal of the currently banned right and left turns at the Chalks Road and Church Road junction will no doubt require an extended traffic lights sequence.	9.1

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81	Response in support of the proposals.	N/A
82	Response in support of the proposals.	N/A
83	Response in support of the proposals.	N/A
84	Response in support of the proposals.	N/A
85	Response in support of the proposals.	N/A
86	Response in support of the proposals.	N/A
87	Response in support of the proposals.	N/A
88	Response in support of the proposals.	N/A
89	Response in support of the proposals.	N/A
90	Response in support of the proposals.	N/A
91	Will cause carers problems accessing areas to visit frail and vulnerable people.	3.5
	Will cause a rise in costs for people when paying for tradespeople to visit their homes.	2.3
	Will penalise anyone who requires their car to do their job and the costs will not be able to be claimed back by the employee.	4.2
92	Will increase the volume of cars around St George's park, which will result in an accident unless something is done about those who live in vans and caravans.	4.1
93	Response in support of the proposals.	N/A
94	Will divide the community and make easy access to family impossible.	3.2
	Will have a huge detour to reach family and will be at risk of social isolation.	4.2 / 3.2
95	Will increase traffic on Crews Hole Road, making the area less liveable, not more, for residents of surrounding roads.	4.1
96	Proposals do not take account of SEN Children who need to travel through the Liveable Neighbourhood - give help to parents that reasonably need to travel through the area, identical to help for parents that live in the area.	4.20
97	Response in support of the proposals.	N/A
98	Will push additional traffic onto Crews Hole Road and Blackswarth road.	4.1
	Both of these roads are narrow with areas that are single file.	4.11
99	Objection – grounds for the objection are unclear or no further information provided.	1.1
100	Response in support of the proposals.	N/A

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101	Response in support of the proposals.	N/A
102	Response in support of the proposals.	N/A
103	<p>It comes at the cost of safety for cyclists - any competent cyclist is going to take the direct route down church road and with all other routes blocked, church road is going to be gridlocked for rush hour. This is the most dangerous thing to navigate as a cyclist and no concern has been given to it. There are no cycle lanes on church road.</p> <p>Blocking all other routes is going to funnel traffic down Crews Hole Road. This road is already narrow and unsuitable for the amount of traffic coming along it now. Its already intimidating to cycle on.</p>	<p>4.17</p> <p>4.1 / 4.17</p>
104	<p>Will increase journey times and subsequently traffic on the road.</p> <p>Increased traffic with delay buses further.</p> <p>Public transport is not adequate.</p>	<p>4.2</p> <p>4.5</p> <p>8.1</p>
105	<p>Journey to the doctors by car will take three times as long and would increase fuel consumption and pollution.</p> <p>The traffic lights from Avonvale Road onto Church Road only allow 4 or 5 cars out at a time. As this is the only entry/exit to Redfield, pollution will also build up on Avonvale Road, no doubt, cause problems with young lungs at the primary school.</p> <p>Has any monitoring of pollution be measured on the other roads we will be forced onto?</p>	<p>4.2 / 4.4 / 5.1</p> <p>9.3</p> <p>10.1 / 10.2 / 10.3</p>
106	Grindell Road is not big enough for two way and it will be dangerous - was previously two way and was made one way due to safety issues.	4.10
107	<p>Response in support of the proposals.</p> <p>Chalks Road/Blackswarth Road/Church Road junction is a frequent source of road rage as cars try to navigate left and right-hand turns whilst others try to pass them to carry straight on. Could the lights be staggered so that the cars waiting at Chalks Road can go straight and turn left and right as usual whilst the cars in Blackswarth Road are held at Red? This would just need a change in the traffic light sequence at no cost.</p>	9.1
108	Response in support of the proposals.	N/A

109	Will create a huge amount of standing traffic on Avonvale Road as it meets Church Road. It is a junction that already suffers from really short traffic lights.	4.1
	Request to increase the interval currently allowed to be 2 or 3 times longer. It only lets out about 3 cars at a time.	9.3
	Residents of Avonvale Road will suffer from noise, horns and pollution that inevitably precipitate from heavy traffic in a residential area.	4.1 / 5.1
	Look in to creating two lanes, to allow a left turn from Blackswarth Road to St Annes.	9.1
110	Will increase journey distance and time to get to the doctors surgery.	4.4
111	Will displace traffic on to surrounding roads, Church Road in particular, which is already heavily congested with many pedestrians suffering the effects of pollution, noise, danger from vehicles, and difficulty crossing the road.	4.1 / 5.11
112	Response in support of the proposals.	N/A
113	Improvements to public transport in this area are required.	8.1
	Concerns about roads becoming cut off if traffic incidents occur where there is only one access to an area, not restricted by measure such as a bus gate.	4.8 / 4.15
114	This is an uneconomical use of council resources.	12.1
	Parking spaces must not be reduced as this is the biggest issue residents face as more development brings additional transport.	6.1
115	Will Displace traffic onto surrounding roads, which have lots of residential properties, and little capacity to take displaced traffic. Will increase congestion and pollution and will be just moving the problem onto unsuitable roads.	4.1 / 5.1
116	Response in support of the proposals.	N/A
117	Response in support of the proposals.	N/A
118	Duplicate of response number 117.	N/A
119	Will cause increased traffic onto the main junction by church road.	4.1
	Turning right at this junction from blackswarth road is hazardous, issues also occur when buses also try to turn right and don't have enough room.	9.1

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	Congestion occurs most of the day on the main road to town and having this side road makes my journey to work in Brislington quicker and inhaling less exhaust fume by avoiding the congestion.	4.2 / 5.1
120	Response in support of the proposals.	N/A
121	There is absolutely no problem with the way it is now.	12.1
122	Response in support of the proposals.	N/A
123	Response in support of the proposals.	N/A
124	Objection – grounds for the objection are unclear or no further information provided.	1.1
125	Will force traffic to move onto the main roads which makes journeys longer in time and miles, both negatively impacting on the environment.	4.1 / 5.1
126	Longer journeys and increase in traffic will cause delays for undertaking home visits and will increase pollution.	4.2 / 5.1
127	Response in support of the proposals.	N/A
128	Response in support of the proposals.	N/A
129	Response in support of the proposals.	N/A
130	<p>Diversion of traffic out of side streets and on to main arteries will make already very busy roads even busier and more dangerous.</p> <p>Thought needs to be given to speed reduction crossing points, and the improvement of pavements for pedestrian safety.</p>	<p>4.1</p> <p>9.6</p>
131	Objection – grounds for the objection are unclear or no further information provided.	1.1
132	<p>Will mean an additional 10-25 mins added to journey to work.</p> <p>Will need to use Chalks road/Blackswarth road/church road cross roads, which is gridlocked, particularly during rush hour.</p> <p>Grindell Road is too narrow, with parked cars both sides, to be two way..</p> <p>Busgate for unreliable 36 is pointless and stops residents who are disabled from easily getting to doctors at Wellspring surgery.</p>	<p>4.2</p> <p>9.1</p> <p>4.10</p> <p>4.16 / 4.4</p>
133	Response in support of the proposals.	N/A
134	Will lead to increased traffic on surrounding roads and around Air Balloon Hill Primary School.	4.1

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135	Response in support of the proposals.	N/A
136	Response in support of the proposals.	N/A
137	Response in support of the proposals.	N/A
138	Response in support of the proposals.	N/A
139	Response in support of the proposals.	N/A
140	Response in support of the proposals.	N/A
141	Response in support of the proposals.	N/A
142	<p>Will make roads like Church Road, which is already congested worse.</p> <p>Not providing any reasonable alternatives – public transport is not adequate in this area.</p> <p>The Junction between Church Road and Cobden St is already a nightmare to get out of especially with the lights on Church Road to the right of the junction (as you come down Cobden St) and things will only become worse when this becomes the only exit for the purple area - Will there be lights added to this junction to enable people to exit the junction safely?</p> <p>The junction between Chalks Road, Church Road and Blackswarth Road - with blocking off the top access more people who wish to access Victoria Ave or Avonvale Road will need to turn right at this junction. Therefore is your intention to add feeder lanes to enable you to do this.</p> <p>How are the emergency services expected to navigate these roads?</p>	<p>4.1</p> <p>8.1</p> <p>9.6</p> <p>9.1</p> <p>4.6</p>
143	Response in support of the proposals.	N/A
144	Response in support of the proposals.	N/A
145	Duplicate of response number 60.	N/A

146	Will increase journey distance and time as well as congestion.	4.1 / 4.2
	There is no bus service or alternative to driving.	8.1
	Request details of the monitoring that will be undertaken to measure the impact of this scheme on surrounding areas.	10.1 / 10.2 / 10.3
	Request details of the arrangements for the review of the trial of this including governance arrangements.	10.2
	No left turn from Blackswarth Road to Church Road should be reviewed.	9.1
147	Response in support of the proposals.	
	Special consideration is important for disabled residents who require car access.	3.1 / 4.3
148	Duplicate of response number 117.	N/A
149	Response in support of the proposals.	N/A
150	You say care workers will have access. How will that work?	3.5
	Will just cause the already congested main routes to become even more congested during rush hour.	4.1
	Money should be invested into decent public transport instead of wasting it.	8.1
151	Over the period of trials, road management needs to take place with parking to ensure this is a success.	N/A
152	Potential increase of traffic on Whitehall Rd. This road already has alot of traffic.	4.1
153	Response in support of the proposals.	N/A
154	Duplicate of response number 25.	N/A
155	Will make the surrounding Streets all the more busier .	4.1
156	Response in support of the proposals.	N/A
157	Will increase my journey time to key services to my area.	4.2
	Will only increase the pollution the council is aiming to reduce.	5.1
158	Duplicate of response number 114.	N/A
159	Response in support of the proposals.	N/A

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160	Response in support of the proposals.	N/A
161	Duplicate of response number 160.	N/A
162	Response in support of the proposals.	N/A
163	Response in support of the proposals.	N/A
164	Will cause unmanageable congestion on Church road, on which traffic is already heavy and will lead a traffic to stand still – will increase pollution and have negative impact on quality of life in this area. Bike storages will reduce the number of parking spaces in the area. The junction of Church road and Blacksworth Road is unsafe for people turning but this will be the only way to reach home for people commuting from Brislington and South Bristol area. So you are increasing a risks and compromising safety for commuters who are forced to use that junction.	4.1 / 5.1 6.1 9.1
165	Duplicate of response number 164.	N/A
166	Duplicate of response number 146.	N/A
167	Response in support of the proposals. Needs to be combined with investment in public transport.	 8.1
168	Response in support of the proposals.	N/A
169	Response in support of the proposals.	N/A
170	Will increase congestion on other routes make pollution worse in other, equally residential areas. Will result increase journey distance and times and create more pollution. Sort out the buses.	4.1 / 5.1 4.2 / 5.1 8.1
171	Response in support of the proposals.	N/A
172	Response in support of the proposals.	N/A
173	Not a meaningful consultation as the information supplied is un-intelligible to the average person. The information on the website is frustratingly impenetrable to someone like myself, who has no background context for the proposals. Is designed for people who already understand the planned scheme, rather than something designed to help people understand the proposals and engage in public consultation.	11.2

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	I do not understand what this scheme is proposing aside from reducing traffic in a designated area and sending it to other areas.	4.1
174	Response in support of the proposals.	N/A
175	Response in support of the proposals. The council should invest in public transport.	8.1
176	Will increase journey distances and times.	4.2
177	Will create extra traffic on Church Road at peak times of the day. Alternative transport options are still not strong enough to discourage car journeys.	4.1 8.1
178	Concerns about increase in journey distances and times and subsequent increase in pollution and petrol costs.	4.2 / 5.1
179	Response in support of the proposals.	N/A
180	Response in support of the proposals.	N/A
181	The bus gate at the top of Netham Road will force a lot of traffic up Pile Marsh Road next to the school playground and will cause further congestion to an already congested road – it will not make the bus route more reliable or faster, but will redirect existing traffic away from one school to another.	4.1
182	Response in support of the proposals.	N/A
183	Response in support of the proposals. The consultation was poorly carried out.	11.1
184	Response in support of the proposals.	N/A
185	Response in support of the proposals.	N/A
186	Duplicate of response number 131.	N/A
187	Will cause ridiculous traffic to become the normal all along Church Road, further exaggerating existing problems. Will increase pollution as drivers will have to take longer routes to avoid it or sit in stationary traffic longer.	4.1 4.2 / 5.1
188	Response in support of the proposals.	N/A
189	Response in support of the proposals.	N/A
190	Response in support of the proposals.	N/A
191	Duplicate of response number 143.	N/A

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192	Response in support of the proposals.	N/A
193	Response in support of the proposals.	N/A
194	Will increase traffic, congestion and pollution on surrounding roads, Church Road in particular. A huge detour and therefore adds on more time/more vehicles/pollution. The scheme will segregate areas and create many divides. The existing transport links are not good enough.	4.1 / 5.1 4.2 / 5.1 3.2 8.1
195	Will force traffic onto surrounding roads, Church Road in particular, causing congestion and pollution.	4.1 / 5.1
196	Response in support of the proposals.	N/A
197	Response in support of the proposals.	N/A
198	Response in support of the proposals.	N/A
199	Existing public transport is insufficient in this area. Would not feel safe walking in this area as it is dark and need car for carrying shopping. Would cause problems for family members with illnesses that don't qualify for exemptions.	8.1 3.4 3.1 / 3.7 / 4.3
200	Response in support of the proposals.	N/A
201	Will displace traffic to surrounding smaller roads which will be unable to handle the increased volume and will increase pollution. Will segregate communities Lack of concern for local businesses and would prevent access to shops along the parade and to Redfield and St George. Targeting the most vulnerable, reducing their mobility by car, lower oncome families who cannot afford additional fuel costs for longer journeys or public transport. Causing barriers for visiting the doctors surgery.	4.1 / 5.1 3.2 2.4 3.6 4.4

	Will impact on access for emergency services.	4.6
	Will affect access to the trading estate, mosque and Barton House.	2.2 / 4.13
	Will increase journey distance and time.	4.2
202	Will increase traffic on surrounding roads, Crews Hole Road, Blackswarth Road and Fireclay Road in particular, increasing pollution and damaging health.	4.1 / 5.1
	Will increase journey distance and length and increase costs.	4.2
	Some trades will no longer service the area as it will take longer to manoeuvre through the various road changes.	2.2
	How will emergency vehicles access roads with modal filters?	4.6
203	Duplicate of response number 201.	N/A
204	Persistent parking issues along Pile Marsh, that have yet to be effectively addressed. The problem of illegal and dangerous parking continues to pose a significant threat to our community's safety. Additionally, vehicles are seen driving along the pavements opposite the school gate, putting pedestrians at risk. One potential approach could involve the installation of permanent structures along the pavements and cycle lane to prevent vehicles from parking on them.	N/A
205	Who are the ""community groups consulted in Barton Hill, Redfield and St. George"" that you stated supported this?	11.3
206	Grindell Road - cars parked on both sides of the road all day, it is currently one way which works, so why are you trying make it two way. There will not enough room for cars to manoeuvre safely.	4.10
	Causing more congestion on the main road and for anyone living on the main road will have a larger load of the pollution.	4.1 / 5.1
	Bus services will be stuck in traffic for longer.	4.5
207	Response in support of the proposals.	N/A
208	Will appear to make the community divided.	3.2

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	Will mean that delivery companies will find it harder and take longer to deliver goods.	2.2 / 4.2
	I often use taxis which will again have longer journeys to and from my property adding to the cost of travel.	4.9
209	Response in support of the proposals.	N/A
210	The proposals area a disguised 15 minutes city.	12.3
	Taking more roads away creates more congestion.	4.1
211	Response in support of the proposals.	N/A
212	Will displace traffic to already congested areas.	4.1
	Like with the central low emissions zone the issue is simply displaced and monitoring is only performed in the target area - this should be performed on the directly impacted adjacent zones as well so that justification can be built to extend the zone to protect the adjacent housing areas as well.	10.1 / 10.2 / 10.3
213	Why don't you provide school buses? That would be helpful for parents living more then one mile away from school. Healthy children should have same rights as disabled regarding travelling.	8.1
214	Response in support of the proposals.	N/A
215	Concerned that there will be no access should something happen to Byron street.	4.8 / 4.15
	Concerns about access for emergency vehicles.	4.5
	The changes would cause more traffic on Church Road.	4.1
216	Response in support of the proposals.	N/A
217	Journey time and distance for commute will increase – engine running longer will increase pollution.	4.2 / 5.1
	The bus service is not cost effective, reliable or suitable in this area.	8.1
218	Traffic being pushed to smaller roads which can't handle the volume.	4.1
	Segregation of communities.	3.2
	Pollution will become worse in other areas.	5.1

	Lack of concern for local businesses and communities, reducing business to local shops.	2.4 / 2.5
	Would prevent access to fish and chip shop and other shops along the parade and to redfield & St George.	2.4 / 2.5
	Sustainability isn't accessible for all/lower income families therefore again you are targeting the most vulnerable with reducing their mobility via car (scenario, family with rising costs fill up car to navigate responsibilities - they don't have additional income to support their family to navigate the city via public transport as very expensive.	3.6
	Causing barriers for visiting the doctors surgery and access for emergency services.	4.4
	Parking and access to the mosque and trading estate and Barton House affected negatively.	2.2 / 4.13
	Making car journeys longer as will have to drive further for the same journey.	4.2
219	Response in support of the proposals.	N/A
220	Response in support of the proposals.	N/A
221	The map is misleading and confusing, as are the instructions - there is no logical key to the map – the map should be interpretable at a glance - it is not inclusive, thus exclusive in nature.	11.2
	Making drivers continually turn around and go another way, to meander through the zones that they are allowed to drive within, certainly won't make it greener.	4.2 / 5.1
	Can't go back in time and measure air quality.	10.1 / 10.3
	This scheme would increase child mortality in and around the area in question.	3.9
	The scheme states that, all drivers will be able to access the roads that have bus gates. This is a lie. Only certain drivers. And they must apply. What about someone who isn't a carer, isn't a taxi driver, hasn't got a disability?	4.7
	Any reduction in traffic in the streets of Redfield will be at the detriment of the streets of Easton, Whitehall and Speedwell considering logical displacement.	4.1

Appendix 2

	How can you justify the extra queueing outside Primary Schools in and around the area, destroying the lungs of the next generation of Bristol?	4.1 / 5.1
222	Response in support of the proposals.	N/A
223	More traffic will be forced onto already crowded roads.	4.1
	This will also effect the reliability of public transport.	4.5
224	Will increase traffic entering/exiting Church Road at the end of The Avenue and then back onto Blackswarth road. Neither of these junctions give priority to traffic coming out of the residential areas onto Church Road. The Avenue in particular has a lot of parked cars on it which means it is essentially a single track road with passing places.	4.1
225	Will increase journey distance and time.	4.2
226	Additional comments received further to response number 22. Byron street is not suitable for large vehicles	4.11
227	Response in support of the proposals.	N/A
228	Response in support of the proposals.	N/A
229	The blockage at the end of Byron Street, to the left, isolates us from the rest of the ladder on that side of church road. Will displace traffic onto Church Road which is already extremely busy. Parking for local residents is a problem and isolating Byron Street from the rest of the ladder will cause more parking issues for the residents of this street. Would increase journey time and distance.	3.2 4.1 6.1 4.2
230	Will increase the flow of traffic on Church Road. Will increase journey distance and time and associated costs.	4.1 4.2
231	How much will this scheme cost - is Council Tax being used to pay for this? Or is government money being used? What provisions are there for disabled people who cannot cycle or walk?	12.4 4.3

Appendix 2

	What happens to cars that are currently parked on roads to be changed to cycle lanes?	6.1
	Many cars will be forced onto nearby residential streets, causing extra pollution for them, what's being done to prevent this.	4.1 / 5.1
232	Will increase traffic on surrounding roads, Church Road, Summer Hill Road and Blackswarth Road in particular.	4.1
233	Response in support of the proposals.	N/A
234	There is not enough traffic or congestion to warrant the closure of Marsh Lane with the proposed bus gate.	4.16
235	Response in support of the proposals.	N/A
236	Response in support of the proposals.	N/A
237	Response in support of the proposals.	N/A
238	Response in support of the proposals.	N/A
239	Response in support of the proposals.	N/A
240	Duplicate of response number 201.	N/A
241	Will be unable to go to St Patrick's School or Church with a motor vehicle - it is against our belief and faith.	4.13
	Will displace traffic onto Church Road which is already overloaded, increasing congestion, delay and pollution.	4.1 / 5.1
242	Response in support of the proposals.	N/A
243	Response in support of the proposals.	
	The Church Road / Chalks Road junction is dangerous to pedestrians, cyclists and drivers. It should be seriously considered.	9.1
244	Response in support of the proposals.	N/A
245	I'm disabled and need through traffic for my mobility	3.1 / 4.3
246	Duplicate of response number 197.	N/A
247	Provide better public transport service.	8.1
	Will make it even harder for me to park my vehicle.	6.1
248	Traffic outside my house would increase.	4.1
249	Response in support of the proposals.	N/A
250	Response in support of the proposals.	N/A
251	Response in support of the proposals.	N/A

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252	Duplicate of response number 238.	N/A
253	Response in support of the proposals.	N/A
254	Duplicate of response number 215.	N/A
255	Will displace traffic to surrounding Roads, Avonvale and Church Road in particular, increasing congestion, stress, noise, accidents and pollution. It is moving the problem form one area to another.	4.1 / 5.1
256	Will displace traffic to surrounding roads, Church Road and Avonvale Road in particular, increasing congestion on roads that are already busy.	4.1
	Blocking up parts of Avonvale Road will stop people accessing the social club, which will impact on attendance and finances.	4.13
257	Will displace traffic onto surrounding roads, Troopers Hill Road in particular.	4.1
258	Response in support of the proposals.	N/A
259	Response in support of the proposals.	N/A
260	Response in support of the proposals.	N/A
261	More attention must also be paid to the congestion on Church Road and Blackswarth Road. This area is prone to heavy traffic and long queues which will only increase with the proposed measures.	4.1
262	Response in support of the proposals.	N/A
263	Duplicate of response 245.	N/A
264	Will increase journey distance and time for commute – will use more petrol/diesel adding more expense to an ever increasing tight budget.	4.2
	Invest in a more reliable and cost affective public travel scheme instead.	8.1
265	Response in support of the proposals.	N/A
266	Response in support of the proposals.	N/A
267	Response in support of the proposals.	N/A
268	Will increase journey distance and time and associated costs, as well as leading to an increase in emissions.	4.2 / 5.1
	Would displace traffic onto surrounding roads which are already busy.	4.1
	Have you thought about people with disabilities?	3.1 / 4.3

Appendix 2

	Public transport is unreliable and expensive.	8.1
269	Will displace traffic onto surrounding roads which are already congested, increasing idling traffic and emissions.	4.1 / 5.1
	Will increase journey distance and time.	4.2
	There are businesses in the area that cars are unable to access.	2.2 / 4.13
270	Response in support of the proposals.	N/A
271	Response in support of the proposals.	N/A
272	Objection – grounds for the objection are unclear or no further information provided.	1.1
273	The most vulnerable people in the area are bearing the brunt of the changes.	3.1 / 3.7 / 3.8 / 3.9 / 4.3
	Will increase journey distance and time.	4.2
	Will displace traffic from larger roads to smaller surrounding roads which cannot deal with it, increasing pollution.	4.1 / 5.1
	No buses go down Marsh Lane – why is there a bus gate?	4.16
274	Will displace traffic onto surrounding roads, Church Road in particular, increasing congestion and pollution and affecting health.	4.1 / 5.1
	Existing Bus Service in St George cannot cope with current demand – cant rely on more people using it when the service is already so poor.	8.1
	The junction at Blackswarth Road onto Church road is a nightmare. There is not enough room for cars to turn right coming out of Blackswarth Road, often leading to a huge line of traffic backed up along that road.	9.1
	Will increase journey distance and time as well as idling and pollution.	4.2 / 5.1
275	Will displace traffic onto surrounding roads, Church Road in particular, which will worsen air quality and make it less safe for cyclists.	4.1 / 5.1
	The increase in traffic will make the route slower for buses.	4.5

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276	Duplicate of response number 270.	N/A
277	Response in support of the proposals.	N/A
278	Duplicate of response number 226.	N/A
279	Response in support of the proposals.	N/A
280	Response in support of the proposals.	N/A
281	Response in support of the proposals.	N/A
282	Response in support of the proposals.	N/A
283	Waste of money.	12.1
284	Response in support of the proposals. Need a better public transport system	8.1
285	Response in support of the proposals.	N/A
286	Response in support of the proposals.	N/A
287	Response in support of the proposals.	N/A
288	Response in support of the proposals.	N/A
289	Will displace traffic to surrounding roads, increasing congestion and pollution. Will increase journey distance and time. Planters used in other areas are of poor quality so do not enhance the aesthetic but become distressed quickly and they are not centrally maintained as planters so are no more than dirt buckets. The street is too narrow for a cycle hangar and it will block the footway.	4.1 / 5.1 4.2 7.1 7.2
290	Duplicate of response 283.	N/A
291	Will lead to more traffic on the main roads which are already congested.	4.1
292	Will cause people to all use the same route resulting in more congestion, longer journey distances and times and more pollution. If you want people to use public transport then I suggest you put a decent service in place.	4.1 / 4.2 / 5.1 8.1
293	Response in support of the proposals.	

Appendix 2

	There will need to be a change to the traffic light cycle at the Church Road / Blackswarth Road junction to allow traffic to turn right out of Blackswarth Road more safely and without causing delay to other traffic going straight across into Chalks Road.	9.1
294	Duplicate of response number 293.	N/A
295	Will divert more traffic on to surrounding roads, Church Road in particular, and congestion and pollution will increase.	4.1 / 5.1
296	Response in support of the proposals.	N/A
297	Response in support of the proposals.	N/A
298	Response in support of the proposals.	N/A
299	Duplicate of response number 256.	N/A
300	Response in support of the proposals. Any changes or restrictions must be coupled with significant investment in public transport in the area.	8.1
301	Response in support of the proposals.	N/A
302	Response in support of the proposals.	N/A
303	Response in support of the proposals.	N/A
304	Concerned about traffic increasing on surrounding roads, Crews Hole Road in particular - it must be possible to have this reversed if the residents on the boundary suffer whilst others benefit.	4.1
305	The bus gates at Avonvale Road and Pilemarsh isolates Redfield from the rest of Barton Hill facilities. Will increase journey distance and time and lead to increased pollution. Should alter the traffic lights at Church Road/Chalks Road junction so that traffic from the Feeder Road direction has its own dedicated turn and allows the traffic to turn Left or Right. If we were allowed to turn down Church Road at the Chalk Road lights then this would alleviate some congestion and help people who have One Way streets that are only accessed this way. Businesses in Barton Hill will not be accessible and may see their profits dive.	3.2 4.2 / 5.1 9.1 2.4 / 2.5 / 4.13
306	Response in support of the proposals.	N/A
307	Duplicate of response number 306.	N/A
308	Will displace traffic.	4.1

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309	Response in support of the proposals.	N/A
310	Response in support of the proposals.	N/A
311	Money could be spent on better ideas.	12.1
312	Duplicate of response number 218.	N/A
313	Will displace traffic onto surrounding roads, increasing congestion, idling cars, noise and pollution – making these area less desirable to live.	4.1 / 5.1
314	Response in support of the proposals.	N/A
315	Response in support of the proposals.	N/A
316	Response in support of the proposals. Would like exemptions for disabled people. Would welcome improvement to public transport.	4.3 8.1
317	Response in support of the proposals.	N/A
318	Response in support of the proposals.	N/A
319	Would make the St. George Park less accessible to the people living outside the area.	4.13
320	Will increase traffic on surrounding roads, Church Road and Crews Hole in particular. No decent bus service from east Bristol – cutting us off.	4.1 8.1
321	Duplicate of response number 248.	N/A
322	Response in support of the proposals.	N/A
323	Response in support of the proposals.	N/A
324	The traffic is horrendous already and will make it worse. Have been living and surviving fine just the way they have been for the past many years.	4.1 12.1
325	Will increase journey distance and time and increase pollution. Have a disability and need to use vehicle for shopping.	4.2 / 5.1 3.1 / 4.3

	The bus gates are detrimental to residents at the centre of the scheme and will increase congestion at the junction of Avonvale Road and Church Road. The traffic lights only let a few cars through at a time and there is a school located nearby.	4.1
326	Will increase journey times by estimated 15 to 45 minutes.	4.2
	Will increase pollution.	5.1
	Will increase bus travel times.	4.5
	Will reduce footfall to local businesses and social clubs.	2.4 / 4.13
	Cycle cages will just reduce parking spaces that are already very limited.	6.1
327	Response in support of the proposals.	N/A
328	Duplicate of response number 226.	N/A
329	Additional comments received further to response number 22.	
	Cutting off the route for elderly and disabled patients to get from Victoria Avenue to the doctors, when need to get a lift or a taxi.	4.3 / 4.4
330	Beaufort Road is the only local road which requires any measures. If it is made one way the local issues would be resolved.	9.2
	The consultation materials are extremely dense and not approachable.	11.2
	Traffic will increase on surrounding roads, Church Road in particular, as will emissions and air pollution.	4.1 / 5.1
	Not clear what mandate the council have to proceed - should not be implemented until after the new council leadership have been installed.	11.4
331	Duplicate of response number 226.	N/A
332	Response in support of the proposals.	N/A
333	Response in support of the proposals.	N/A

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334	Will displace traffic to surrounding roads, Church Road in particular, increasing congestion and inconveniencing local residents.	4.1
	Will increase journey distance and time and increase pollution.	4.2 / 5.1
	Issues could be rectified on Beaufort Road by making it one way.	9.2
335	Response in support of the proposals.	N/A
336	Have not consulted people around Dillon Court, Nathem Road and Pilemarsh or St. Patrick's school and Church.	11.1
337	It fine as it is. No need to mess with what works.	12.1
338	Response in support of the proposals.	N/A
339	Response in support of the proposals.	N/A
340	Response in support of the proposals.	N/A
341	Response in support of the proposals.	N/A
342	Response in support of the proposals.	N/A
343	Diverting extra traffic onto already busy streets will do nothing but increase pollution and congestion.	4.1 / 5.1
344	Consider changing the single yellow line on the right hand side of Northcote Road to double yellow, immediately as you turn right out of station court, until Church Road. Cars always park too close to our entrance, often making it impossible to turn right out of the exit. As a result many have to drive left, opposite to the one way system already in place.	9.6
345	Will create more traffic on local main roads making them significantly busier, Church Road in particular.	4.1
	Will add potentially up to 20 minutes to journey times.	4.2
	Residents should not have restricted vehicle access within this area.	4.7
346	Additional comments received further to response number 281 – photographs showing existing parking.	N/A
347	Grindell Road is not suitable to be two way as it is narrow with a steep downhill gradient. Will be dangerous for all road users as it is heavily parked up and vehicles travel fast along it.	4.10
348	Response in support of the proposals.	N/A
349	Response in support of the proposals.	N/A
350	Response in support of the proposals.	N/A

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351	Duplicate of response number 345.	N/A
352	Response in support of the proposals.	N/A
353	Duplicate of response number 332.	N/A
354	Response in support of the proposals.	N/A
355	Pushes the traffic to other places.	4.1
	Blocking routes or introducing traffic calming measures can cut vulnerable people off from vital services or inhibit visitors.	4.13
356	Response in support of the proposals.	N/A
357	Will increase traffic in other areas, making it much longer and more difficult to get to work.	4.1 / 4.2
358	Will affect disabled people and mothers with young children.	3.1 / 4.3
	It is being done to confine people and introduce 15 minute cities.	12.3
	Existing buses do not turn up – this should be taken care of.	8.1
	Will displace traffic to surrounding roads, Church Road in particular, which will increase congestion and force pollution to other areas.	4.1 / 5.1
	Concerns about the impact on local shops.	2.4 / 2.5
359	Liveable Neighbourhoods and 15 minute cities are the same dystopian face of total restrictions on travel.	12.3
360	Response in support of the proposals.	
	Concerned with the crossroads on Church Road between Blackswarth Road and Chalks Road. Currently the traffic light format for turning right from Blackswarth Road (and right from Chalks Road) is incredibly dangerous, unstructured and very, very slow.	9.1
361	This is a creeping totalitarianism/authoritarianism under the guise of helping people improve their health to improve air quality and unfortunately.	12.3
	Will cause more pollution because journeys are longer and pollution in areas that may not have it as bad but will get worse.	4.1 / 4.2 / 5.1

	Friends and families of people with difficulties, will have a harder time to come and get them and take them out.	4.13
	People with children will be affected if they cannot park near their homes.	3.9
	Waste of public money.	12.1
	The public transport system in Bristol is insufficient for the needs of extra passengers, busses will get more crowded and this will increase stress, more time will be wasted in traffic congestion.	8.1
362	Response in support of the proposals.	N/A
363	Response in support of the proposals.	N/A
364	Will be reducing already limited parking.	6.1
	Deliveries will be harder from big vans/trucks and an already unreliable rubbish collection will not be improved by this.	2.2 / 4.11
	Will move vehicles to surrounding roads, Church Road in particular, which will make noise and pollution worse for residents of those roads.	4.1 / 5.1
	Need to sort out the public transport system first.	8.1
365	Will displace traffic to surrounding roads, Blackswarth Road in particular, increasing congestion - just create new rat runs elsewhere.	4.1
	Test the air quality at Blackswarth Road Before changes and after.	10.1 / 10.2 / 10.3
366	Will cause more pollution.	5.1
367	Response in support of the proposals.	N/A
368	Installing bus gates at both ends will affect local shops.	2.4 / 2.5
	Do not want to have to pay a fine for going through bus gates – already paying enough.	4.7

	Public transport infrastructure has not been improved before making these proposals – if had invested more this may work.	8.1
369	Concerned about commuters parking around the Wellspring settlement.	6.1
	Concerned about the impact on local businesses due to the lack of passing traffic.	2.5
370	Don't bring any traffic constraints if you don't invest in public transport first.	8.1
371	Concerns expressed about the introduction of the Clean Air Zone.	12.4
372	Barton House contains elderly and disabled residents with mobility issues, for who walking or cycling is not an option. Many are reliant on taxis, lifts from friends and family and deliveries from supermarkets for their shopping – concerned that these will be made more difficult making them prisoners in their own homes – can it be assured these vulnerable residents will have unlimited and hassle free access to taxis, friends and family vehicles and that delivery vans will still be able to reach them.	2.2 / 3.1 / 3.7 / 3.8 / 3.9 / 4.3 / 4.4 / 4.9 / 4.13
373	Response in support of the proposals.	N/A
374	Will be only one route of entry/exit, via Avonvale Road onto Church Road. There should be alternative points of entry and exit. If Church Road is closed for any reason how are residents in these streets supposed to proceed?	4.8 / 4.15
	Will increase traffic and congestion on surrounding roads, Avonvale Road in particular.	4.1
	Will increase journey distance and time for people attending the Wellspring Healthy Living Centre.	4.4
	Nothing is mentioned in the proposals about changing the traffic lights where Blackswarth Road meets Church Road. If it were possible to turn left from Blackswarth Road onto Church Road it would be much easier to get to the Avonvale Road entry point to the streets I am concerned about.	9.1
375	Response in support of the proposals.	N/A
376	Will result in more traffic and pollution for the major routes into town.	4.1 / 5.1
377	Response in support of the proposals.	N/A
378	Will displace traffic onto surrounding roads, Church Road in particular, increasing congestion and pollution and impacting those walking or cycling along this road.	4.1 / 5.1

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	The junction of Church Road, Blackswarth Road and Chalks Road is an extremely difficulty junction to navigate. The additional traffic will just lead to increased difficulties. There is no proposal to deal with this.	9.1
379	Will increase journey distance and time.	4.2
	Will just move the problems to surrounding areas.	4.1
	What about deliveries?	2.2 / 4.13
380	Will increase journey distance and time.	4.2
	Beaconsfield Road is not wide enough for two way traffic.	4.11
	Modal filter prevents easy access to property.	4.13
381	Response in support of the proposals.	N/A
382	Will displace traffic onto surrounding roads, Church Road in particular, which will cause more congestion.	4.1
	Increase congestion will impact on buses.	4.5
	Likely to be increased congestion at the junction of Chalks Road, Blackswarth Road and Church Road.	4.1
383	Duplicate of response number 376.	N/A
384	Duplicate of response number 172.	N/A
385	Response in support of the proposals.	N/A
386	Response in support of the proposals.	N/A
387	Will community nurses be able to access the affected communities? This includes being able to park when visiting patients at home. Introduction of more parking restrictions would significantly impact visiting vulnerable people in a professional capacity.	3.5 / 4.4 / 6.1
388	Response in support of the proposals.	N/A
389	Response in support of the proposals.	N/A
390	Will displace traffic to surrounding roads, increasing congestion and pollution.	4.1 / 5.1
	Will increase journey distance and time.	4.2

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	Will devalue homes.	12.6
391	Will stop people from being able to get to their homes, doctors etc.	4.4 / 4.13
392	Response in support of the proposals.	N/A
393	Additional comments received further to response number 369. Suggest exemptions for small business people who use vans and tools and need access to their vehicles easily Disabled badge holders should be able to get to their properties.	4.7 3.1 / 4.3
394	Will displace traffic onto surrounding roads, Blackswarth Road in particular, increasing congestion of a road which at present is already gridlocked at red church. Will increase journey distance and time, creating more congestion and pollution. There is no bus alternative from St George to St Annes.	4.1 4.2 / 5.1 8.1
395	Response in support of the proposals.	N/A
396	Response in support of the proposals.	N/A
397	Grindell Road is not wide enough for two way traffic. Trying to make ghettos of the area.	4.10 3.2
398	Will cause endless traffic jams around the area.	4.1
399	More public transport options are needed. Residents should be free to drive through bus gates.	8.1 4.7
400	Not practical in bad weather or for the sick and elderly, who cannot walk to a bus stop. Concerned about roads being blocked when there are only single routes for access. Residents should be free to drive through the bus gate on Avonvale Road.	3.1 / 3.7 / 3.8 / 4.3 4.8 / 4.15 4.7

401	Concerned about being able to park.	6.1
	Concerned about longer journey distance and time to get home.	4.2
402	Suggestion to just make Beaufort Rd one way instead.	9.2
	Church Road and Summerhill Rd will be severely congested causing increase in pollution, congestion and fuel wastage.	4.1 / 5.1
	Beaconsfield Road, Richmond Road & Sherbourne Road will become gridlocked as cars exit Church Road to escape the congestion.	4.1
	Will cause more fuel consumption.	4.2
	Feel penalized as a car driver that removing my civil liberties.	4.13
	Will push the problem somewhere else.	4.1
403	Suggestion to just make Beaufort Rd one way instead.	9.2
	Church Road and Summerhill Rd will be severely congested causing increase in pollution, congestion and fuel wastage.	4.1 / 5.1
	Beaconsfield Road, Richmond Road & Sherbourne Road will become gridlocked as cars exit Church Road to escape the congestion.	4.1
	Will cause more fuel consumption.	4.2
	Feel penalized as a car driver that removing my civil liberties.	4.13
	Will push the problem somewhere else.	4.1
404	Suggestion to just make Beaufort Rd one way instead.	9.2

	Church Road and Summerhill Rd will be severely congested causing increase in pollution, congestion and fuel wastage.	4.1 / 5.1
	Beaconsfield Road, Richmond Road & Sherbourne Road will become gridlocked as cars exit Church Road to escape the congestion.	4.1
	Will cause more fuel consumption.	4.2
	Feel penalized as a car driver that removing my civil liberties.	4.13
	Will push the problem somewhere else.	4.1
405	Suggestion to just make Beaufort Rd one way instead.	9.2
	Church Road and Summerhill Rd will be severely congested causing increase in pollution, congestion and fuel wastage.	4.1 / 5.1
	Beaconsfield Road, Richmond Road & Sherbourne Road will become gridlocked as cars exit Church Road to escape the congestion.	4.1
	Will cause more fuel consumption.	4.2
	Feel penalized as a car driver that removing my civil liberties.	4.13
	Will push the problem somewhere else.	4.1
406	Suggestion to just make Beaufort Rd one way instead.	9.2
	Church Road and Summerhill Rd will be severely congested causing increase in pollution, congestion and fuel wastage.	4.1 / 5.1
	Beaconsfield Road, Richmond Road & Sherbourne Road will become gridlocked as cars exit Church Road to escape the congestion.	4.1

	Will cause more fuel consumption.	4.2
	Feel penalized as a car driver that removing my civil liberties.	4.13
	Will push the problem somewhere else.	4.1
407	Will isolate communities.	3.2
	Will increase congestion on surrounding roads, Avonvale Road in particular, causing dangers by the crossing at Redfield School.	4.1
	Will increase journey distance and time and associated costs.	4.2
	There is no alternative to driving as bus services have been reduced.	8.1
	Local businesses will be impacted by the loss of passing traffic.	2.5
408	Will increase journey distance and time and lead to more pollution.	4.2 / 5.1
	The lights onto Church Road only let about 3 cars out at a time , less if Church Road is at a standstill. This will mean long tailbacks on Avonvale Road.	9.3
	Will be isolating a community rather helping it.	3.2
409	Duplicate of response number 332.	N/A
410	Response in support of the proposals.	N/A
411	Response in support of the proposals.	N/A
412	Response in support of the proposals.	N/A
413	Response in support of the proposals.	N/A
414	Duplicate of response number 410.	N/A
415	Response in support of the proposals.	N/A
416	Response in support of the proposals.	N/A

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417	Will be making a single exit point from Cobden Street onto Church Road. Turning right is difficult due to the traffic lights and high volume of traffic. May see an increase in residents parking in surrounding roads, away from their houses, to get around the proposed restrictions to benefit their daily commutes, thus forcing a parking hunt in the area where there is already limited parking and potentially increasing traffic onto surrounding roads.	9.6 4.1 / 6.1
418	Response in support of the proposals.	N/A
419	Response in support of the proposals. Improved bus service needed.	8.1
420	Blank response.	N/A
421	Traffic will be pushed to surrounding roads, Church Road and Avonvale Road in particular, creating a bigger issue for residents and for the children who go to school on Avonvale Road which will likely be even busier with these new plans.	4.1
422	Response in support of the proposals.	N/A
423	Response in support of the proposals.	N/A
424	Duplicate of response number 356.	N/A
425	Response in support of the proposals.	N/A
426	Response in support of the proposals.	N/A
427	Response in support of the proposals.	N/A
428	Response in support of the proposals.	N/A
429	Additional comments received further to response number 22. Will cause increased congestion & pollution on the boundary and busier roads. Will lead to an increase in crime on already quiet streets.	4.1 / 5.1 3.3
430	Response in support of the proposals.	N/A
431	Grindell Road is not suitable to be two way traffic. Was changed to one way previously due to accidents and changing back will be dangerous to cars and pedestrians.	4.10

	Will be dangerous for drivers turning into Grindell Road from Nehtam Road due to central traffic island, limited visibility and parked vehicles causing a single lane of traffic.	4.11
	Breaking areas into ghettos which will be devastating for the old infirmed and young families.	3.2
	Will increase journey distance and time.	4.2
	Will displace traffic onto already overloaded main roads, increasing congestion and pollution.	4.1 / 5.1
	The proposed extension of double yellow lines at the junction of Grindell Road and Netham Road, will result in the loss of four car parking spaces for residents and will exacerbate a difficult parking situation.	6.1
432	Response in support of the proposals.	N/A
433	Will displace traffic onto surrounding roads, Church Road in particular, making congestion even worse.	4.1
	Parking in the area is poor and planters are likely to become makeshift parking spaces.	6.1
	Pocket parks and planters will be dumping sites for fly tippers.	7.1
	Question the installation of a bus gate on March Lane when no buses use this road.	4.16
	Money better spent improving public transport, cycle routes and community facilities.	12.1
434	Response in support of the proposals.	N/A
435	Response in support of the proposals.	N/A
436	Has been poorly consulted on.	11.1
	Will make Barton Hill a ghetto. resulting in the area becoming a giant cul-de-sac. Will become isolated and segregated.	3.2
	Traffic will be displaced to surrounding roads, Avonvale Road and Church Road in particular, increasing congestion, noise and pollution.	4.1 / 5.1

	Increased congestion on these roads will delay buses.	4.5
	Emergency services will struggle to get in/out of the area.	4.6
	If a single access/exit is blocked by a crash for example, how are residents supposed to get in and out?	4.8 / 4.15
	Will put local businesses located near the proposed bus gate near Marsh Lane at risk, therefore potentially decreasing the number of amenities available within a 15 minute walk.	2.4 / 2.5/ 4.13
	Increase the traffic light sequence time from Avonvale Road onto Church Road so more cars can get through at each light change.	9.3
437	Shouldn't be removing parking spots for people, you should be creating more space and removing the hazards.	6.1
438	The process is undemocratic and the decision to go ahead has already been taken - a public vote should be held on whether such a scheme should proceed.	11.5
	Why do those living on the edge of the scheme not get a chance to vote on whether it should go ahead or not?	11.1
439	Will displace traffic onto surrounding roads, some of which are narrow in parts, Whitehall Road and Russell Town Avenue in particular, increasing congestion.	4.1 / 4.11
	Will increase journey distance and time.	4.2
	Allowing traffic to turn left from Blackswarth Road on to Church Road would prevent this and needs to be looked at more closely before making a final decision.	9.1
440	Closing the junction of Beaufort Road and Blackswarth Road it will force vehicles to turn right at the traffic lights onto Church Road. This turn is currently a nightmare at busy times because it causes large tailbacks on Blackswarth Road which will become substantially worse.	9.1
	Has the potential to create a rat run through the cemetery.	4.17
	Vehicles should either only be allowed to travel eastwards on Beaufort Road or a change to the sequencing of the traffic lights onto Church Road is needed to allow 10-20 seconds for those wanting to turn right.	9.1 / 9.2

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441	Response in support of the proposals.	N/A
442	Will just move the problem rather than eliminate it.	4.1
	Larger disabled vehicles would find it difficult to access the smaller side streets, with lots of parked vehicles.	4.11
443	Will increase journey distance and time, increasing congestion and pollution.	4.2 / 5.1
444	Response in support of the proposals.	N/A
445	Response in support of the proposals.	N/A
446	Will increase journey distance and time, increasing congestion and pollution.	4.2 / 5.1
447	Will displace traffic onto already condensed surrounding roads, increasing congestion and making it difficult for local residents and businesses needing to make deliveries.	2.2 / 4.1
	Need a reliable public transport system.	8.1
448	The bus gate on Avonvale road will restrict access to the GP surgery.	4.4 / 4.13
	Will increase journey distance and time and also increase fuel costs and pollution.	4.2 / 5.1
	The Avonvale Road and Marsh Lane bus gates will impact GP surgery staff getting in and out of work.	4.4
	Will displace traffic onto surrounding roads that are not suitable, Queen Anne Road in particular, which is narrow and residential, creating a new rat run and increasing congestion.	4.1
449	Duplicate of response number 442.	N/A
450	Response in support of the proposals.	N/A
451	Response in support of the proposals.	N/A
452	Response in support of the proposals.	N/A
453	Traffic will be displaced to other areas nearby.	4.1
454	Duplicate of response number 445.	N/A
455	Response in support of the proposals.	N/A
456	Response in support of the proposals.	N/A
457	Response in support of the proposals.	N/A
458	Response in support of the proposals.	N/A
459	Response in support of the proposals.	N/A

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460	Duplicate of response number 442.	N/A
461	Response in support of the proposals.	N/A
462	Response in support of the proposals.	N/A
463	Response in support of the proposals.	N/A
464	Objection – grounds for the objection are unclear or no further information provided.	1.1
465	Would be forced to add to the congestion on Church Road.	4.1
	Grindell Road is not wide enough to be two way traffic.	4.10
466	Response in support of the proposals.	N/A
467	Response in support of the proposals.	N/A
468	Additional comments received further to response number 204.	
	Request for a cycle lane on Pile Marsh.	9.7
469	Response in support of the proposals.	N/A
470	Response in support of the proposals.	N/A
471	Closing Beaufort Road will impact on parents/carers dropping off and collecting children from St Patrick's School, displacing them onto Blackswarth Road, which is already busy and will become busier and more dangerous.	4.1
	The bus gate on Pile Marsh/Netham Road will impede access to and from St Patrick's Church.	4.13
472	Response in support of the proposals.	N/A
473	Response in support of the proposals.	N/A
474	Will increase costs in local shops as deliveries will take longer.	2.3
	Will increase journey distance and time and therefore pollution.	4.2 / 5.1
475	Will increase journey distance and time.	4.2
	Will impact on places of worship.	4.13
	The main junction on Church Road and Blackswarth Road, means turning right will be challenging. The traffic light timings need reviewing.	9.1

	No equality impact assessment available for public to view - blocking streets will impact disproportionately on anyone who can't cycle especially elderly and disabled people.	3.1 / 3.8 / 3.9
	Will be an issue for emergency vehicles access.	4.6
	Will block access to and from Avonmead shopping and leisure centre.	4.13
	Will divert traffic onto surrounding roads, Church Road in particular, increasing congestion.	4.1
	Public transport is very limited	8.1
476	Response in support of the proposals.	N/A
477	Response in support of the proposals.	N/A
478	Will be forced to take alternative route, leading to longer journey distance and time.	4.2
479	Will be forced to take a longer route which would lead to higher fuel costs.	4.2
480	Businesses on Avonvale Rd, rely in part on passing trade - will have direct impact for passing trade reducing it to nil and would no longer have that business.	2.5
	What can be done to help MITIGATE against the potential downturn during the transition to the oft cited new trade that will come from increased footfall from pedestrians and cyclists?	2.4 / 2.5
	What investment can be made in the area to make it attractive to visitors.	2.6
	Suggested financial fund that can counter for the loss in passing trade over the period of a year or so whilst the new behaviours of new business customers slowly evolves in as the passing car evolves out.	2.7
481	Response in support of the proposals.	N/A
482	Additional comments received further to response number 326.	
	Church road traffic will be made worse by cars queuing to turn right at traffic lights.	4.1
	Bike cages will remove parking spaces in an area where it is already limited.	6.1

483	Concerned about the impact on access for emergency vehicles.	4.6
	The scheme will not solve parking problems in the area which are the main priority.	6.1
	Will disabled blue badge holders be able to access the bus gates?	4.3
484	A lot of hassle to solve an issue that doesn't need solving.	12.1
485	Will displace traffic to already busy surrounding roads, creating new rat runs and increasing congestion and pollution.	4.1 / 5.1
	Will make it difficult for emergency vehicles to access streets in this area.	4.6
	Delivery vans are more likely to get lost and confused than they already are.	2.2
486	Response in support of the proposals.	N/A
487	Will displace traffic onto surrounding road, Church Road in particular, creating more congestion, pollution, risk of accidents and noise.	4.1 / 5.1
	Will increase journey distance and time, including for emergency vehicles.	4.2 / 4.6
	Similar schemes have negatively impacted and led to the closure of local businesses in other parts of the country.	2.8
	Similar schemes have already been dropped or reversed in other UK cities.	12.7
488	Will displace traffic onto surrounding roads, Church Road in particular, increasing congestion and pollution in these areas and making it more unsafe for pedestrians.	4.1 / 5.1
489	Grindell Road is not suitable to be two way – not sufficiently wide for two cars to pass and will create backlogs at either end including on to the main carriageway of Blackswarth Road.	4.10
	Will displace traffic onto surrounding roads, Netham Road, Grindell Road and Pile Marsh in particular, creating new rat runs and increasing congestion.	4.1
	The proposed extension of double yellow lines on one side of Grindell Road will exacerbate existing parking issues on the street.	6.1

	Would like to know how long is the trial period and if within the trial period changes will be made if there are significant issues for residents with traffic flow, parking etc.	12.8
490	Response in support of the proposals.	N/A
491	Will limit access to some areas to single routes, making them vulnerable to being isolated from vehicle access in the event of disruptions.	4.8 / 4.15
	Will displace traffic onto surrounding busier roads, increasing congestion and pollution.	4.1 / 5.1
	Would make the majority of Blackswarth Road restricted in terms of parking, which is likely to result in more vehicles parked at the few remaining allowed areas.	6.1
492	Response in support of the proposals.	N/A
493	Traffic will use Barton Hill Trading Estate as a cut through – can a monitor be installed to check what happens?	12.9
494	My family in laws are involved in the Barton hill trading estate so the main concern for me is the effect this might have on the tenants at this address .	N/A
	As a keen cyclist I am keen with the concept of improving Bristol cycle ways. A lot of alleged cycle ways simply merge with heavy traffic with no real notice or lead in. For cyclists There should be highly visible places to cross the road away from the main entrance gates where visibility is reduced.	
495	Response in support of the proposals.	N/A
496	Objection – grounds for the objection are unclear or no further information provided.	1.1
497	Duplicate of response number 496.	N/A
498	Will displace traffic onto surrounding roads, Avonvale Road and Church Road in particular, increasing congestion and pollution.	4.1 / 5.1
	Will increase journey distance and time as well as pollution.	4.2 / 5.1
	Buses will face delays due to increased congestion.	4.5
	Cyclists will need to navigate a more polluted road with more obstacles.	4.17

	Improvements are needed to the Avonvale Road / Church Road junction to prevent increase in congestion in this area.	9.3
	No information about the length of the trial - not clear how the success of the scheme will be measured and what benchmarks will be used. This information should be made transparent and readily available to residents living in the affected areas - unclear whether residents will receive any further say over the scheme's continuation following the pilot.	12.8
499	Response in support of the proposals.	N/A
500	Response in support of the proposals.	N/A
501	Will displace traffic onto surrounding roads, Air Balloon Road in particular, increasing congestion and pollution and more noise.	4.1 / 5.1
	Will cause delays to buses, emergency vehicles and delivery vehicles.	2.2 / 4.5 / 4.6
502	Will displace traffic onto surrounding roads, Church Road in particular, increasing congestion.	4.1
	Will increase journey distance and time.	4.2
	Public transport here is rubbish and offers no alternative.	8.1
503	Will displace traffic onto surrounding roads, increasing congestion and pollution and will be detrimental to health.	4.1 / 5.1
504	Blank response.	N/A
505	Blank response.	N/A
506	Will displace traffic onto surrounding roads, Church Road in particular, increasing congestion and pollution and creating a more aggressive atmosphere with frustrated drivers.	4.1 / 5.1
	Only need to make Beaufort Road one way.	9.2
507	One accident on Church Road would mean that the whole area grinds to a halt - the proposals also rely on the access roads being accessible.	4.8 / 4.15
	Temporary changes mean that Sat Nav isn't going to recognise this. Will mean taxi drivers and delivery drivers, driving round and round creating more pollution, more stress for them and more road rage.	2.2

	Will displace traffic onto surrounding roads, Church Road in particular, increasing congestion and pollution.	4.1 / 5.1
508	Will displace traffic onto surrounding roads, increasing congestion and pollution – moving the problem from one area to another.	4.1 / 5.1
509	Response in support of the proposals.	N/A
510	Will increase journey distance and time and associated costs attending St Patricks Church and School.	4.2
511	Response in support of the proposals.	N/A
512	Need access to all roads and the heavy build up of traffic is already a problem.	4.1
513	Pushing a problem elsewhere isn't a solution.	4.1
514	Money would be better spent on new social housing.	12.1
	Will displace traffic onto surrounding roads.	4.1
	Will impact on ability to sell house.	12.6
515	Will displace traffic onto surrounding roads, Avonvale Road in particular, increasing congestion and pollution outside of a school.	4.1 / 5.1
	Will increase journey distance and time for commute and access to Wellspring Surgery.	4.2 / 4.4
	Small businesses along Avonvale Road will be at risk of closure as they depend on passing trade.	2.5
	If there was an incident at the end of Avonvale Road how vehicles exit the area?	4.8 / 4.15
	Would take longer for emergency services to reach their destination.	4.6
516	Duplicate of response number 506.	N/A
517	Air Balloon Road is already too busy, congestion will increase.	4.1
	Need a speed camera or traffic calming.	9.6
518	Objection – grounds for the objection are unclear or no further information provided.	1.1
519	Will increase journey distance and time, leading to more stress.	4.2

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	Will delay emergency services.	4.6
520	Will displace traffic onto surrounding roads causing more congestion and just moving the problem.	4.1
521	Unless you're going to prohibit vehicles from parking on pavements - and enforce this - it's still not going to be a liveable neighbourhood for pedestrians, wheelchair users, pushchair users, the partially sighted and those with limited mobility.	N/A
522	The "rat runs" are imperative to try to limit the traffic on the main roads.	4.1
	How do you propose these people to get in and out the city where a car is their only way of transport?	4.13
	Would increase journey distance and time.	4.2
523	Response in support of the proposals.	N/A
524	Response in support of the proposals.	N/A
525	Response in support of the proposals.	N/A
526	Response in support of the proposals.	N/A
527	Will displace traffic onto surrounding roads, increasing congestion and pollution and creating new rat runs.	4.1 / 5.1
	Will delay buses, delivery drivers and commuters.	2.2 / 4.2 / 4.5
528	Duplicate of response number 508.	N/A
529	Will displace traffic onto surrounding roads, Troopers Hill and Church Road in particular, increasing congestion and pollution.	4.1 / 5.1
	Will delay public transport, emergency vehicles and delivery companies.	2.2 / 4.5 / 4.6
530	Waste of money.	12.1
	Will increase congestion on surrounding roads, Church Road in particular.	4.1
531	Will displace traffic surrounding roads, increasing congestion.	4.1
	Blackswarth Road / Chalks Road junction needs to be improved to allow better flow of traffic.	9.1
532	Response in support of the proposals.	N/A

533	Response in support of the proposals. Concerned that Beaconsfield Road is not wide enough for two-way traffic.	4.11
534	Response in support of the proposals.	N/A
535	Duplicate of response number 520.	N/A
536	Response in support of the proposals.	N/A
537	The implementation of Agenda 2030 by cities all over Europe is very disturbing. These are not locally-inspired projects, they're top-down schemes.	12.3
538	Will care workers be able to go through Modal Filters and Pocket parks? The are not a lot of quality public transport alternatives. There should be more exemptions for local residents.	3.5 8.1 4.7
539	Will displace traffic to surrounding roads, increasing congestion and pollution.	4.1 / 5.1
540	Changing the access to the school and church will create huge congestion. Beaufort Road should remain open and the bus gate at the intersection of Pilemarsh and Netham Road/Avonvale Road should be removed.	4.1
541	Don't need extra traffic coming up & down Troopers Hill - it's already a rat run and the traffic calming is not adequate to slow the traffic down.	4.1
542	Response in support of the proposals.	N/A
543	Response in support of the proposals.	N/A
544	Will displace traffic onto surrounding roads, increasing congestion and pollution. Grindell Road is too narrow to be two way. Cars are parked either side of the road preventing two cars from being able to pass each other. Many parishioners are not able to walk even short distances. This is discriminating against elderly and disabled parishioners particularly.	4.1 / 5.1 4.10 3.1 / 3.8 / 4.3
545	Will displace traffic onto surrounding roads, increasing congestion and pollution. Will delay buses, emergency vehicles and delivery drivers.	4.1 / 5.1 2.2 / 4.5 / 4.6

	Is discriminatory against the elderly, disabled, young families, pregnant women and anyone that requires the use of a car.	3.1 / 3.8 / 3.9 / 4.3
	Will increase journey distance and time and pollution.	4.2 / 5.1
546	Will displace traffic onto surrounding roads, increasing congestion and pollution.	4.1 / 5.1
	Will delay buses, emergency vehicles and delivery vehicles.	2.2 / 4.5 / 4.6
	Is discriminatory against the elderly, disabled, young families, pregnant women and anyone that requires the use of a car.	3.1 / 3.8 / 3.9 / 4.3
	Will increase journey distance and time and pollution.	4.2 / 5.1
547	Commercial vehicles must have good access to the Barton Hill Trading Estate for businesses in the area to thrive.	2.1 / 2.2
	Concerned that Barton Trading Estate will be used as a shortcut.	4.18
548	What about concentrating on caravans, camper vans and various other types of vehicles that are allowed to park out side of my house, and leaving rubbish for me to pick up.	N/A
549	Response in support of the proposals.	N/A
550	Waste of money.	12.1
551	Will displace traffic onto surrounding roads, Church Road and Lawrence Hill in particular, increasing congestion.	4.1
	Will increase journey distance and time.	4.2
552	Response in support of the proposals.	N/A
553	Duplicate of response number 552.	N/A
554	Doesn't affect me personally as a non-driver but can see it as a nuisance for local drivers.	N/A
555	Response in support of the proposals.	N/A
556	Response in support of the proposals.	N/A
557	Response in support of the proposals.	N/A
558	Duplicate of response number 557.	N/A

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559	Closing the road will make it more difficult to drop children off at school.	4.12
560	Would limit free movement.	4.13
561	It's hard for me and my family and I also have a husband that is disabled.	3.1 / 4.3
562	Response in support of the proposals.	N/A
563	Additional comments received further to response number 491. Suggest moving the parking restrictions along the section of road between Saint Patrick's Catholic Primary School and Carbase Auto Centre from the east side of the road, to the west side of the road – this would solve the visibility issues at the entrance to Bartley Court, and at the junction with Grindell Road.	9.6
564	Should be kept how it is - will cause a lot of inconvenience.	12.1
565	Will increase journey distance and time on the school run to different schools.	4.2
566	Duplicate of response number 564.	N/A
567	Response in support of the proposals.	N/A
568	Response in support of the proposals.	N/A
569	Response in support of the proposals.	N/A
570	The proposed blockage of Victoria Avenue between Byron Street and Morse Road will force vehicles to enter Church Road from Cobden Street. This is a difficult junction and changes should be made to the junction to make it safer and easier.	9.6
571	Response in support of the proposals.	N/A
572	Response in support of the proposals.	N/A
573	Response in support of the proposals.	N/A
574	Will displace traffic onto surrounding roads, increasing congestion and pollution. Difficult to turn right up Church Road due to long queues at this junction at all times.	4.1 / 5.1 9.1 / 9.3
575	What provision will be made for healthcare staff on routine home visits to access homes along these restricted roads? Many homes utilise home delivery couriers - will their access also be restricted?	3.5 / 4.4 2.2 / 4.13

	Proposals appear to be a nightmare for disabled residents who use a vehicle or other residents to transport their shopping or take their children to school.	3.1 / 4.3
576	Will make it difficult for delivery lorries to gain access as Byron Street, Morton Street and Cobden Street are not suitable for large vehicles.	4.11
	With only one exit, available, any blockages or trouble on that street and lorries will not be able to depart the locality at all, or experience serious delays.	4.8 / 4.15
	Retailers may decide to refuse to do deliveries to this locality.	2.2
577	Will increase journey distance and time due to long detours.	4.2
	Will displace traffic onto surrounding roads, increasing congestion, at the junction of Blackswarth and Church Road in particular.	4.1
	The right turn out of Blackswath on to Church road will become highly congested with all the traffic now flowing this way. And so suitable traffic management must be provided by those lights - for example a right turn filter. This junction is already highly congested and will get considerably worse.	9.1
	The prohibition of driving at the end of Beaufort Road should be a model filter to allow cyclists to continue to exit at the bottom of Beaufort Road.	9.8
	The cycle contra flow on Pile Marsh should be maintained for cyclists.	9.9
578	Response in support of the proposals.	N/A
579	Will displace traffic onto surrounding roads, increasing congestion and pollution – concerned in particular with impact around St Patrick’s School.	4.1 / 5.1
	Will increase journey distance and time, hence increasing pollution.	4.2 / 5.1
	Will find it more difficult to park.	6.1
	Will affect local shops as there will be no passing trade.	2.5

	The bus gate should not be put on the Pilemarsh, Netham Road, Avonvale Road intersection as the 36 bus does not go much further than that anyway.	4.16
580	Duplicate of response number 570.	N/A
581	Will displace traffic onto narrow, residential surrounding roads, Aiken street, Great Western lane and Glendale street in particular as well as Morton Street and Church Lane, increasing congestion.	4.1
582	Concerned about access to St Patrick's church.	4.13
	Concerned about the safety of St Patrick's pupils if Beaufort Road is closed.	4.1
583	Response in support of the proposals.	N/A
584	Response in support of the proposals.	N/A
585	Response in support of the proposals.	N/A
586	Response in support of the proposals.	N/A
587	Will displace traffic onto surrounding roads, Troopers Hill Road in particular and increase congestion.	4.1
588	Waste of money.	12.1
	Money should be spent on new council housing and repairing the roads.	
589	Grindell Road is not suitable to be two-way and has cars parked both sides. Concerned that there will be an accident as opposing drivers race to pass parked vehicles.	4.10
590	Will displace traffic onto surrounding roads, Pile Marsh in particular, increasing congestion and pollution.	4.1 / 5.1
591	Response in support of the proposals.	N/A
592	Money should be spent on essential services instead.	12.1
	Will displace traffic onto surrounding roads, increasing congestion and pollution.	4.1 / 5.1
	Barton Hill will be closed off to others, effectively alienating residents, shops, etc.	2.4 / 2.5 / 4.13
	Emergency services will take longer to reach certain streets and will be delayed by increases in congestion.	4.6
593	Response in support of the proposals.	N/A
594	The costs of this scheme is too high and cannot be justified when essential services are being cut.	12.1

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	Will displace traffic onto surrounding roads, Church Road in particular, increasing congestion and pollution.	4.1 / 5.1
	Barton Hill residents will be isolated and shop trade will suffer.	2.4 / 2.5 / 4.13
	Emergency services will be prevented from going down some roads - it is absolutely nonsense to say only 30 secs will be put on journeys from taking other routes.	4.6
	There is not an effective bus route from Montpelier to St Annes/Brislington.	8.1
595	Duplicate of response number 587.	N/A
596	Response in support of the proposals.	N/A
597	Will displace traffic onto surrounding roads, increasing congestion and pollution.	4.1 / 5.1
598	Response in support of the proposals.	N/A
599	Will displace traffic onto surrounding roads which are already busy, Summerhill Road and Air Balloon Road in particular, increasing congestion and pollution on what are routes to 2 primary schools, impacting the air quality for children.	4.1 / 5.1
600	Response in support of the proposals.	N/A
601	Will displace traffic onto surrounding roads where it is already at a high volume, Summerhill Road and Church Road in particular, increasing congestion and pollution.	4.1 / 5.1
602	People attending St Patrick's church, who can be elderly or do not live in walking distance, need to be able to arrive and leave by car safely.	4.13
	Concerned that the proposals will lead to confusion and increase in congestion in the area.	4.1
603	Will displace traffic onto surrounding main roads, increasing congestion and pollution.	4.1 / 5.1
	Will delay public transport.	4.5
	Will increase congestion at the junction of Church Road and Blackswarth Road.	4.1
	Having only one exit from the area, via the Avenue, will make it difficult to exit due to inevitable increase in traffic on Summerhill Road.	4.1

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	With a single access, if there are any road works, breakdowns or large vehicles stationary, on the Avenue, there is no other way to exit this area by car.	4.8
604	Response in support of the proposals. Improve frequency and reliability of bus routes.	8.1
605	Is not needed - waste of money.	12.1
606	Response in support of the proposals.	N/A
607	Will displace traffic onto surrounding roads, increasing congestion and pollution. Will increase journey distance and time. Discriminatory against, elderly, disabled, & families requiring to use cars.	4.1 / 5.1 4.2 3.1 / 3.8 / 3.9 / 4.3
608	Duplicate of response number 596.	N/A
609	Response in support of the proposals.	N/A
610	Will displace traffic to surrounding roads that already have high traffic, increasing congestion and pollution.	4.1 / 5.1
611	Response in support of the proposals.	N/A
612	Additional comments received further to response number 283. Waste of money - money would be better spent on speed humps with zebra crossings on Avondale road and a residents parking scheme. Are Taxis only allowed through bus gates if they have a fair?	12.1 4.9
613	Duplicate of response number 196.	N/A
614	Duplicate of response number 612.	N/A
615	Will restrict disabled people and people with disabled children who need to use their car as well as parents who need car to take their children to school.	3.1 / 3.9 / 4.3
616	Will displace traffic onto surrounding roads which are narrow and already busy, Crews Hole Road and Troopers Hill Road in particular, increasing congestion and pollution and making it more difficult to cross these surrounding roads. Would have liked to see significant improvements to public transport.	4.1 / 4.17 / 5.1 8.1

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617	Response in support of the proposals.	N/A
618	Waste of money - no tangible benefits, only serious disruption for local residents.	12.1
619	Will impact negatively on local business.	2.4 / 2.5
620	Response in support of the proposals.	N/A
621	Response in support of the proposals.	N/A
622	Resident with health and mobility issues requires 24 hour support – the scheme will separate them from supporters and affect health and wellbeing.	3.2 / 3.7 / 4.3
623	Why a bus gate on March Lane when it is not a bus route?	4.16
	Will displace traffic onto surrounding roads, Avonvale Road and Church Road in particular, increasing congestion and pollution in the area of Redfield Primary School.	4.1 / 5.
	Will increase journey distance and time and associated costs.	4.2
	Increased congestion on Church Road will delay buses.	4.5
624	Response in support of the proposals.	
	Local businesses who may suffer from reduced passing trade.	2.5
	May increase journey distance and time.	4.2
625	Will impede access to Wellspring Surgery on Beam Street and significantly increase journey time to the surgery.	4.4
	Will slow down access in cases of emergency.	4.6
	Will make it more challenging for disabled people to reach Wellspring Settlement.	4.3 / 4.4
626	Will increase journey distance and time.	4.2
	It will be necessary to turn right at the traffic lights at Church Rd/Chalks Road/Blackswarth Hill. It is very difficult to turn right there. If more than two cars need to turn right then the junction is blocked for other traffic and is likely to cause logjams and traffic backups.	9.1

Appendix 2

	Will isolate the area.	3.2
627	At the traffic lights at the Blackswarth/Church road junction, it is difficult to turn right onto Church Road because of the way the lights operate. It causes significant delays at that junction which will worsen if you close Beaufort Road, and increase pollution in this area.	9.1
628	Additional comments received further to response number 273. Will increase journey distance and time – propose that turning left on to Church Rd from Blackswarth be reinstated with regular timed traffic lights. Turning on to Church Rd from Avonvale - already a turning that causes traffic and difficulty turning - will be only entrance in or out of the area - propose allowing more time for traffic to flow in this area.	4.2 / 9.1 9.3
629	Will displace traffic onto surrounding roads which are already busy enough, Church Road in particular.	4.1
630	Grindell Road is not suitable to be two-way. It will increase congestion and parking problems for residents.	4.10
631	Response in support of the proposals.	N/A
632	Will increase journey distance and time and associated costs.	4.2
633	Duplicate of response number 632.	N/A
634	Response in support of the proposals.	N/A
635	Does the new proposed arrangement on Beaufort Road include speed restrictions? EG traffic humps or planting? I have noticed that drivers speed along this road all the time, and there seems to be nothing to stop them. The speed limits are not enforced, and I understand that this is difficult, but some strategically placed planters/bumps would surely help.	N/A
636	Will displace traffic onto surrounding roads, Crews Hole Road in particular, increasing congestion and pollution and moving the problem from one area to another. Improve public transport.	4.1 / 5.1 8.1
637	Objection – grounds for the objection are unclear or no further information provided.	1.1
638	Will displace traffic onto surrounding roads, increasing congestion and pollution. Additional parking restrictions will make parking even harder to find.	4.1 / 5.1 6.1
639	Duplicate of response number 637.	N/A
640	Objection – grounds for the objection are unclear or no further information provided.	1.1

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641	Will increase journey distance and time.	4.2
642	Objection – grounds for the objection are unclear or no further information provided.	1.1
643	Blank response.	N/A
644	Objection – grounds for the objection are unclear or no further information provided.	1.1
645	Blank response.	N/A
646	Duplicate of response number 429.	N/A
647	Blank response.	N/A
648	Will affect my neighbourhood and access to certain areas in the neighbourhood.	4.13
649	Objection – grounds for the objection are unclear or no further information provided.	1.1
650	Objection – grounds for the objection are unclear or no further information provided.	1.1
651	Objection – grounds for the objection are unclear or no further information provided.	1.1
652	Duplicate of response number 651.	N/A
653	Response in support of the proposals.	N/A
654	Additional comments received further to response number 22.	
	Byron Street is not suitable for larger vehicles.	4.11
	Consult residents, drivers and businesses properly.	11.1
655	Duplicate of response number 654.	N/A
656	Will displace traffic onto surrounding roads, Crews Hole Road in particular, increasing congestion and making it more dangerous for pedestrians.	4.1
	Poor public transport service will be under even more stress.	8.1
657	Will increase journey distance and time.	4.2
658	Additional comments received further to response number 141.	
	Suggest double yellow lines opposite and near all the junctions so there is plenty of room for cars etc to turn. Especially in the case of any emergency vehicles.	9.6
659	Duplicate of response number 658.	N/A

Appendix 2

660	Coming out of Beaconsfeild Road is already a difficult junction to pull out of and will be even more congestion if it is made the only way in and out.	4.1
661	Will displace traffic onto already congested surrounding roads, Church Road in particular, increasing congestion and pollution. Need to create better, affordable transport systems to reduce pollution.	4.1 / 5.1 8.1
662	Will displace traffic onto already congested surrounding roads, Church Road in particular, increasing congestion and pollution.	4.1 / 5.1
663	Local businesses, shops and food outlets will lose business. Will increase journey distance and time and pollution.	2.4 / 2.5 4.2 / 5.1
664	Larger vehicles will struggle to drive along Byron Street and parked cars will get damaged.	4.11
665	Will displace traffic onto already congested surrounding roads, Church Road in particular, increasing congestion and pollution.	4.1 / 5.1
666	Will displace traffic onto surrounding roads, increasing congestion and pollution and creating new rat runs.	4.1 / 5.1
667	Duplicate of response number 658.	N/A
668	Will increase journey distance and time on the school run and getting to work.	4.2
669	The area is already disconnected from the rest of Bristol with the existing lack of bus services available.	3.2 / 8.1
670	Response in support of the proposals.	N/A
671	Will displace traffic onto surrounding roads, increasing congestion and pollution. Will delay buses, emergency vehicles and delivery vehicles. Is discriminatory against elderly / disabled / young families who require the use of cars.	4.1 / 5.1 2.2 / 4.5 / 4.6 3.1 / 3.8 / 3.9 / 4.3
672	Church Road and surrounding roads get painfully busy during rush hour and adds to long journeys and idling engines. The current 'short cuts' as you call them can only be relieving this traffic and is the purpose of roads.	4.1
673	Objection – grounds for the objection are unclear or no further information provided.	1.1
674	Will displace traffic onto surrounding roads which are already busy, Church Road in particular.	4.1
675	Will increase journey distance and time. Will displace traffic onto surrounding roads, increasing congestion and pollution.	4.2 4.1 / 5.1

	Increase in congestion will delay public transport further.	4.5
	Will impact on emergency vehicles.	4.6
676	Will increase journey distance and time.	4.2
	Will displace traffic onto surrounding roads, increasing congestion and pollution.	4.1 / 5.1
	Will devalue property prices.	12.6
677	Response in support of the proposals.	N/A
678	Will displace traffic onto surrounding residential roads which are already used as a rat run.	4.1
679	Duplicate of response number 664.	N/A
680	Duplicate of response number 671.	N/A
681	Will displace traffic onto surrounding roads, Church Rd and Lawrence Hill in particular, increasing congestion and pollution – just moving the problem elsewhere.	4.1 / 5.1
	Will increase journey distance and time.	4.2
682	Is a restriction on civil liberties and freedom.	4.13
	Need to provide better and more affordable public transport as an alternative.	8.1
683	It is nothing more than an Enslavement Project to trap people into the World Economic Forum's fascist Agenda via "15-minute-cities".	12.3
684	Objection – grounds for the objection are unclear or no further information provided.	1.1
685	Will displace traffic to surrounding roads, increasing congestion and causing extra problems with parking.	4.1
	Will prevent emergency services getting to certain streets in a timely manner.	4.6
	Similar schemes have already been in place in other parts of the country and there is evidence of businesses going out of business and ambulances not being able to get to streets.	2.8 / 4.6
686	Money should be spent providing shelter for the homeless and food for the starving. If the social care budget is exhausted Traffic is clearly in position to contribute.	12.1

	There are a lack of public transport alternatives - pointless to restrict private traffic when 'public' transport is being curtailed.	8.1
687	Will produce ghettos.	3.2
	Will produce new rat runs.	4.1
688	People depend on cars - ignoring this is cruel and arrogant.	4.13
	Restrictive measures against car usage are actively working against the interest of the majority, making life more difficult.	4.13
689	Should prioritise taxpayers money on improving public transport instead.	8.1
	Will displace traffic onto surrounding roads, Church Road in particular, making this worse.	4.1
690	No one is here to explain this scheme and listen to the community.	11.1
	Not the first priority of the neighbourhood and money be better spent addressing other problems.	12.1
691	Response in support of the proposals.	N/A
692	The consultations are not fit for purpose, this is going ahead if like it or not. These proposals are not proposals at all and there is absolute zero consultation.	11.1 / 11.2
	Part of a bigger scheme being implemented by stealth, the 15 minute city, where rules and regulation can be easily applied and further increased.	12.3
693	Objection – grounds for the objection are unclear or no further information provided.	1.1
694	These restrictions are undemocratic - not voted on by the public – it should be illegal to take road access away from motorists who have paid for them many times over.	11.5
695	Will harm deliveries and customers coming to my business.	2.2
696	Objection – grounds for the objection are unclear or no further information provided.	1.1
697	Will displace traffic to surrounding roads, increasing congestion and pollution.	4.1 / 5.1
	Will be more difficult for emergency services to attend these areas.	4.6

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	Will be virtually impossible for delivery companies to carry out their jobs.	2.2
698	Will displace traffic to surrounding roads, Troopers Hill Road in particular, increasing congestion, noise and pollution – moving the problem from one area to another.	4.1 / 5.1
	Would be more effectively addressed by sorting out the bus services.	8.1
699	Duplicate of response number 695.	N/A
700	Will displace traffic onto surrounding roads, increasing congestion and pollution.	4.1 / 5.1
	Will increase journey distance and time and associated costs as well as increasing pollution.	4.2 / 5.1
	Would make it more difficult to park close to home.	6.1
701	Will displace traffic onto surrounding roads which are already busy, Church Road and Blackswarth Road in particular, increasing congestion.	4.1
	Will delay public transport.	4.5
	Will increase journey distance and time and associated costs.	4.2
702	Can you confirm you will be installing ""double yellow lines"" on Beaufort Road when the scheme proceeds. This will hopefully prevent vehicle owners using this road for parking and causing issues for pedestrians and cyclists, as well as recycling, emergency and other larger vehicles.	N/A
703	Will displace traffic onto surrounding roads, Church Road in particular, increasing congestion and pollution.	4.1 / 5.1
	Concerned about the impact on emergency vehicles and seeking that they will still have the same access.	4.6
	Grindell Road is not suitable for two way – not room for two cars to use it and no space to pull in to give way – will be detrimental to residents.	4.10
	Will increase journey distance and time.	4.2

Appendix 2

	Church Road traffic lights - chaotic and difficult at the best of times - No left turn from Blackswarth Road and incredibly hard to turn right too. With increased traffic flow/jams coming to Church Road, is this being taken into account with the traffic lights?	9.1
704	Objection – grounds for the objection are unclear or no further information provided.	1.1
705	Response in support of the proposals.	N/A
706	Would have a devastating effect on the many families attending the St Patrick's Catholic Primary School, and the St Patrick's Catholic Church.	4.12 / 4.13
707	Will displace traffic to surrounding roads that are already busy, increasing congestion and pollution.	4.1 / 5.1
	Will lead to delays in public transport.	4.5
	Is discriminatory against people in need of cars - elderly sick etc.	3.1 / 3.8 / 4.3
708	Do not want surveillance 15 minute cities forced on us.	12.3
709	Will kill the high-street.	2.4 / 2.5
	Will make people with cars suffer.	4.13
710	Duplicate of response number 707.	N/A
711	Objection – grounds for the objection are unclear or no further information provided.	1.1
712	Response in support of the proposals.	N/A
713	Will prevent access to and from the road if the bus gate is positioned at the entry to the cul de sac - how will visitors be able to visit?	4.13
	Will displace traffic onto surrounding roads, increasing congestion and pollution.	4.1 / 5.1
714	Duplicate of response number 695.	N/A
715	Duplicate of response number 685.	N/A
716	Concerned that wouldn't be able to reach family and friends and medical treatment in the area.	4.4 / 4.13
	There is no bus service from here and public transport is not like other cities.	8.1
717	Will increase journey distance and time getting to the doctors in Barton Hill.	4.2 / 4.4
	Is there need for a bus gate for one bus service?	4.16

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718	Will displace more traffic onto already busy and polluted surrounding roads, increasing congestion and pollution.	4.1 / 5.1
	Why should only those who can afford expensive houses get to live with cleaner air?	3.6
719	Response in support of the proposals.	N/A
720	How will healthcare workers, who visit housebound people in this area and need to carry heavy equipment, access parking near the patient's home to avoid personal risk from manual handling?	3.5 / 4.4
	Will displace traffic onto surrounding roads, increasing congestion and pollution.	4.1 / 5.1
721	Response in support of the proposals.	N/A
722	Duplicate of response number 721.	N/A
723	Avonvale Road and Marsh Lane bus gates will create a physical barrier to access health services for ill and frail patients who are dependent on car transport to get them to the surgery in a timely way – those dependent on lifts will be less likely to ask for/ be offered lifts to the surgery due to the additional distance/ travel time required.	4.3 / 4.4
	Will increase journey distance and time and associated fuel costs for residents attending Wellspring Surgery.	4.2
	The bus gates will also reduce attendance for important support and contact from the Wellspring Settlement and other community resources on both sides of the bus gate.	4.3 / 4.4
	Wellspring Surgery will need to reduce the number of appointments available in the day to all patients as the time taken to respond to housebound patient calls will increase with the longer travel times.	4.4
	Will impact on staff at Wellspring Surgery and could make it difficult to retain staff due to access difficulties – exemptions should be permitted for these staff.	4.4
	Will displace traffic onto surrounding roads, increasing congestion and pollution outside the local primary school.	4.1 / 5.1
	Consultation did not take place until the project was already designed and many local residents and community partners did not understand what the bus gates would mean.	11.1 / 11.2
724	Duplicate of response number 214.	N/A
725	Will increase journey distance and time.	4.2

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726	Response in support of the proposals.	N/A
727	Objection – grounds for the objection are unclear or no further information provided.	1.1
728	Objection – grounds for the objection are unclear or no further information provided.	1.1
729	Will increase journey distance and time.	4.2
730	Duplicate of response number 729.	N/A
731	Objection – grounds for the objection are unclear or no further information provided.	1.1
732	Objection – grounds for the objection are unclear or no further information provided.	1.1
733	Duplicate of response number 732.	N/A
734	Will prevent me to going the mosque and visiting family and friends.	4.13
735	Will increase journey distance and time.	4.2
736	Additional comments received further to response number 382. Queens Road in St George is dangerous for cyclists to travel contraflow in what is a one-way street. The junction of Summerhill Terrace and Queens Road is a blind bend where accidents have been known to happen.	N/A
737	Will increase journey distance and time and congestion.	4.1 / 4.2
738	Will make getting to work and the mosque and family harder.	4.2 / 4.13
739	Response in support of the proposals.	N/A
740	Additional comments received further to response number 738 - Objection - no further information provided.	N/A
741	Absurd to close the roads off - how are we supposed to get to places?	4.1 / 4.13
742	Will cause problems for people to travel around the area. Will affect local shops and businesses. Where are visitors going to park? How long is the trial going to be?	4.1 / 4.13 2.4 / 2.5 6.1 12.8
743	Objection – grounds for the objection are unclear or no further information provided.	1.1
744	Objection – grounds for the objection are unclear or no further information provided.	1.1
745	Objection – grounds for the objection are unclear or no further information provided.	1.1
746	Will displace traffic onto surrounding roads, increasing congestion in these areas.	4.1

	Will have a detrimental impact on emergency services.	4.6
	Will make it less likely for people to visit.	4.13
747	Duplicate of response number 746.	N/A
748	Will increase journey distance and time on the school run and commute.	4.2 / 4.12
	Carer for family member and need to be able to leave home in any emergencies.	3.5 / 4.4 / 4.13
749	Waste of money.	12.1
	Will displace traffic onto surrounding roads, Church Road in particular, increasing congestion, noise and pollution.	4.1 / 5.1
	Will increase journey distance and time.	4.2
	Will impact on public transport.	4.5
	Similar schemes In other parts of the country have had a negative affect on businesses as people have simply gone elsewhere where they can park. There has been such opposition to these schemes in other cities that they have been scrapped or reversed at a cost of millions of wasted pounds.	2.8
750	Will displace traffic onto surrounding roads, increasing congestion and making them unsafe for children.	4.1
751	Duplicate of response number 750.	N/A
752	Will displace traffic to surrounding areas, increasing congestion and pollution.	4.1 / 5.1
753	Would displace traffic onto surrounding roads, increasing congestion whereas it is currently spread across numerous roads.	4.1
	Having single access roads to areas will mean, if there were an accident on one of the roads, there would not be an alternative route.	4.8 / 4.15
754	Response in support of the proposals.	N/A
755	With the bus-gate preventing access to Avonvale Road, how will a left turn be achieved onto Church Road from Blackswarth Road, when there is currently no left turn allowed at the Fire Engine traffic lights?	9.1

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	The community of St Patricks Church and School will become isolated, making life extremely difficult and dangerous for parishioners, teachers, school children and parents.	3.2 / 4.13
	How will safe two way traffic be achieved on Netham Road, since it is currently one-way at the junction with Grindell Road and restricted further down by caravans and parked cars.	4.11
	Will displace traffic onto surrounding roads, increasing congestion and creating more rat runs, on Crews Hole Road in particular.	4.1
756	Needs to be improvements made at the Whitby Road/Newbridge Road junction to make it easier to turn right, if forcing all cars to go that way.	9.10
757	Will increase journey distance and time and pollution.	4.2 / 5.1
758	Money would be better spent reducing council tax.	12.1
	Would impact on local businesses if traffic is routed away from the area.	2.5
759	Grindell is too narrow to be two way.	4.10
	Bus gate on Marsh Lane is ridiculous when is not a bus route.	4.16
	Will force people to walk in the dark which is unsafe.	3.4
	Will displace traffic onto already busy surrounding roads, Church Road in particular, increasing congestion.	4.1
760	Will displace traffic onto surrounding roads that are already too busy, Crew's Hole Road in particular, increasing congestion and pollution.	4.1 / 5.1
761	Objection – grounds for the objection are unclear or no further information provided.	1.1
762	Additional comments received further to response number 761.	
	Bike stores will become an eyesore, vandalised or graffitied over.	7.1
	Parking is more of an issue, re-routing traffic isn't going to help with that.	6.1
763	Response in support of the proposals.	N/A
764	Objection – grounds for the objection are unclear or no further information provided.	1.1

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765	Response in support of the proposals.	N/A
766	Should be doing something useful like, sorting out potholes, clearing rubbish and sorting out storm drains.	12.1
767	Response in support of the proposals.	N/A
768	Will just displace the problem onto other surrounding roads, increasing congestion.	4.1
769	Objection – grounds for the objection are unclear or no further information provided.	1.1
770	We did not vote for this and we need to keep bristol moving.	12.1
771	Response in support of the proposals.	N/A
772	Objection – grounds for the objection are unclear or no further information provided.	1.1
773	Duplicate of response number 772.	N/A
774	Blank response.	N/A
775	Will increase journey distance and time, including for parents on the school run, as well as increasing pollution. Will displace traffic onto surrounding roads, Avonvale Road and Church Road in particular, increasing congestion and pollution. If Church Road needs to be closed for any reason it will be extremely difficult if not impossible to get home. Cycle hanger will reduce already limited parking on the street and will be open to vandalism. Bus gate is not needed for a route with 1 bus and will affect local businesses.	4.2 / 5.1 &&? 4.1 / 5.1 4.8 / 4.15 6.1 / 7.1 4.16
776	Objection – grounds for the objection are unclear or no further information provided.	1.1
777	Will displace traffic onto surrounding roads that are already busy, Church Road in particular, increasing congestion and pollution. The proposals will be a threat to local businesses. Will increase journey distance and time as well as associated costs and pollution.	4.1 / 5.1 2.4 / 2.5 4.2 / 5.1
778	Concerned about relatives being able to visit.	4.13
779	Objection – grounds for the objection are unclear or no further information provided.	1.1
780	Objection – grounds for the objection are unclear or no further information provided.	1.1
781	Duplicate of response number 776.	N/A

782	<p>I live outside the area which will be impacted directly, but this is to say that we need a traffic reduction strategy like this where I live soon, if not immediately.</p> <p>Anti-social vehicle use in Easton is out of control= cars not just obstructing pavements through parking, but drivers using pavements to drive on to avoid congestion; our street infrastructure being destroyed by cars crashing into them (bollards) or wrecking pavements and causing trip hazards and water features.i If a moving car on a pavement gets close enough to me for me to touch it, I whack the side of it with my hand now to alert them to my presence, and I have to do that several times a week on average.</p> <p>It is increasingly dangerous to be a pedestrian, and it can only be a matter of time before people start to get hurt on a regular basis [one of my neighbours was clipped by a car a few months ago]. It is also unpleasant to be a pedestrian, and this is a problem if trying to encourage people to walk and cycle more- it needs to be an enjoyable as well as safe experience to achieve this. Public transport efficiency is massively impacted- buses for example, get completely snarled up on Stapleton Rd due to parking on double yellows. And even if anyone thought uncontrolled car use was the future, the situation is unsustainable- cars are getting larger, heavier and more numerous, but our urban streets are not. Eventually, even the pavements will be totally full, and there will be no other spaces for vehicles to expand into.</p>	N/A
783	Duplicate of response number 779.	N/A
784	I always go to the mosque in aiken Street.	N/A
785	Objection – grounds for the objection are unclear or no further information provided.	1.1
786	Will increase journey distance and time.	4.2
787	Objection – grounds for the objection are unclear or no further information provided.	1.1
788	Duplicate of response number 786.	N/A
789	Objection – grounds for the objection are unclear or no further information provided.	1.1
790	Objection – grounds for the objection are unclear or no further information provided.	1.1
791	Will make it harder to access the community.	4.13
792	Elderly disabled person who is dependent on their car.	4.13
793	Will increase journey distance and time and pollution.	4.2 / 5.1
794	Objection – grounds for the objection are unclear or no further information provided.	1.1
795	Objection – grounds for the objection are unclear or no further information provided.	1.1
796	Will make it harder to access the community.	4.13

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797	Objection – grounds for the objection are unclear or no further information provided.	1.1
798	Duplicate of response number 795.	N/A
799	Objection – grounds for the objection are unclear or no further information provided.	1.1
800	Will increase journey distance and time.	4.2
801	Objection – grounds for the objection are unclear or no further information provided.	1.1
802	Objection – grounds for the objection are unclear or no further information provided.	1.1
803	Objection – grounds for the objection are unclear or no further information provided.	1.1
804	Will increase journey distance and time.	4.2
	Will stop people from going to prayers.	4.13
805	Will displace traffic onto surrounding roads, Church Road in particular, increasing congestion, noise, the risk of accidents and pollution.	4.1 / 5.1
	Will increase journey distance and time.	4.2
	Will negatively impact emergency vehicles.	4.6
806	Blank response.	N/A
807	Will displace traffic onto surrounding roads causing more congestion, moving the problem from one area to another.	4.1
	Buses are unreliable.	8.1
808	Objection – grounds for the objection are unclear or no further information provided.	1.1
809	Objection – grounds for the objection are unclear or no further information provided.	1.1
810	Response in support of the proposals.	N/A
811	Will prevent access to house and increase congestion.	4.1 / 4.13
812	Will increase journey distance and time.	4.2
813	Objection – grounds for the objection are unclear or no further information provided.	1.1
814	Objection – grounds for the objection are unclear or no further information provided.	1.1
815	Will displace traffic onto surrounding roads, increasing congestion.	4.1
816	Objection – grounds for the objection are unclear or no further information provided.	1.1

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817	Objection – grounds for the objection are unclear or no further information provided.	1.1
818	Blank response.	N/A
819	Will increase journey distance and time and pollution.	4.2 / 5.1
820	Objection – grounds for the objection are unclear or no further information provided.	1.1
821	Family would not be able to visit.	4.13
822	Objection – grounds for the objection are unclear or no further information provided.	1.1
823	Objection – grounds for the objection are unclear or no further information provided.	1.1
824	Objection – grounds for the objection are unclear or no further information provided.	1.1
825	Duplicate of response number 824.	N/A
826	Objection – grounds for the objection are unclear or no further information provided.	1.1
827	Will displace traffic onto surrounding roads, increasing congestion.	4.1
828	To change such a vital road without the consultation and consideration of the needs of the residents, their financial situation and their livelihoods is negligent and unacceptable.	11.1
829	Will increase journey distance and time.	4.2
830	Will displace traffic onto surrounding roads, increasing congestion.	4.1
831	Will displace traffic onto surrounding roads, increasing congestion.	4.1
832	Will displace traffic onto surrounding roads, increasing congestion.	4.1
833	Need to be able to access schools, mosques, Barton Hill settlement etc.	4.13
834	Blank response.	N/A
835	Will displace traffic onto surrounding roads, increasing congestion.	4.1
836	Will displace traffic onto surrounding roads, increasing congestion.	4.1
837	Will increase journey distance and time.	4.2
838	Will increase journey distance and time.	4.2
839	Will increase journey distance and time and pollution.	4.2 / 5.1
840	Will increase journey distance and time.	4.2
841	The council is acting without mandate, people have not voted for this.	11.5
	Will displace traffic onto surrounding roads increasing congestion.	4.1
	Will have a detrimental impact on local businesses.	2.4 / 2.5
842	Children will not be able to go to school and will not be able to have shopping delivered easily.	4.12 / 2.2

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843	Objection – grounds for the objection are unclear or no further information provided.	1.1
844	Objection – grounds for the objection are unclear or no further information provided.	1.1
845	Will displace traffic onto surrounding roads, increasing congestion.	4.1
	Will increase journey distance and time.	4.2
846	Should be introduced in the ward of the councillor who came up with this idea.	12.11
847	Objection – grounds for the objection are unclear or no further information provided.	1.1
848	Blank response.	N/A
849	Blank response.	N/A
850	Need to use cars and the roads to access work and school.	4.13
851	The proposed bus gate at the intersection of Pilemarsh, Netham Road and Avonvale Road will effectively lock in the School and Church.	4.13
	Will displace traffic onto already busy surrounding roads, Blackswarth Road in particular, increasing congestion and pollution.	4.1 / 5.1
852	Objection – grounds for the objection are unclear or no further information provided.	1.1
853	Likely to create bottlenecks and inconvenience.	4.1
	Not being supported by increasing public transport options and making them more affordable.	8.1
854	Will limit ability to use the mosque and community centre in Barton Hill.	4.13
855	Will impact on business and customers due to removal of passing traffic and reduction in visibility of the business.	2.5
856	Objection – grounds for the objection are unclear or no further information provided.	1.1
857	Will displace traffic to surrounding roads, creating bigger problems elsewhere, increasing congestion and pollution.	4.1 / 5.1
	Will increase journey distance and time.	4.2
	Use the money to fix potholes.	12.1
858	Response in support of the proposals.	N/A
859	Meaningful consultation has not taken place – concerns and questions at consultation meetings where not considered or responded to – not available to people who do not have access to the internet.	11.1

	Concerns about access for emergency vehicles and response times.	4.6
	Will increase journey distance and time for residents within the area.	4.2
	Will displace traffic onto surrounding roads that are already busy, increasing congestion and pollution.	4.1 / 5.1
860	Response in support of the proposals.	N/A
861	Duplicate of response number 817.	N/A
862	Will increase journey distance and time.	4.2
	Will displace traffic onto surrounding roads that are already busy, Church Road in particular, increasing congestion.	4.1
863	Will displace traffic onto surrounding roads that are already busy at peak times, Church Road in particular, increasing congestion.	4.1
864	Duplicate of response number 855.	N/A
865	Will displace traffic onto surrounding roads, Church Road and Blackswarth Road in particular, increasing congestion and pollution.	4.1 / 5.1
	Similar schemes in other cities have negatively impacted small local businesses, and the housing market.	2.8
	The imposition of modal filters and pocket parks will divide communities.	3.2
	Will increase journey distance and time as well as associated costs.	4.2
	The increase in congestion will cause delays for public transport, which the scheme is attempting to promote – current service is not adequate and requires investment.	4.5
	Will impact on access and response times for emergency vehicles.	4.6
866	Will increase journey distance and time and create more pollution.	4.2 / 5.1
867	Response in support of the proposals.	N/A
868	Will displace traffic to surrounding roads, increasing congestion and pollution.	4.1 / 5.1
869	Unfair to people who have kids and disabled people in this community - do have the means to not be able to drive through the neighbourhood without suffering either financially or physically.	3.1 / 3.8 / 3.9 / 4.2 / 4.3

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870	Will displace traffic onto surrounding roads, Church Road in particular, increasing congestion.	4.1
	Will increase journey distance and time.	4.2
	Will restrict access for larger delivery vehicles and emergency vehicles if have to negotiate narrow streets instead of using Beaufort Road.	4.11
	Money should be spent on policing and highway maintenance.	12.1
871	Will affect attending the local mosque, visiting family and accessing GP appointments.	4.4 / 4.13
872	Will displace traffic to surrounding roads, increasing congestion and pollution.	4.1 / 5.1
873	Response in support of the proposals.	N/A
874	Response in support of the proposals.	N/A
875	Will make it difficult to access homes and increase pollution.	4.1 / 5.1
876	Response in support of the proposals.	N/A
877	Will increase traffic on the surrounding roads.	4.1
878	Duplicate of response number 877.	N/A
879	Will have difficulty to accessing my faith centre.	4.13
	Will displace traffic onto surrounding roads, increasing pollution.	4.1 / 5.1
880	Response in support of the proposals.	N/A
881	Objection – grounds for the objection are unclear or no further information provided.	1.1
882	Will disproportionately hit the working classes and poor in Bristol by damaging local businesses.	2.4 / 2.5 / 3.6
	Is being rolled out throughout the country as part of a larger agenda.	12.3

883	Will displace traffic onto already busy surrounding roads and junctions, increasing congestion and pollution.	4.1 / 5.1
	Will increase journey distance and time and associated costs as well as increasing pollution.	4.2 / 5.1
	Improvements are needed to the Avonvale Road / Church Road junction to reduce congestion and improve efficiency.	9.3
	The existing prohibited turning movements at the Church Road / Blackswarth Road junction need to be amended or congestion will increase in this area.	9.4
	No mention of improvements or expansion of local transport links to encourage further adoption by local residents.	8.1
	Removing passing trade will impact on local businesses and make it more difficult for them to survive and be viable.	2.5
	No information about the length of the pilot - not clear how the success of the scheme will be measured and what benchmarks will be used or whether residents will receive any further say over the scheme's continuation following the pilot.	12.8
884	Will displace traffic on to the surrounding main roads, increasing congestion and pollution.	4.1 / 5.1
	Will increase journey distance and time.	4.2
885	Will displace traffic on to the surrounding roads, increasing pollution and congestion.	4.1 / 5.1
	Will increase journey distance and time.	4.2
	There is only bus route through Barton Hill – what is the need for a bus gate within this area?	4.16
	Issue of no direct bus service for Crews Hole and no mention of introducing one to serve this area.	8.1
886	Will increase traffic on surrounding roads, Sunmerhill Road in particular - cleaning up the air on one road, and just diverting it to the next road.	4.1 / 5.1
887	Response in support of the proposals.	N/A

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888	Duplicate of response number 877.	N/A
889	Would displace traffic on to the already busy Church Road.	4.1
890	If it is the intention of this scheme to provide pedestrians safe havens away from cars, I assume that Escooters and E bikes will also be banned. How will this be policed, as currently I see riders breaking rules all the time and no one stops them. These are a danger to pedestrians and children whilst outside playing.	12.9
891	Will displace traffic to surrounding roads, Church Road in particular.	4.1
	Similar schemes haven't worked in other areas of Britain and have even been shelved.	12.7
892	Response in support of the proposals.	N/A
893	Response in support of the proposals.	N/A
894	Will reduce parking in the street and result in more pollution in the area as have to drive around to find a space - as a parent of young children, need to be able to park on street to load and unload.	5.1 / 6.1
	Would prevent visitors from visiting and increase isolation if they are unable to park.	4.13
	The road is not wide enough for two-way traffic and parking for residents on both sides of the street.	4.11
	Increase of traffic on the road would increase danger to children.	4.17
	Not having on street parking will devalue homes.	12.6
	Money would be better spent addressing the housing crisis which has left hundreds of residents homeless.	12.1
895	Response in support of the proposals.	N/A
896	Objection – grounds for the objection are unclear or no further information provided.	1.1
897	Need more pedestrian crossings, not to close the roads for cars.	9.6
898	Install speed humps instead of bus gates and closing off roads.	9.6
899	Will increase journey distance and time and fuel costs.	4.2
900	Will increase journey distance and time and fuel costs causing financial hardship and an increase in pollution.	4.2 / 5.1
901	The Avenue will be the only exit road for where I live - this is a narrow road with parking allowed on both sides making it impossible for 2 cars going in opposite directions to pass.	4.11

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	Will displace traffic onto surrounding roads and junctions that are already busy, Summerhill Road and Church Road in particular, increasing congestion.	4.1
902	Response in support of the proposals.	N/A
903	Already a network of cycle lanes and bus lanes for those who choose those methods of transport so please do not make life difficult for those who visit the area for leisure and shopping. Council should be supporting traders and not making it difficult or impossible for visitors/ customers to patronise them.	12.1 2.4 / 2.5
904	Duplicate of response number 846.	N/A
905	Response in support of the proposals.	N/A
906	Will increase journey distance and time as well as associated costs. Will become socially isolated as it will be impossible for friends to visit. Businesses that are integral to the community will be adversely affected. Communities will become ghetto-ised. Will displace traffic onto surrounding roads that are already busy, increasing congestion and pollution.	4.2 3.2 / 4.13 2.4 / 2.5 3.2 4.1 / 5.1
907	Duplicate of response number 839.	N/A
908	Objection – grounds for the objection are unclear or no further information provided.	1.1
909	Money should be spent on highway maintenance and other issues instead. Will displace traffic onto surrounding roads, Church Road in particular, increasing congestion and pollution. Buses do not travel to where people work. The local shops that are left will not be able to survive - walking to suitable shops is not an option for most families as they couldn't carry all their groceries / supplies / purchases back on foot.	12.1 4.1 / 5.1 8.1 2.4 / 2.5

910	Will increase journey distance and time and associated costs.	4.2
	Will increase social isolation and dependency as will no longer have access to family and friends.	3.2 / 4.13
	Will displace traffic onto fewer, already busy surrounding roads, increasing congestion and increasing pollution.	4.1 / 5.1
	Request to read the Equality and Environmental Impact Assessments for these plans as objections are about the adverse equality impact on the poorest and most vulnerable.	12.10
	Will make Barton Hill a ghetto without people passing through it, stopping to shop or use businesses in the area or seeing the community.	3.2
	Areas die when there is no passing trade – will affect local businesses.	2.5
911	Will displace traffic on to surrounding roads.	4.1
	Is discriminatory, reduces freedom and degrades quality of life generally.	4.13
912	Duplicate of response number 839.	N/A
913	Response in support of the proposals.	N/A
914	Response in support of the proposals.	N/A
915	Response in support of the proposals.	N/A
916	Response in support of the proposals.	N/A
917	Response in support of the proposals.	N/A
918	Response in support of the proposals.	N/A
919	Will cause more traffic in areas that are already congested.	4.1
	Will increase journey distance and time and lead to higher pollution.	4.2 / 5.1
920	Response in support of the proposals.	N/A
921	Duplicate of response number 917.	N/A
922	Will displace traffic on to surrounding roads, Crews Hole Road and Troopers Hill Road in particular, both of which are incapable of coping with this larger flow of traffic – will have a detrimental effect on the local nature reserve.	4.1 / 5.1
923	Objection – grounds for the objection are unclear or no further information provided.	1.1

924	Please explain and document how you are going to enforce these changes. Also where is the funding for enforcement going to come from - what is your budget for this?	12.4
	Our neighbourhood is already scourged by inconsiderate pavement parking and cyclists and scooters abusing one way regulations and using pavements illegally, and there is no evidence of any enforcement. Please consider putting in double yellows on the stretches of road already plagued by this. Beaufort Rd by Avonview cemetery is an example.	9.6
	I foresee massive rush hour queues stretching up Summerhill Rd as far as Hanham, with buses and emergency vehicles snarled up in it due to the narrow width of Church Rd .	4.1
925	Objection – grounds for the objection are unclear or no further information provided.	1.1
926	Response in support of the proposals.	N/A
927	Response in support of the proposals.	N/A
928	Will displace traffic onto surrounding roads, Church Road in particular, Increasing congestion and pollution – just moving the problem to another area.	4.1 / 5.1
	Any obstruction on proposed single access roads to areas would impact on the response times of emergency vehicles and prevent access to properties.	4.6
	Similar schemes in other parts of the country have failed and have resulted in the loss of even more local businesses.	2.8 / 12.7
	No details outlining how will increase the number of additional busses required to accommodate the number of additional passengers.	8.1
929	Will displace traffic onto the surrounding main roads, which will increase congestion, especially during school pick up and drop of times.	4.1
930	Will displace traffic onto surrounding roads, increasing congestion and pollution.	4.1 / 5.1
	Will increase journey distance and times.	4.2
	Will affect businesses on the High Street as will discourage people from visiting the independent shops as it will be too difficult to access and park.	2.4 / 2.5

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931	Will prevent access to place of education	4.12 / 4.13
932	Response in support of the proposals.	N/A
933	Local residents haven't truly been consulted and listened to.	11.1
	Barton Hill is one of the poorest areas in the City and people will be impacted by higher fuel costs due to longer routes.	3.6 / 4.2
	Businesses will be impacted by the lack of passing traffic.	2.5
	Will make it harder to park near home.	6.1
	Will displace traffic onto surrounding roads, increasing congestion and pollution.	4.1 / 5.1
	It will impact selling property as no one wants to live in a "livable neighbourhood".	12.6
934	Will displace traffic onto surrounding roads, some of which are too narrow for two way traffic, increasing congestion and pollution and creating new rat runs.	4.1 / 4.11 / 5.1
	Will cause delays to emergency vehicles.	4.6
	Will devalue houses as nobody wants to live in a liveable neighbourhood which they cannot drive to or park in.	12.6
	Will make access to the mosque difficult.	4.13
	No need for a bus gate on Marsh Lane when it is not a bus route.	4.16
935	Duplicate of response number 623.	N/A
936	No community consultation.	11.1
	Will displace traffic onto surrounding roads, Gledare Street and Hera Path in particular, increasing congestion and creating new rat runs.	4.1
	Will cause delays to emergency vehicles.	4.6

	Will devalue properties as there has been nationwide criticism in other cities where these schemes have been trialled.	12.6
	Will make visiting the area more difficult for people who need to drive.	4.1 / 4.13
937	Will displace traffic onto surrounding roads which are busy already, increasing congestion.	4.1
	There has been a lack of prior consultation at times when people are able to attend, outside work hours.	11.1
938	Will increase journey distance and time and associated costs.	4.2
939	Will just displace traffic to surrounding smaller roads, increasing congestion and reducing parking – moving the problem rather than solving it.	4.1
	Lack of suitable public transport.	8.1
	Similar scheme have taken place in Oxford and Bath and have already proved unsuccessful.	12.7
940	Objection – grounds for the objection are unclear or no further information provided.	1.1
941	Objection – grounds for the objection are unclear or no further information provided.	1.1
942	Will increase journey distance and time and associated costs.	4.2
943	Will increase journey distance and time and pollution.	4.2 / 5.1
	Small local businesses would suffer from reduced passing trade.	2.5
944	Objection – grounds for the objection are unclear or no further information provided.	1.1
945	Objection – grounds for the objection are unclear or no further information provided.	1.1
946	Would have negative impact on residents ability to park their cars in the area.	6.1
947	Not good for people who use the car as part of their job.	2.2
948	Will increase journey distance and time and associated costs.	4.2
949	Objection – grounds for the objection are unclear or no further information provided.	1.1
950	Will increase journey distance and time and associated costs.	4.2
951	Will increase journey distance and time and associated costs.	4.2
952	Will increase journey distance and time and associated costs.	4.2
953	Will increase journey distance and time and associated costs.	4.2

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954	Will increase journey distance and time and associated costs.	4.2
	Will lead to isolation.	3.2 / 4.13
955	Duplicate of response number 954.	N/A
956	Duplicate of response number 954.	N/A
957	Consultation information is confusing and difficult to understand.	11.2
	Will displace traffic onto already busy surrounding roads, increasing congestion, noise journey distance and time and pollution.	4.1 / 5.1
958	Would have financial impact.	4.2
	Will create isolation and prevent family and friends from visiting.	3.2
959	Will be unable to visit relative on Morton Street.	4.13
	Money could be spent on things that are needed in the area.	12.1
960	The bus gate on Marsh Lane will prevent access to property for visitors.	4.13
961	Response in support of the proposals.	N/A
962	Objection – grounds for the objection are unclear or no further information provided.	1.1
963	Duplicate of response number 962.	N/A
964	Will displace traffic onto surrounding roads where traffic is already bad, Church Road in particular, increasing congestion.	4.1
965	Response in support of the proposals.	N/A
966	Will displace traffic onto surrounding roads, Church Road in particular, increasing congestion and pollution.	4.1 / 5.1
	Local businesses will fail.	2.4 / 2.5
	There are no baseline pollution measures before the proposed trial.	10.1 / 10.3
967	Will increase journey distance and time as well as congestion and pollution.	4.2
	Buses are not always on time and are cancelled quite often.	8.1
968	Blank response.	N/A

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969	No problem in the area with the level of traffic – no need to bring in this scheme.	12.1
	Will displace traffic to surrounding roads increasing congestion.	4.1
	Will increase journey distance and time as well as pollution.	4.2 / 5.1
	Public transport here is not reliable enough.	8.1
970	Will displace traffic to surrounding roads, Troopers Hill Road in particular, increasing congestion and pollution.	4.1 / 5.1
	Public transport here is terrible.	8.1
971	Response in support of the proposals.	N/A
972	Will displace traffic into surrounding roads, increasing congestion, noise and pollution.	4.1 / 5.1
973	Response in support of the proposals.	N/A
974	Additional comments received further to response number 640.	N/A
	Received a pamphlet suggesting that the scheme has been delayed indefinitely.	
975	Response in support of the proposals.	N/A
976	Will make it inconvenient for family members and members of the community to visit.	4.13
977	Response in support of the proposals.	N/A
978	Objection – grounds for the objection are unclear or no further information provided.	1.1
979	Will make life difficult for me and my family.	4.13
980	Will increase journey distance and time as well as pollution.	4.2 / 5.1
981	Businesses in Barton Hill will suffer.	2.4 / 2.5
	Meetings held by council representatives did not constitute a consultation. It was not fit for purpose and therefore I see this scheme as unlawful and inhumane.	11.1
982	People will stop visiting each other and it will worsen the problem of loneliness.	3.2
	Money would be better spent on the police.	12.1
983	People will stop visiting each other and it will worsen the problem of loneliness.	3.2

	Money would be better spent on the police.	12.1
984	Duplicate of response number 931.	N/A
985	Will increase journey distance and time as well as pollution.	4.2 / 5.1
	Could prevent emergency vehicles accessing their destination.	4.6
	Businesses will lose trade.	2.4 / 2.5
	The cameras will be surveying people 24/7 – not just for driving in the wrong areas.	12.3
	Similar schemes have proved to be unworkable and unpopular in other cities.	12.7
986	Response in support of the proposals.	N/A
987	Consultation not thorough or democratic.	11.1 / 11.5
	Will displace traffic to surrounding roads, increasing congestion, pollution and the chance of accidents – just relocating these problems, not solving them.	4.1 / 5.1
	Important to provide data on accidents before and after the scheme is implemented.	10.1 / 10.2
	Important to provide data on air quality for before and after the implementation of this scheme.	10.1 / 10.2 / 10.3
	Needs to be done in tandem with improving public transport.	8.1
	Concerned about the impact on emergency vehicles.	4.6
988	Will displace traffic onto already busy surrounding roads, increasing congestion and pollution.	4.1 / 5.1
	No bus travels down Marsh Lane where there is a proposed bus gate.	4.16
	Should invest in public transport.	8.1

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989	Will displace traffic onto surrounding roads that are already heavily congested or narrow, Northcote Road in particular, increasing congestion, pollution and the likelihood of an accident.	4.1 / 5.1
990	Will displace traffic onto surrounding roads, Avonvale Road in particular, increasing congestion and making the roads more dangerous for residents. A 24-hour bus gate is excessive for a residential area – should only be active at peak times such as 7:00 to 9:00 and 17:00 to 19:00. Will increase journey distance and time.	4.1 / 5.1 4.19 4.2
991	Duplicate of response number 945.	N/A
992	Response in support of the proposals.	N/A
993	Additional comments received further to response number 492 - Response in support of the proposals.	N/A
994	Will cause congestion on surrounding roads, Church Road, Blackswarth Road and Crew's Hole Road in particular. Will increase journey distance and time. Improve the public transport provision	4.1 4.2 8.1
995	Blank response.	N/A
996	Response in support of the proposals.	N/A
997	Only exit from the purple zone is via Cobden Street. Turning left out of Cobden Street is possible but it is difficult to the point of being dangerous to turn right here or go straight over into Jane Street. Because of the consistently heavy flow of traffic on Lawrence Hill and the traffic lights, anyone trying to do this typically blocks all traffic at the junction. It is nigh on impossible to turn right.	9.6
998	Objection – grounds for the objection are unclear or no further information provided.	1.1
999	Additional comments received further to response number 476 - Response in support of the proposals.	N/A
1000	Will create more traffic.	4.1
1001	Additional comments received further to response number 13 - Response in support of the proposals.	N/A
1002	Objection – grounds for the objection are unclear or no further information provided.	1.1
1003	Will displace traffic to surrounding roads, Crew's Hole Road in particular, increasing pollution for residents. Will increase journey distance and time.	4.1 / 5.1 4.2

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1004	Response in support of the proposals.	N/A
1005	Response in support of the proposals. Chalks Rd / Blackswarth Rd junction on Church Rd really needs looking at.	9.1
1006	Response in support of the proposals.	N/A
1007	Will increase journey distance and time. Preventing cars from using certain streets will increase anti-social behaviour. Will impact on local business if customers have to take longer journeys.	4.2 3.3 2.4 / 2.5
1008	Additional comments received further to response number 90 - Response in support of the proposals.	N/A
1009	Response in support of the proposals.	N/A
1010	Additional comments received further to response number 17 - Response in support of the proposals.	N/A
1011	Will increase pollution and traffic congestion. The playground of Summerhill Infants, close to Church Road, is likely to be adversely affected by increased pollution levels. Increase pollution on Church Road will have a detrimental effect on local cafes/restaurants on Church road, particularly in the summer with outside seating/open doors. Reduced parking spaces and traffic congestion will have a negative impact on all local businesses, discouraging patrons from other areas to visit. Installing cycle hangars in place of parking spaces and introducing more double yellow lines will not meet the needs of these people. The solution to the problem of traffic on Beaufort Road would be better solved by making it one way, not closing it completely.	4.1 / 5.1 5.1 5.1 6.1 6.1 9.2
1012	Additional comments received further to response number 15 - Response in support of the proposals.	N/A
1013	Blank response.	N/A

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1014	Response in support of the proposals.	N/A
1015	Objection – grounds for the objection are unclear or no further information provided.	1.1
1016	Response in support of the proposals.	N/A
1017	Blank response.	N/A
1018	Please can you provide the air quality reports, particularly for Beaufort Road and Church Road, and what are your predicted air quality improvements we will see as a result of the proposed changes?	10.1 / 10.2 / 10.3
	Please can you provide a report on the noise pollution on Beaufort Road and Church Road and how diverting traffic from Beaufort Road to Church Road and side roads impact the noise levels.	4.1
1019	Objection – grounds for the objection are unclear or no further information provided.	1.1
1020	There appears little or no consultation with residents.	11.1
	Will create more congestion, pollution, risk of accidents and noise on surrounding roads.	4.1 / 5.1
	Will increase journey distance and time.	4.2
	Will affect access and journey time for emergency vehicles.	4.6
	Similar schemes have negatively impacted and led to the closure of local businesses in other parts of the country.	2.8
	Similar schemes have already been dropped or reversed in other UK cities.	12.7
1021	Would have difficulty accessing a vulnerable person who often needs intervention immediately.	3.5 / 4.4 / 4.13
	Would increase congestion and pollution on surrounding roads.	4.1 / 5.1
1022	Will displace traffic to surrounding roads which would increase pollution and noise and create danger for vulnerable road users.	4.1 / 5.1
1023	Response in support of the proposals.	N/A
1024	Will cause traffic jams in certain streets.	4.1
1025	Additional comments received further to response number 128 - Response in support of the proposals.	N/A
1026	Objection – grounds for the objection are unclear or no further information provided.	1.1
1027	Will increase journey distance and time and more pollution.	4.2 / 5.1

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1028	Response in support of the proposals.	N/A
1029	Duplicate of response number 992.	N/A
1030	Blank response.	N/A
1031	Blank response.	N/A
1032	Similar plans have already been scrapped elsewhere.	12.7
1033	Objection – grounds for the objection are unclear or no further information provided.	1.1
1034	Will increase congestion on surrounding roads.	4.1
	Would impact on access and response times for emergency vehicles.	4.6
1035	Would threaten access to our company and will make it harder for our staff and clients to reach us.	2.1 / 2.2 / 2.4 / 2.5
1036	Would lead to increased journey distance and time and delays getting home.	4.2
1037	Would cause more delays more congestion and less convenience.	4.1
	Imposing these measures without the consent of the people.	11.1
	Waste of money that no one has asked for.	12.1
1038	Response in support of the proposals.	N/A
1039	Will increase journey distance and time and stress.	4.2
	Will increase congestion and pollution.	4.1 / 5.1
1040	Will impact company due to a loss of customers and sales due to not having different routes to get to us. People will use different places which will put jobs at risk.	2.2 / 2.4 / 2.5 / 4.13
	Will cause more traffic, accidents, angry drivers and pollution as the roads will be gridlocked.	4.1 / 5.1
1041	Objection – grounds for the objection are unclear or no further information provided.	1.1
1042	Objection – grounds for the objection are unclear or no further information provided.	1.1
1043	Response in support of the proposals.	N/A
1044	The closure of Marsh Lane would greatly impact business and cause problems for the wider community based in Barton Hill Trading Estate.	2.1 / 2.2 / 2.4 / 2.5

	Will increase journey distance and time for commute.	4.2
	Will displace traffic onto already busy surrounding road, increasing congestion.	4.1
	Would impact on access and journey times for emergency vehicles.	4.6
	Want pedestrian crossings, street lighting and improved public transport services - not road closures that cause problems for customers, damaging businesses.	12.1
1045	Duplicate of response number 1044.	N/A
1046	Response in support of the proposals.	N/A
1047	Will cause access problems for customers which may lead to a significant drop in business and does not feel that local businesses have been given much thought when designing this scheme.	2.4 / 2.5 / 11.1
1048	Will increase journey distance and time and operating costs.	4.2
1049	The Barton Hill Trading estate will be cut off from the rest of the east and south of Bristol due to the proposed closure of Marsh Lane.	2.1 / 2.2 / 2.4 / 2.5 / 4.13
	Concerned about how will they be able to get to work within the estate - would be detrimental to business - putting off both employees and customers from commuting.	2.1 / 2.4
1050	Objection – grounds for the objection are unclear or no further information provided.	1.1
1051	Will increase congestion at the Church Road / Avondale Road junction which is already busy.	4.1
1052	Will cause more traffic congestion to bordering roads and areas.	4.1
1053	Response in support of the proposals.	N/A
1054	Response in support of the proposals.	N/A
1055	Duplicate of response number 1032.	N/A
1056	Concerned that buses collecting special needs children will not be able to access Briarwood infants - buses currently have to wait a long way from the school making getting vulnerable SEN children dangerous - Parents of disabled children who attend the school need to be able to park and get near the school.	3.1 / 4.3 / 4.4 / 4.13
1057	Response in support of the proposals.	N/A
1058	Blank response.	N/A
1059	Will increase journey time and distance for commute. From 15 mins to over 50 mins.	4.2

	Will increase the volume of traffic on surrounding roads.	4.1
	Why would you need a bus gate when no buses travel down that road.	4.16
1060	Additional comments received further to response number 22.	
	Parking restrictions are hidden within these TRO's.	11.1
	Parking is very restricted in the area as it is – lots of houses have multiple occupation but there is only one space per house.	6.1
	The scheme is divisive and discriminatory, affecting the poorest and most vulnerable the most.	3.2 / 3.6
	This consultation is inadequate and undemocratic.	11.2 / 11.5
1061	Will increase journey distance and time and will create more congestion.	4.1 / 4.2
	Will be no roads available to use to drive to the mosque.	4.13
1062	Will increase journey distance and time for commute and increase pollution.	4.2 / 5.1
	Is not fair to effectively gate residents in.	4.13
1063	In principle it is has some merit, but a lot of families with children in different schools and elderly who need transports to get to and from shopping, and other personal needs will face difficulties.	N/A
	A better option might be to create a one way system with maybe a speed reduction to 20mph could improve the area.	
	The area could be transformed and managed better by creating more green areas and plant trees to improve the air.	
1064	in principle it is has some merit, but a lot of families with children in different schools and elderly who need transports to get to and from shopping, and other personal needs will face difficulties.	N/A

	<p>A better option might be to create a one way system with maybe a speed reduction to 20mph could improve the area.</p> <p>The area could be transformed and managed better by creating more green areas and plant trees to improve the air.</p>	
1065	<p>Additional comments received further to response number 22.</p> <p>Access to businesses in the area is needed by residents.</p> <p>Suggest speed humps, pedestrian crossings and chicanes instead of the proposed measures.</p> <p>Will increase journey distance and time and pollution.</p>	<p>2.4 / 4.13</p> <p>12.1</p> <p>4.2 / 5.1</p>
1066	Will cause more pollution & congestion elsewhere.	4.1 / 5.1
1067	Duplicate of response number 1062.	N/A
1068	One way systems are not good for taxi drivers or residents – taking away different routes and short cuts.	4.9
1069	<p>Will isolate areas from each other.</p> <p>Will create congestion on side streets.</p> <p>Will lead to longer journey distance and time, creating more congestion.</p>	<p>3.2</p> <p>4.1</p> <p>4.2</p>
1070	Will make surrounding roads more congested, Feeder Road and Church Road in particular.	4.1
1071	Objection – grounds for the objection are unclear or no further information provided.	1.1

1072	Residents should be able to drive through the bus gates.	4.7
	Will increase journey distance and time and pollution.	4.2 / 5.1
	Will displace traffic to surrounding roads, increasing congestion.	4.1
	No buses travel along Marsh Lane so why are you proposing a bus gate?	4.16
	How much money has been spent already on this scheme and what is estimated to be spent?	12.4
	Money would be better spent reducing crime, cleaning the area up or providing better amenities.	12.1
	The consultation information is poor and the proposal documents look like legal documents. How is the average resident supposed to decipher these?	11.2
	There has not been nearly enough community engagement/consultation on this, before a decision was made to go ahead.	11.1
	How long will the trial last before a decision to make it permanent or remove it be made? What will be the deciding factors?	12.8
	Looking at the proposed 'bus gates' I won't be able to access my house by car which is vital for me.	4.13
1073	Objection – grounds for the objection are unclear or no further information provided.	1.1
1074	Objection – grounds for the objection are unclear or no further information provided.	1.1
1075	Objection – grounds for the objection are unclear or no further information provided.	1.1
1076	If the Chalks Road junction is not changed, this will increase traffic on residential roads on one side of Church Road in order to reduce it on the other.	9.1
	Will see a large increase in traffic on Morse Road.	4.1
1077	Objection – grounds for the objection are unclear or no further information provided.	1.1
1078	Objection – grounds for the objection are unclear or no further information provided.	1.1

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1079	Objection – grounds for the objection are unclear or no further information provided.	1.1
1080	Duplicate of response number 1079.	N/A
1081	The modal filter at the start of Glebe Road is unnecessary as the rat run for traffic coming from the Kingswood direction will be blocked further down on Beaufort road. Concerned about access for emergency vehicles. Will displace traffic onto surrounding roads, increasing congestion and pollution. Increase congestion at nearby junctions which are already problematic. Amendments / Improvements are needed at the traffic light junction of Blackswarth and Chalks Road.	9.11 4.6 4.1 / 5.1 4.1 9.1
1082	Will force more traffic down Crews Hole road.	4.1
1083	Friends and family will be unable to visit if the roads are closed.	4.13
1084	Response in support of the proposals.	N/A
1085	Duplicate of response number 561.	N/A
1086	The current provision of public transport is not sufficient. Will economically harm small local businesses by preventing potential customers from visiting their premises. Will displace traffic on to surrounding roads, increasing congestion and pollution. Will increase journey distance and time, increasing pollution. Will make it more difficult for old people, the disabled and families with young children to leave their neighbourhoods, further exacerbating feelings of social isolation and dislocation.	8.1 2.4 / 2.5 4.1 / 5.1 4.2 / 5.1 3.1 / 3.2 / 3.8 / 3.9 / 4.3
1087	Will displace traffic onto surrounding roads which are already busy, increasing congestion. Parking is limited on Byron Street – preventing the left turn onto Victoria Avenue will further reduce parking options for residents.	4.1 6.1

Appendix 2

1088	Would be better taking an overview of the public transport system and getting that right first.	8.1
	Will create isolation between communities.	3.2
	Elderly and disabled residents would face an increase to journey distance and time to access the Wellspring Surgery.	4.4
	Will increase congestion and pollution on Church Road.	4.1 / 5.1
	Residents should be allowed to travel through bus gates.	4.7
1089	Objection – grounds for the objection are unclear or no further information provided.	1.1
1090	Response in support of the proposals.	
	The junction at Chalks Road would need to be changed so that traffic turning right have their own signal/only one direction go at a time.	9.1
1091	Will increase journey distance and time.	4.2
	Detours could be reduced by removing the turning restrictions on the Church Road/Blackswarth Road junction.	9.1
1092	Concern regarding the absence of an exemption for parcel delivery vehicles.	2.2
	Will result in increased journey distance and time for deliveries and increased emissions.	2.2 / 4.2
	Providing exemption for taxi's means they are put at a competitive advantage compared to delivery vans - taxi's often compete for only mile delivery business.	2.2
1093	Objection – grounds for the objection are unclear or no further information provided.	1.1
1094	Will impede access to the mosque.	4.13
1095	Objection – grounds for the objection are unclear or no further information provided.	1.1
1096	Objection – grounds for the objection are unclear or no further information provided.	1.1
1097	Duplicate of response number 1096.	N/A
1098	Objection – grounds for the objection are unclear or no further information provided.	1.1
1099	Another step in the direction of 15 minutes gulags.	12.3

Appendix 2

	Will push it through like you did everything else because you think you know better than everyone else so consultation means ""consider yourself consulted"	11.5
1100	Response in support of the proposals.	N/A
1101	Response in support of the proposals.	N/A
1102	Response in support of the proposals.	N/A
1103	Response in support of the proposals. Without improved public transport, drivers will be forced to take alternative routes in their cars.	8.1
1104	Where is the money going to come from to implement these schemes? When are roads with potholes going to be fixed? Will displace traffic onto surrounding roads, Church Road and Whitehall Road in particular, increasing congestion. Integrated transport needs to be available for people to use, that works, that is good value for money, is clean and that actually is reliable. Work should be done to improve the crossroads at Blackswarth road/Church Road/Chalks road.	12.4 12.1 4.1 8.1 9.1
1105	Duplicate of response number 1006.	N/A
1106	Will create isolation as family and friends wont be able to visit. Will lead to longer journey distance and time.	3.2 4.2
1107	Will increase traffic on Crews Hole Road, decrease road safety, and worsen local pollution levels.	4.1 / 5.1
1108	Will lead to longer journey distance and time, more stationary traffic and an increase in pollution, especially for residents of Church Road.	4.2 / 5.1
1109	Objection – grounds for the objection are unclear or no further information provided.	1.1
1110	Objection – grounds for the objection are unclear or no further information provided.	1.1
1111	Objection – grounds for the objection are unclear or no further information provided.	1.1
1112	Objection – grounds for the objection are unclear or no further information provided.	1.1
1113	Duplicate of response number 1003.	N/A

Appendix 2

1114	Duplicate of response number 1112.	N/A
1115	Blank response.	N/A
1116	Objection – grounds for the objection are unclear or no further information provided.	1.1
1117	Duplicate of response number 1116.	N/A
1118	Duplicate of response number 1116.	N/A
1119	Duplicate of response number 1112.	N/A
1120	It would effect my morning routine and make my life a lot harder.	4.2
1121	Objection – grounds for the objection are unclear or no further information provided.	1.1
1122	Objection – grounds for the objection are unclear or no further information provided.	1.1
1123	Objection – grounds for the objection are unclear or no further information provided.	1.1
1124	Objection – grounds for the objection are unclear or no further information provided.	1.1
1125	Objection – grounds for the objection are unclear or no further information provided.	1.1
1126	Objection – grounds for the objection are unclear or no further information provided.	1.1
1127	Objection – grounds for the objection are unclear or no further information provided.	1.1
1128	Objection – grounds for the objection are unclear or no further information provided.	1.1
1129	Objection – grounds for the objection are unclear or no further information provided.	1.1
1130	Objection – grounds for the objection are unclear or no further information provided.	1.1
1131	Money should be spent on local housing issues rather than closing roads that many residents use on a daily basis.	12.1
1132	If Beaufort road becomes one way up, we will be unable to leave our property.	4.13
	What about long vehicles being able to manoeuvre in to the small narrow side streets that you have decided to be the primary access route.	4.11
	If emergency vehicles are not allowed to enter the prohibited areas at certain times this will reduce response times.	4.6
	Waste of tax payers money – double yellow lines on Beaufort Road would be a cheaper option.	12.1
	How is Church Road going to cope with the extra traffic?	4.1
	How are the emergency services going to get through the traffic?	4.6
1133	Objection – grounds for the objection are unclear or no further information provided.	1.1

Appendix 2

1134	Duplicate of response number 1065.	N/A
1135	This is a step towards the agenda 30 where you are working with other governments to control our everyday movements towards a draconian state.	12.3
1136	Duplicate of response number 1083.	N/A
1137	The roads in this area are safe and make it more efficient to get around. There are lots of people with disabilities that need access to their houses and closing or restricting these roads puts them at a disadvantage.	12.1 3.1 / 4.3
1138	Objection – grounds for the objection are unclear or no further information provided.	1.1
1139	Duplicate of response number 1131.	N/A
1140	Objection – grounds for the objection are unclear or no further information provided.	1.1
1141	Objection – grounds for the objection are unclear or no further information provided.	1.1
1142	Objection – grounds for the objection are unclear or no further information provided.	1.1
1143	All the roads in the area are vital and necessary. When there is built-up traffic in the morning, the roads that allow for shortcuts are vital. Closing these would be damaging to the community.	4.1
1144	Blank response.	N/A
1145	Blank response.	N/A
1146	Response in support of the proposals. The whole area needs better public transport options.	 8.1
1147	Duplicate of response number 1077.	N/A
1148	Objection – grounds for the objection are unclear or no further information provided.	1.1
1149	Will cause a heavy impact to the elderly and the wider community.	3.8 / 4.1
1150	Objection – grounds for the objection are unclear or no further information provided.	1.1
1151	Objection – grounds for the objection are unclear or no further information provided.	1.1
1152	Will create more congestion and air pollution. Will increase journey distance and time. Will affect emergency services.	4.1 / 5.1 4.2 4.6
1153	Objection – grounds for the objection are unclear or no further information provided.	1.1

Appendix 2

1154	Objection – grounds for the objection are unclear or no further information provided.	1.1
1155	Will displace traffic on to surrounding roads causing more congestion and an increase in pollution. Will increase journey distance and time. Parking will be taken up by pocket parks or cycle hangers. Grindell Road is not suitable to be a two way road and will cause problems and dangers for pedestrians and motorists. Issues with Church Road, Chalks Road, Blackswarth Road traffic lights. More than two cars waiting to turn in to Blackswarth Road block the junction to traffic wishing to go straight on out bound from the city the same will happen with traffic turning from Blackswarth Road towards the city.	4.1 / 5.1 4.2 6.1 4.10 9.1
1156	Bus drivers and taxi drivers can lose their job.	4.5 / 4.9
1157	Duplicate of response number 1156.	N/A
1158	Duplicate of response number 1156.	N/A
1159	Does not consider the vulnerable individuals that are unable to cycle or walk - ill make it difficult for those who have special needs in the area to commute to their designation in a timely manner.	3.1 / 3.7 / 4.3 / 4.13
1160	Duplicate of response number 1156.	N/A
1161	Objection – grounds for the objection are unclear or no further information provided.	1.1
1162	Objection – grounds for the objection are unclear or no further information provided.	1.1
1163	Objection – grounds for the objection are unclear or no further information provided.	1.1
1164	Response in support of the proposals.	N/A
1165	Objection – grounds for the objection are unclear or no further information provided.	1.1
1166	Objection – grounds for the objection are unclear or no further information provided.	1.1
1167	Will increase journey time to take my children to school as a result of increased congestion.	4.2
1168	Objection – grounds for the objection are unclear or no further information provided.	1.1
1169	Need to drive due to health conditions.	3.7 / 4.13
1170	Objection – grounds for the objection are unclear or no further information provided.	1.1
1171	The only exit route from my street onto Church Road will be to use the junction at Cobden Street - will make journeys less safe. Would like to see the junction at Cobden Street have a yellow box to improve its safety.	4.1 / 9.6

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1172	Objection – grounds for the objection are unclear or no further information provided.	1.1
1173	Objection – grounds for the objection are unclear or no further information provided.	1.1
1174	Will only add to the already congested Church Road and stationary traffic during the day will cause more pollution in the area.	4.1 / 5.1
	Would make it impossible for emergency vehicles to reach destination due to traffic congestion.	4.6
1175	Objection – grounds for the objection are unclear or no further information provided.	1.1
1176	Will worsen traffic congestion, making daily commutes more challenging.	4.1 / 4.2
1177	Response in support of the proposals.	N/A
1178	Objection – grounds for the objection are unclear or no further information provided.	1.1
1179	Response in support of the proposals.	N/A
1180	Objection – grounds for the objection are unclear or no further information provided.	1.1
1181	Will displace traffic on to surrounding roads, Church Road in particular.	4.1
1182	Objection – grounds for the objection are unclear or no further information provided.	1.1
1183	Objection – grounds for the objection are unclear or no further information provided.	1.1
1184	The project is undemocratic - not a request from the citizens of Bristol.	11.5
	Will lead to longer journey distance and time to carry out job.	4.2
	Will lead to more congestion on the already busy main roads, which will lead to worse pollution and noise.	4.1 / 5.1
	Waste of money – Council should be prioritising funding to its existing projects	12.1
1185	Will filter the same amount of motorists into using a smaller amount of roads creating increased congestion and increases pollution, concentrated on the main roads.	4.1 / 5.1
	Will increase journey distance and times and therefore create more pollution.	4.2 / 5.1
	Why is there no provision for improving public transport as part of the scheme?	8.1
1186	Objection – grounds for the objection are unclear or no further information provided.	1.1

1187	<p>Will displace traffic on to surrounding roads, Church Road in particular, intensifying traffic and increased pollution levels.</p> <p>Will increase journey distance and time for commuters.</p> <p>Could result in a significant division within the neighbourhood, preventing residents' access to essential services like healthcare facilities and schools.</p> <p>Improving the frequency and punctuality of bus services should precede any major traffic alterations.</p>	<p>4.1 / 5.1</p> <p>4.2</p> <p>3.2 / 4.4</p> <p>8.1</p>
1188	<p>Will displace traffic on to surrounding roads, Church Road in particular, intensifying traffic and increased pollution levels.</p> <p>Will increase journey distance and time for commuters.</p> <p>Could result in a significant division within the neighbourhood, preventing residents' access to essential services like healthcare facilities and schools.</p> <p>Improving the frequency and punctuality of bus services should precede any major traffic alterations.</p>	<p>4.1 / 5.1</p> <p>4.2 &&</p> <p>3.2 / 4.4</p> <p>8.1</p>
1189	Will increase traffic on Church Road.	4.1
1190	Will restrict the area and prevent access to the GP.	4.4
1191	Duplicate of response number 1190.	N/A
1192	<p>Will displace traffic on to narrow side streets, some of which are too narrow especially where two way traffic is proposed.</p> <p>Will be tremendously difficult to do a right turn from Blackswarth Road to join Church Road.</p> <p>There will be huge traffic queues going back to the Feeder.</p> <p>Will just move traffic and pollution from one area to others.</p>	<p>4.1 / 4.11</p> <p>9.1</p> <p>4.1</p> <p>4.1 / 5.1</p>
1193	Response in support of the proposals.	N/A
1194	Response in support of the proposals.	N/A

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1195	Objection – grounds for the objection are unclear or no further information provided.	1.1
1196	Response in support of the proposals.	N/A
1197	Duplicate of response number 1064.	N/A
1198	Objection – grounds for the objection are unclear or no further information provided.	1.1
1199	Objection – grounds for the objection are unclear or no further information provided.	1.1
1200	Objection – grounds for the objection are unclear or no further information provided.	1.1
1201	Objection – grounds for the objection are unclear or no further information provided.	1.1
1202	Duplicate of response number 1003.	N/A
1203	Objection – grounds for the objection are unclear or no further information provided.	1.1
1204	Duplicate of response number 1003.	N/A
1205	Objection – grounds for the objection are unclear or no further information provided.	1.1
1206	Objection – grounds for the objection are unclear or no further information provided.	1.1
1207	Will displace traffic onto surrounding roads, Hayward Road, Avonvale Road and Church Road in particular, increasing congestion and pollution. There is no bus that goes down Marsh Lane – issue with there being a bus gate. Increased congestion on roads will slow down buses. Should invest in public transport.	4.1 / 5.1 4.16 4.5 8.1
1208	Objection – grounds for the objection are unclear or no further information provided.	1.1
1209	Will displace traffic onto surrounding roads that are already busy, Church Road in particular, increasing congestion and pollution. Will increase journey distance and time. Will encourage anti-social behaviour by creating quiet areas in the neighbourhood.	4.1 / 5.1 4.2 3.3
1210	Duplicate of response number 1209.	N/A
1211	Will cause more traffic in the morning, especially those who travel to come to the primary school in Barton hill. Limits access to people with disabilities.	4.1

Appendix 2

		3.1 / 4.3
1212	Duplicate of response number 1057.	N/A
1213	The plans are unclear and misleading.	11.2
	Will be forcing drivers through more residential areas.	4.1
	Will be increasing journey distance and time and costs.	4.2
1214	Accessing Lambley road via Beaconsfield is not suitable for a car and trailer.	4.11
	The junction of Beaconsfield road and Beaufort road is too tight to safely negotiate with a car and large trailer.	4.11
	The turning into and out of Lambley east from/onto Beaufort road is also too tight.	4.11
	Unsafe to have a single way out of the area – access should be possible in at least 2 direction.	4.8 / 4.15
1215	Duplicate of response number 1213.	N/A
1216	Duplicate of response number 1214.	N/A
1217	Objection – grounds for the objection are unclear or no further information provided.	1.1
1218	Duplicate of response number 1217.	N/A
1219	The Stalin formula of isolation and control was a communist way of controlling the people.	12.3
1220	Additional comments received further to response number 1209.	
	Residents should be spoken to directly about proposals impacting this area.	11.1
	Will be segregating the area.	3.2
1221	Response in support of the proposals.	
	Concerned about access if single routes are obstructed.	4.8 / 4.15
1222	Will increase journey distance and time as well as increasing pollution.	4.2 / 5.1
	Will displace traffic onto surrounding narrow residential roads which are unsuitable.	4.1

Appendix 2

	Will cut off the tower blocks in Barton Hill, isolating and separating a community.	3.2 / 4.13
1223	Duplicate of response number 1221.	N/A
1224	Response in support of the proposals.	N/A
1225	Response in support of the proposals.	N/A
1226	Response in support of the proposals.	N/A
1227	Response in support of the proposals.	N/A
1228	Blank response.	N/A
1229	Will displace vehicles to surrounding roads, Troopers Hill Road in particular, which will increase the levels of traffic and emissions. Studies of the effect of increased volumes of traffic have not been carried out on this road and thus obviously, no comparisons can then be made post implementation of the scheme. Will negatively impact the flow of Buses along the main arterial routes.	4.1 / 5.1 10.1 / 10.2 / 10.3 4.5
1230	Objection – grounds for the objection are unclear or no further information provided.	1.1
1231	Will disrupt my daily 30-minute commute to school. Navigating traffic is already challenging, and a road closure would complicate matters further.	4.2 / 4.12 4.1
1232	Response in support of the proposals.	N/A
1233	I drive a car which is drop to school primary secondary and college. After that I go my work come back pick up the kids from secondary primary and college again I use my car every day including shopping is very difficult for me for this, blocking the road.	4.2 / 4.12
1234	Duplicate of response number 1217.	N/A
1235	Additional comments received further to response number 197. Corners of both Glebe Road and Beaufort Road should have double yellow lines. Request more efficient and cheaper bus services to the city centre.	 9.6 8.1
1236	Response in support of the proposals.	N/A
1237	Response in support of the proposals.	N/A
1238	Blank response.	N/A

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1239	Blank response.	N/A
1240	Church Road will become even more congested with traffic.	4.1
1241	Will displace vehicles on to surrounding roads, Troopers Hill Road and Crews Hole Road in particular, increasing congestion and pollution.	4.1 / 5.1
	There is no bus route along Feeded Road - this needs to be looked into as a way of encouraging people to take public transport.	8.1
	Amend the traffic light sequences at the church road, Blackswarth road and chalks Road junction.	9.1
1242	Response in support of the proposals.	N/A
1243	Response in support of the proposals.	N/A
1244	Response in support of the proposals.	N/A
1245	Duplicate of response number 1244.	N/A
1246	Will displace traffic on to surrounding roads, Church Road in particular, which will cause disruption, worsened traffic, be worse for the environment and be detrimental to the area.	4.1 / 5.1
	Journey distance and time will increase leading to higher fuel costs.	4.2
	Road closures and increase traffic on Church Road could put a strain on local businesses.	2.4 / 2.5
	Provide regular efficient public transport.	8.1
1247	Response in support of the proposals.	
	Needs to be accompanied by better public transport.	8.1
1248	Response in support of the proposals.	N/A
1249	Duplicate of response number 1247.	N/A
1250	Will make it difficult for and people who usually come to do shopping in local businesses around the area.	2.4 / 2.5
	Will force drivers to use the main roads which will bring already slow moving traffic to standstill.	4.1
1251	Will divert traffic to surrounding roads, making them more congested and journeys longer.	4.1 / 4.2

	Will increase journey distance and time	4.2
	Improvements to public transport need to be considered	8.1
1252	Will displace traffic onto surrounding roads, Avonvale Road and Church Road in particular, increasing congestion and pollution and making them more dangerous for pedestrians and cyclists.	4.1 / 5.1
	Will displace traffic onto some surrounding roads that are too narrow for two way traffic.	4.11
	Will increase journey distance and time as well as increasing pollution.	4.2 / 5.1
	Proposals will restrict residents with mobility issues from returning from the Wellspring GP to their home easily.	4.4
	Proposals will restrict residents from the Barton Hill area, many of whom are elderly, from accessing leisure facilities at the Avon Vale Bowling Club, St. Anne's Board Mill Social Club, which is the local area's voting station.	4.13
	The bus gate on Marsh Lane will affect local businesses and restrict residents from accessing key facilities for everyday living including shopping, leisure, health and council services.	4.13
1253	There has been non-existent signage and consultation in the neighbourhoods adjacent to the proposed zones.	11.1
	There is no data or prior studies on car and journey numbers with regards to streets that will be forced to bear the diverted traffic.	10.1 / 10.2 / 10.3
	How much extra traffic is projected for Church road, Whitehall road, Blackswarth Road, and other thoroughfares meant to absorb the diverted traffic? There is no data available.	4.1
	More time should be allowed for comments and proposals: 4 weeks is insufficient.	11.1
1254	Additional comments received further to response number 814	
	Objection – grounds for the objection are unclear or no further information provided.	1.1
1255	Duplicate of response number 1253.	N/A

1256	<p>I pray local Mosque Tawfiiq and I volunteer</p> <p>I take my children school that's out of the area.</p> <p>I support my elderly parents who live in Barton Hill, I take them to doctors appointments and routing check ups We will like to have social performance.</p>	N/A
1257	How will the fish and chip shop will be affected by this.	2.4 / 2.5
1258	<p>Additional comments received further to response number 1257.</p> <p>Will you be having any more meetings about this at the settlement?</p>	12.8
1259	Duplicate of response number 1183.	N/A
1260	Duplicate of response number 1236.	N/A
1261	The build up of cars as parents drop off and pick up children from the school will add pressure on to associated roads in the area and pollution whist cars idle will increase in the area as a result.	4.1 / 5.1
1262	<p>Response in support of the proposals.</p> <p>Improve public transport infrastructure so that it's easier for people to choose alternatives.</p>	8.1
1263	Objection – grounds for the objection are unclear or no further information provided.	1.1
1264	<p>Will make roads like Glendare Street and Hera Path a rat run for all diverted traffic causing countless accidents and making parking a nightmare in the area.</p> <p>Will cause delays to emergency vehicles.</p> <p>Will lower house values as there has been nationwide criticism in other cities where these schemes have been trialled.</p> <p>Will make visiting the area so much more difficult, especially for people who need to drive.</p>	<p>4.1</p> <p>4.6</p> <p>12.6</p> <p>4.13</p>
1265	Response in support of the proposals.	N/A
1266	Blank response.	N/A
1267	Will push traffic on to surrounding roads, in particular Church Road, which is a bad idea.	4.1

	Public transport needs to be improved.	8.1
1268	Creating a bus gate for somewhere that has no buses running in it.	4.16
	Will displace traffic to surrounding roads increasing congestion and creating new rat runs.	4.1
	Will caused delays to emergency vehicles.	4.6
	Devalue homes in the area as there has been nationwide criticism in other cities where these schemes have been trialled.	12.6
	Will make visiting the area more difficult for people who need to drive.	4.13
1269	The consultation has been inadequate.	11.1
	Will displace traffic onto surrounding roads, Church Road and Blackswarth Road in particular, increasing congestion, noise, pollution and accidents.	4.1 / 5.1
	Will increase journey distance and time and hence pollution.	4.2 / 5.1
	Bus services along Church Road will be delayed.	4.5
	Will impact on response times for emergency services.	4.6
	Will cause economic damage to businesses within the scheme due to loss of passing trade as well as businesses on surrounding roads which will face difficulties receiving customers & deliveries.	2.2 / 2.4 / 2.5
	The trading estate in Barton Hill, which will see drivers divert through there to avoid the bus gate on Marsh lane.	4.18
	The scheme is discriminatory, impacting the poorest & most vulnerable the most. The elderly, disabled, young families & pregnant women may not be able to walk, cycle or use public transport.	3.1 / 3.6 / 3.7 / 3.8 / 3.9 / 4.3
1270	Response in support of the proposals.	N/A
1271	Will adversely affect buses along Church Road.	4.5

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	Will cause excessive congestion / pollution on surrounding roads, and so just move traffic from one place to another.	4.1 / 5.1
1272	Objection – grounds for the objection are unclear or no further information provided.	1.1
1273	Will no longer be able to use businesses on Barton Hill Trading Estate.	2.4 / 2.5
	Concerned about the impact of this scheme on emergency vehicle response times and bus timetables.	4.5 / 4.6
1274	Response in support of the proposals.	N/A
1275	I go to madaresa.	N/A
1276	Response in support of the proposals.	N/A
1277	Will make it difficult to shop or to visit premises in the area.	2.4 / 2.5 / 4.13
	Will generate traffic congestion and consequent rise in vehicle emissions in the area itself and in the surrounding areas.	4.1 / 5.1
1278	Objection – grounds for the objection are unclear or no further information provided.	1.1
1279	Blank response.	N/A
1280	Will increase journey distance and times and will increase pollution.	4.2 / 5.1
1281	Objection – grounds for the objection are unclear or no further information provided.	1.1
1282	Objection – grounds for the objection are unclear or no further information provided.	1.1
1283	Response in support of the proposals.	N/A
1284	Response in support of the proposals.	N/A
1285	Will increase journey distance and times and will increase pollution.	4.2 / 5.1
1286	Response in support of the proposals.	N/A
1287	Roads should stay as they are there's never been an accident or incident.	12.1
1288	Objection – grounds for the objection are unclear or no further information provided.	1.1
1289	Will increase journey distance and times and will increase pollution.	4.2 / 5.1
1290	Have family living there and we do not want to have a problem while going to visit.	3.2
1291	Barton Hill will be cut off and isolated.	3.2
	Will take traffic elsewhere causing worse congestion.	4.1
1292	Response in support of the proposals.	N/A
1293	Making streets one way and shutting down roads just increases the traffic .	4.1

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1294	Response in support of the proposals.	N/A
1295	Response in support of the proposals.	N/A
1296	Response in support of the proposals.	N/A
1297	Will displace traffic onto surrounding roads, Church Road in particular, increasing congestion and pollution.	4.1 / 5.1
	Will increase journey distance and time.	4.2
	People will be less likely to go shopping on church road if there is stationary traffic, pollution and it is busy.	5.1
	Public transport in this area is insufficient.	8.1
1298	Response in support of the proposals.	N/A
1299	Will result in longer journey distance and time if unable to use Beaufort Road.	4.2
	Beaconsfield Road is not fit for purpose as a two way traffic road.	4.11
1300	Bus services must improve in rush hour.	8.1
1301	Will increase journey distance and times and will increase pollution.	4.2 / 5.1
1302	Objection – grounds for the objection are unclear or no further information provided.	1.1
1303	Response in support of the proposals.	N/A
1304	Oppose the proposal to close the Mosque.	4.13
1305	Duplicate of response number 1106.	N/A
1306	Response in support of the proposals.	N/A
1307	Will increase traffic and thereby pollution on surrounding roads, Church Road in particular.	4.1 / 5.1
1308	Duplicate of response number 1208.	N/A
1309	Duplicate of response number 1214.	N/A
1310	Concerned about access if accident or other issues obstructed the only route.	4.8 / 4.15
	Will mean a longer journey of more than a mile to access the health centre when the present the trip is less than 300 yards and minimal pollution.	4.2 / 4.4 / 5.1
	Enquiry about paying compensation to local business owners for the lack of passing trade they will encounter.	2.5
1311	Response in support of the proposals.	N/A

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1312	Duplicate of response number 1042.	N/A
1313	Response in support of the proposals.	N/A
1314	Response in support of the proposals.	N/A
1315	Emergency vehicles will take longer to respond to emergencies.	4.6
	Increased congestions will cause more emissions from cars causing more pollution.	4.1 / 5.1
1316	Response in support of the proposals.	N/A
1317	Duplicate of response number 1159.	N/A
1318	Response in support of the proposals.	N/A
1319	Will increase journey distance and times and will increase pollution.	4.2 / 5.1
1320	Duplicate of response number 1231.	N/A
1321	Response in support of the proposals.	N/A
1322	Response in support of the proposals.	N/A
1323	No point in a bus gate on Marsh lane - no buses go down there.	4.16
	Will increase anti-social behaviour if remove passing traffic.	3.3
	Will displace traffic onto surrounding roads, increasing congestion and just moving the problem from one area to another.	4.1
	Will impact on access for emergency vehicles and journey times.	4.6
	Will increase journey distance and time and fuel costs.	4.2
	What will happen if single access roads are closed or obstructed?	4.8 / 4.15
	Consultation is not adequate – council staff did not turn up to consultations and they were held at times of day that people were at work or on the school run – notices were put up in English, which many people in the area don't understand.	11.1
1324	Additional comments received further to response number 262 - Response in support of the proposals.	N/A

1325	<p>Pile Marsh, we witness cars obstructing driveways, impeding traffic, encroaching upon pavements, occupying the cycle lane and ignoring double yellow lines. vehicles driving along the pavements opposite the school gate, putting pedestrians at risk. issues occur when parents drop off or pick up their children at the Pile Marsh gate.</p> <p>In light of the upcoming implementation of the local liveable neighbourhood scheme, I kindly request that the team proactively engage with the school and local residents.</p>	N/A
1326	<p>Residents should decide on how they use their neighbourhood.</p> <p>Proposals are unworkable for busy households and elderly and disabled people who need transport and groceries delivered to their door.</p> <p>Lack of local buses is a disgrace.</p>	<p>11.1</p> <p>3.1 / 3.8 / 4.3 / 4.13</p> <p>8.1</p>
1327	Duplicate of response number 1314.	N/A
1328	Response in support of the proposals.	N/A
1329	<p>Funnels traffic to particular pinch points that are already struggling to cope with existing traffic volumes, the junction of Church Road with Blackswarth Road in particular.</p> <p>Will increase queueing traffic in the immediate vicinity of St George Pre School as well as St Patrick's Catholic Church and Primary School.</p> <p>Will funnel increased volumes of commuting and industrial traffic through the residential roads and Barton Hill Trading Estate. These roads are not sufficient to cope with higher volumes of traffic and the scheme will be detrimental to the safety of the residents of these roads and of the users and proprietors at Barton Hill Trading Estate.</p> <p>Increased traffic will be directed past Barton Hill Academy.</p> <p>Sufficient capacity of public transport is required.</p>	<p>4.1</p> <p>4.1</p> <p>4.1</p> <p>4.1</p> <p>8.1</p>
1330	Great inconvenience for a disabled pensioner.	3.1 / 4.3 / 4.13

	Will be more difficult to get to the Doctors Surgery at Lawrence Hill as well having to go a long way round to get to my house.	4.4
	Planters will be vandalised.	7.1
1331	Difficult to exit and return to our address without taking a large detour, this will obviously increase pollution.	4.2 / 5.1
1332	Don't want neighbourhood turned into a ghetto – we want freedom.	3.2
1333	Objection – grounds for the objection are unclear or no further information provided.	1.1
1334	Duplicate of response number 1065.	N/A
1335	Duplicate of response number 1231.	N/A
1336	Additional comments received further to response number 22.	
	Waste of public money that could be used wisely.	12.1
	No public meeting regarding putting our objections across with questions.	11.1
	The Map is not readable if you try to expand it, so we can't see easily exactly what is going to happen where.	11.2
	The consultation is a disgrace and a disgusting way to communicate with local people.	11.1
	Visitors and help won't be able to access me easily, therefore won't come.	4.13
	Some of the proposed alternate routes which will not be closed are much smaller in some cases and unsuitable.	4.11
	Will be making journey distance and time much longer, creating more fuel use to poor people, and worse air quality on those other roads.	4.2 / 5.1
1337	Cars will need to turn right on the busy Church Road junction. This is already difficult without a right turn filter on the lights - will only become more of an issue unless some form of priority is given to vehicles turning right onto Church Road. Traffic will become more backed up, taking longer to get through. Need a dedicated right turn filter on the lights to allow vehicles to turn safely and reduce excessive traffic build up.	4.1 / 9.1 / 9.3
1338	We want freedom to our space of living and do not want to be separated from the rest of the City.	3.2
1339	Response in support of the proposals.	N/A

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1340	Will cause more pollution not less with more traffic on the main routes.	4.1 / 5.1
1341	Objection – grounds for the objection are unclear or no further information provided.	1.1
1342	Will displace traffic onto surrounding roads, increasing congestion and pollution. Poor public transport which is expensive and unreliable - spend the money on better transportation systems and safer cycle paths.	4.1 / 5.1 8.1
1343	Will mean detours with longer driving distance and time.	4.2
1344	Response in support of the proposals.	N/A
1345	Roads should be open for all users. Discriminatory against older residents with mobility issues and families with young children. Will further compound the current traffic issues around The Fountain junction and route even more traffic to Crews Hole Road.	4.1 3.1 / 3.8 / 3.9 / 4.3 4.1
1346	Will displace traffic onto already busy surrounding roads, Blackswarth Road in particular, increasing congestion and problems in vicinity to St Patrick's School. Need to consider the sequencing of lights from Blackswarth Road to Chalks Road to allow queuing traffic to disperse.	4.1 9.1
1347	Response in support of the proposals.	N/A
1348	Response in support of the proposals.	N/A
1349	Will result in longer journey distance and time and hence create more pollution.	4.2 / 5.1
1350	Bus gates on Avonvale Road and Marsh Lane will create a physical barrier to access health services for the most ill and frail patients who are dependent on car transport to get them to the surgery in a timely way. Wellspring Surgery will need to reduce the number of appointments available in the day as the time taken to respond to housebound patient calls will increase with the longer travel times. Will impact on the Surgery retaining staff if access is made more difficult and journey distance and time increases.	3.1 / 4.3 / 4.4 4.4 4.4 / 4.13
1351	Response in support of the proposals.	N/A

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1352	Response in support of the proposals.	N/A
1353	Response in support of the proposals.	N/A
1354	Will increase the traffic and pollution in surrounding streets, so whilst these areas become more liveable others become less liveable.	4.1 / 5.1
	Will lead to longer journey distance and time, resulting in more pollution.	4.2 / 5.1
1355	Response in support of the proposals.	N/A
1356	Cycle hangers / lockers will attract unwanted interest from those wishing to have a free bike.	7.1
	Object to the Marsh Lane Bus Gate as this intervention is in the hope of a future bus service to Temple Meads - this road provides vital access to the south of Barton Hill and should not be severed.	4.16
1357	Response in support of the proposals.	N/A
1358	Response in support of the proposals.	N/A
1359	Duplicate of response number 1314.	N/A
1360	Duplicate of response number 1002.	N/A
1361	Response in support of the proposals.	N/A
1362	Duplicate of response number 1315.	N/A
1363	Will cause more pollution and will lead to unrest and bad feelings in the locality.	4.1 / 5.1
1364	Response in support of the proposals.	N/A
1365	Response in support of the proposals.	N/A
1366	Response in support of the proposals.	N/A
1367	Roads that are proposing to make two way are not wide enough.	4.11
	Will displace traffic onto surrounding roads, Church Road in particular, increasing congestion and pollution.	4.1 / 5.1
	No bus service on Marsh Lane so bus gate is waste of time and money.	4.16
	Will increase journey distance and time for commute and increase pollution.	4.2 / 5.1
1368	Response in support of the proposals.	N/A
1369	Will significantly increase traffic and air pollution on surrounding roads, Church Road, Air Balloon Road and Nags Head Hill in particular.	4.1 / 5.1

	Will result in delays to bus services.	4.5
	Will increase pollution next to Air Balloon Primary and Summer Hill Academy and St George's Park.	4.1 / 5.1
1370	Will significantly increase traffic and air pollution on surrounding roads, Church Road, Air Balloon Road and Nags Head Hill in particular.	4.1 / 5.1
	Will result in delays to bus services.	4.5
	Will increase pollution next to Air Balloon Primary and Summer Hill Academy and St George's Park.	4.1 / 5.1
1371	Duplicate of response number 1174.	N/A
1372	Response in support of the proposals.	N/A
1373	Duplicate of response number 1353.	N/A
1374	Response in support of the proposals.	N/A
1375	I take my children school that's out of the area.	N/A
	I support my elderly parents who live in Barton Hill, I take them to doctors appointments and routing check ups.	
1376	Avonvale road- there is no alternative parking for those who live on this already busy road - no need to pedestrianise this area.	6.1
	No need to put a bus gate on a road that is not a bus route.	4.16
1377	Response in support of the proposals.	N/A
1378	Response in support of the proposals.	N/A
1379	Response in support of the proposals.	N/A
1380	Objection – grounds for the objection are unclear or no further information provided.	1.1
1381	Will displace traffic onto surrounding roads, Church Road and Crews Hole Road in particular, increasing congestion.	4.1
1382	Is a WEF proposal towards 15 minute cities.	12.3
1383	Response in support of the proposals.	N/A
1384	Response in support of the proposals.	N/A
1385	Response in support of the proposals.	N/A
1386	Will displace traffic onto surrounding roads, Air Balloon Road and Church Road in particular, increasing congestion.	4.1

	Will increase congestion on Crews Hole Road and Troopers Hill Road, which are very narrow and have poor visibility in places.	4.1 / 4.11 / 5.1
	Public transport infrastructure needs to be enhanced and rolled out at the same time.	8.1
1387	Will increase traffic heading along Crews Hole Road and Troopers Hill Road.	4.1
	Concerned with emergency services vehicles being able to move freely along the road.	4.6
1388	The infrastructure should have been in place first. Forcing poor people to struggle even more is unacceptable.	8.1
1389	I used to love travelling to Bristol. Now I am scared and hate it.	N/A
1390	Will displace traffic onto already busy surrounding roads, increasing congestion and pollution.	4.1 / 5.1
	Will increase journey distance and time.	4.2
1391	Will displace traffic onto already busy surrounding roads, increasing congestion and pollution.	4.1 / 5.1
	Will increase journey distance and time.	4.2
	Grindell Road being a two way road is likely to cause accidents at the junction with Netham Road and will add to the congestion on Blackswarth Road, as drivers going two ways, down what is already a narrow street will be dangerous.	4.10
1392	Response in support of the proposals.	N/A
1393	Will make it more difficult for people to commute to work and take their children to school. Especially when taking care of a child on the autism spectrum.	4.2 / 4.3 / 4.12
1394	Blank response.	N/A
1395	Objection – grounds for the objection are unclear or no further information provided.	1.1
1396	Response in support of the proposals.	N/A
1397	Will displace vehicles on to surrounding roads, causing congestion and pollution.	4.1 / 5.1
	Small business will suffer as they will not be able to have their customers park near.	2.4 / 2.5 / 4.13

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	People in the area will not be able to park near their house home with out being charged.	6.1
1398	Duplicate of response number 1397.	N/A
1399	Response in support of the proposals.	N/A
1400	Will transfer traffic on to surrounding roads.	4.1
	Will increase journey distance and time to commute to work.	4.2
1401	Response in support of the proposals.	N/A
1402	Response in support of the proposals.	N/A
1403	Will displace traffic not already busy surrounding roads, increasing congestion and pollution and danger for pedestrians.	4.1 / 5.1
	Improvements are need to the junction when exiting Blackswarth Road, turning right onto Church Road.	9.1
1404	Response in support of the proposals.	N/A
1405	Response in support of the proposals.	N/A
1406	Will displace traffic onto surrounding roads, Avonvale Road and Church Road in particular, increasing congestion, noise and pollution.	4.1 / 5.1
	The traffic lights at the junction of Avonvale Road and Church Road do not allow many vehicles to exit in a single phase – this junction will become more congested.	9.3
	Will increase journey distance and time.	4.2
1407	Grindell Road is narrow and not suitable to be a two way road – will restrict parking for residents and cause damage to vehicles.	4.10
	Will increase congestion and pollution on Grindell Road and potential for accidents.	4.1 / 5.1
1408	Consultation has not been well publicised to the residents for whom its being proposed.	11.1
	Will displace traffic to surrounding roads, increasing congestion and pollution and making these roads unsafe for cyclists and pedestrians.	4.1 / 5.1

	Will impact on access for emergency services and result in longer emergency services journey times.	4.6
	Will result in a worsening of parking for residents and visitors.	6.1
	Will result in the loss of local businesses.	2.4 / 2.5
	Money would be better spent on highway maintenance, police service and local youth and sports clubs.	12.1
1409	Response in support of the proposals.	N/A
1410	Will cause greater isolation to residents.	3.2
1411	Response in support of the proposals.	N/A
1412	Objection – grounds for the objection are unclear or no further information provided.	1.1
1413	Objection – grounds for the objection are unclear or no further information provided.	1.1
1414	Will lead to longer journey distance and times and an increase in emissions.	4.2 / 5.1
	Suggest the use of speed restrictions and speed humps as an alternative to the proposed measures, to tackle cut throughs and rat runs.	12.1
	Will create more problems on surrounding roads.	4.1
1415	Lack of transparency and inclusivity in the decision-making process.	11.1
	The consultation process appears to have favoured certain communities while neglecting the voices of others. It is evident that the views of residents who will be directly impacted by the proposed changes have not been adequately considered.	11.1
	Introducing measures that limit travel options without addressing the underlying issues of accessibility and affordability disproportionately affects residents of deprived areas.	3.6 / 8.1
1416	Objection – grounds for the objection are unclear or no further information provided.	1.1
1417	Will displace and increase pollution and traffic congestion to the periphery.	4.1 / 5.1
	Will lead to slower traffic and journey times for buses and emergency vehicles.	4.5 / 4.6

	Similar schemes elsewhere have led to businesses closing due to access difficulties for customers and business owners.	2.8
	Could have the impact of isolation of members of this community due to difficulties with visitors being able to access , travel and park easily.	3.2 / 4.13
1418	Will displace traffic onto already busy surrounding roads, Church Road and Air Balloon Road in particular, increasing congestion and pollution – moving the problem from one area to another.	4.1 / 5.1
	Increase congestion will delay buses.	4.5
	Will impact on access and response times for emergency vehicles.	4.6
	Discriminating against people who need to use a car such as people who are disabled, elderly, young families or pregnant women.	3.1 / 3.7 / 3.8 / 3.9 / 4.3 / 4.13
	The consultation process has been leading and weighted towards the proposals.	11.1
	Money would be better spent improving policing, street lighting, traffic calming and repairing the roads.	12.1

Officer responses

Ref No.	Topic of concerns from all objections	Officer response
1	No topic provided	
1.1	Grounds of objection are unclear or no further information was provided.	Although it is necessary to submit grounds for objection it is understood that a significant number of residents within this area do not speak English as a first language. As such these responses indicating an objection to the proposals have been recorded despite the fact the grounds for the objection were unclear or no information was provided.
2	Impact on Businesses	
2.1	Staff commuting	All businesses remain accessible by motor vehicle. Officers will work with local businesses and representative organisations to assist with any adaptations or transport support measures that may be required to manage a transition to the amended road network.
2.2	Deliveries/vehicular access	All businesses remain accessible by motor vehicle. Officers will work with local businesses and representative organisations to assist with any adaptations or transport support measures that may be required to manage a transition to the amended road network.
2.3	Increase in prices at local businesses	No evidence has been presented that has found a link between Liveable Neighbourhoods and an increase in prices. Promoting active travel and reducing through traffic has been linked to an increased spend at local businesses.
2.4	Prevent access to shops for customers / impacting on business	All businesses remain accessible by motor vehicle under the scheme, whilst access to shops for different modes of transport such as walking, cycling and scooting will be improved. Officers from the Transport service will work with local businesses and representative organisations to assist with any adaptations or transport support measures that may be required to manage a transition to the amended road network. The Council's economic development team will support local businesses to address other business issues that are unrelated to the transport network.
2.5	Lack of passing traffic will impact on businesses	All businesses remain accessible by motor vehicle whilst access to shops for different modes of transport such as walking, cycling and scooting will be improved. The Council will continue to engage with businesses and will survey them to determine whether there has been an impact on business due to reduced passing traffic. Officers from the Transport service will work with local businesses and representative organisations to assist with any adaptations or transport support measures that may be required to manage a transition to the amended road network. The Council's economic development team will support local businesses to address other business issues that are unrelated to the transport network.
2.6	What investment can be made in the area to make it attractive to visitors.	The Council will continue to engage the community and local businesses throughout scheme implementation to understand what could help make the area more attractive to visitors such as increased tree planting, cycle and e-scooter parking, and wayfinding to connect people to local areas of interest and the existing green spaces. Any income generated from Penalty Charge Notices (PCN's) associated with Bus Gate / parking enforcement will be reinvested into local transport/highway/environmental improvements. This will ensure that there is a legacy of investment and community improvements.
2.7	Request for a financial fund to be set up for local businesses, to counter the impact that a loss of passing trade may have until the benefits of the EBLN are felt.	Direct financial aid will not be provided to businesses within the Liveable Neighbourhood area. The Council's economic development team will support local businesses to address other business issues that are unrelated to the transport network. All areas of the scheme remain accessible by motor vehicle whilst access for different modes of transport such as walking, cycling and scooting will be improved. The Council will continue to engage the community and local businesses throughout scheme

		implementation to understand what could help make the area more attractive to visitors such as increased tree planting, cycle and e-scooter parking, and wayfinding to connect people to local areas of interest and the existing green spaces.
2.8	Similar schemes elsewhere have led to closure of businesses.	All businesses remain accessible by motor vehicle whilst access to shops for different modes of transport such walking, cycling and scooting will be improved. The Council will continue to engage with businesses and will survey them to determine whether there has been an impact on business due to reduced passing traffic. Officers from the Transport service will work with local businesses and representative organisations to assist with any adaptations or transport support measures that may be required to manage a transition to the amended road network. The Council's economic development team will support local businesses to address other business issues that are unrelated to the transport network.
3	Community and Equalities Issues	
3.1	Unequal impact on disabled people due to reduced independent travel	Equality Impact Assessments of the scheme has not identified any significant negative impacts on disabled people, however, in some cases potential impacts have been identified and the Exemptions Policy aims to respond as appropriate. The council will continue to monitor impacts, work with affected groups and representatives, and develop and implement further adjustments and support services as appropriate. Much of the current public realm, transport systems and road network are not accessible for disabled people, limiting where they can travel and by what means. Liveable Neighbourhoods may therefore have positive impacts for some disabled people, particularly those who are able to benefit from measures that make active travel more accessible or whose journeys are affected by the higher levels of traffic in their local area before the Liveable Neighbourhood is introduced. People who rely on private cars or taxis, or have carers who rely on cars, may experience increased journey times for some trips and different routes might be needed. The council's analysis of journey times suggests that short trips starting on the edge or within the Liveable Neighbourhood are most affected by the introduction of Liveable Neighbourhoods in terms of proportionate increase in journey time. For people with disabilities and other groups undertaking longer trips any increase in journey times is likely to be minimal.
3.2	Dividing communities	Bristol City Council recognises the concerns raised around community division and seeks to engage will all local stakeholders and groups to better understand and address any issues in order to bring people together and foster a sense of ownership and pride in the local area. It is expected that as over time and as the public and road users become accustomed to Liveable Neighbourhoods the reports of division between drivers and non-drivers will decrease. Bristol City Council will continue to monitor this issue via our communication channels. The proposals aim to reduce levels of traffic on residential streets, this has been shown to improve social cohesion through removing barriers to social isolation.
3.3	Crime/anti-social behaviour	Officers and external partners have undertaken street audits for roads within LNs to identify issues relating to safety and accessibility, and will continue to do so. We have worked closely with Avon & Somerset Police and Designing Out Crime Officers to deliver a scheme that is safe, using principles of natural surveillance and good lighting. Officers will continue to work with local residents and businesses to identify any emerging issues that come up as a result of anti-social behaviour and escalate further as and when necessary.
3.4	Safety at night	Officers and external partners have undertaken street audits for roads within LNs to identify issues relating to safety and accessibility, and will continue to do so. We have worked closely with Avon & Somerset Police and Designing Out Crime Officers to deliver a scheme that is safe, using principles of natural surveillance and good lighting. Officers will continue to work with local residents and businesses to identify any emerging issues that come up as a result of anti-social behaviour and escalate further as and when necessary.
3.5	Carers	As a result of public feedback, Bristol City Council has proposed exemptions for professional carers through the proposed bus gates: https://eastbristolliveableneighbourhoods.commonplace.is/proposals/changes-to-the-trial-scheme/step4

		These exemptions help to remedy some of the concerns raised through engagement.
3.6	Socio-economic	<p>Equalities Impact Assessment of the scheme has not identified any significant impacts relating to socioeconomic factors. The Council will continue to monitor impacts, work with affected groups and representatives and develop and implement adjustments and support services as appropriate.</p> <p>The scheme is aimed at improving the environment for all residents who live in and around the area through creating equitable, safer streets for walking and cycling as well as looking to address issues such as health and wellbeing, climate change through tackling air pollution and inactivity.</p> <p>Lower income households are significantly less likely to have access to a vehicle. Access to a vehicle increases significantly as household income bands increase. 62% of local residents rely primarily on public transport (pre-Covid) for access to work, education or training. The Liveable Neighbourhood is expected to improve safe and affordable travel options.</p>
3.7	Health	<p>Equalities Impact Assessment of the scheme has not identified any significant impacts relating to health factors. The Council will continue to monitor impacts, work with affected groups and representatives and develop and implement adjustments and support services as appropriate.</p> <p>Through promoting active travel, healthier modes of transport should become more attractive, which can lead to increased physical activity.</p>
3.8	Age (elderly)	Equality Impact Assessments of the scheme has not identified any significant impacts relating to age. The council will continue to monitor impacts, work with affected groups and representatives and develop and implement adjustments and support services as appropriate. Older people are less likely to drive. The proposal improves the ability to move through the area walking, using a mobility aid, adapted cycle or wheelchair. Some older people may be more reliant on travel by motor vehicle and in some cases journey times may increase as a result of the proposal.
3.9	Age (children)	<p>" Equality Impact Assessments of the scheme has not identified any significant impacts relating to age. The council will continue to monitor impacts, work with affected groups and representatives and develop and implement adjustments and support services as appropriate.</p> <p>Children are particularly impacted by poor air quality at the roadside and are also vulnerable to road danger, both of which the proposal aims to address. The proposals offer the potential for more physical activity, including play, in areas where amenities may be limited, offering the potential to address issues of obesity, well-being and independent travel."</p>
4	Traffic Issues	
4.1	Traffic displacement	<p>While there may be some immediate and temporary displacement of traffic to other areas, there is likely to be an overall reduction in traffic and increase in cycling, walking and bus journeys (for those who are able) in the long-term. An increase in active travel is seen as an essential step to improving air pollution in across urban areas such as Bristol.</p> <p>Evidence shows that reallocating road space from cars to active travel modes tends to reduce car use in the long-term and Liveable Neighbourhoods is part of a wider sub regional programme of sustainable transport improvements to support behaviour change and a transition towards more sustainable modes. The scheme will be monitored to understand it's impact on the wider highway network. Further engagement work will take place to understand what improvements can be made so that the scheme works as well as it can do.</p>
4.2	Increased journey distance and time and associated costs	Whilst in some cases there may be increased journey times for some trips by motor vehicle following the launch of schemes of this nature, there are also other factors that need to be considered when assessing traffic impacts, such as road works and adjusted travel patterns post Covid-19.

		<p>From case studies outside of Bristol, data suggests that, over time, any initial increase in traffic flows on boundary roads eventually settles down to previous levels as people choose alternative routes or take up a different mode of transport for their everyday journeys. The schemes have been designed to retain full access for emergency service vehicles at all times.</p> <p>Liveable Neighbourhoods are part of a wider Council strategy to reduce motor traffic levels and promote a shift to more sustainable modes, particularly for shorter trips that many people can make by foot or cycle. The proposed bus gate exemptions policy recognises that for some groups travel by motor vehicle is necessary and makes allowance for this.</p> <p>Bristol City Council will continue to monitor the impact of the implementation of the proposed measures.</p>
4.3	Journey time for disabled people, limited mobility, health reasons (unfair impact as more reliant on cars)	<p>As a result of public feedback, Bristol City Council has proposed exemptions for a number of people through the proposed bus gates: https://eastbristolliveableneighbourhoods.commonplace.is/proposals/changes-to-the-trial-scheme/step4</p> <p>These exemptions help to remedy some of the concerns raised through engagement.</p>
4.4	Journey time to hospitals/GPs & Journey time for essential services, workers and assistance	<p>Whilst in some cases there may be increased journey times for some trips by motor vehicle following the launch of schemes of this nature, there are also other factors that need to be considered when assessing traffic impacts, such as road works and adjusted travel patterns post Covid-19.</p> <p>From case studies outside of Bristol, data suggests that, over time, any initial increase in traffic flows on boundary roads eventually settles down to previous levels as people choose alternative routes or take up a different mode of transport for their everyday journeys. The schemes have been designed to retain full access for emergency service vehicles at all times.</p> <p>Liveable Neighbourhoods are part of a wider Council strategy to reduce motor traffic levels and promote a shift to more sustainable modes, particularly for shorter trips that many people can make by foot or cycle. The proposed bus gate exemptions policy recognises that for some groups travel by motor vehicle is necessary and makes allowance for this.</p> <p>Reducing the level of traffic around places of health is an important part of this strategy in order to reduce congestion, improve air quality and health by promoting active travel modes. The Council will continue to monitor impacts, work with affected groups and representatives and develop and implement adjustments and support services as appropriate.</p> <p>Bristol City Council will continue to monitor the impact of the implementation of the proposed measures.</p> <p>As a result of public feedback around the impacts of Liveable Neighbourhoods on disabled people and associated carers who need their car to attend vital appointments at their local medical centre, Bristol City Council has proposed an exemption policy. You can read more details on the proposed exemption policy here: https://eastbristolliveableneighbourhoods.commonplace.is/proposals/changes-to-the-trial-scheme/step4</p> <p>The schemes have been designed to allow full access for emergency services, with a removeable physical barrier to their movement. Equally, in an emergency situation the traffic restrictions at bus gates can be lifted to allow general access through the modal filters without penalty.</p>
4.5	Increased public transport journey time	<p>While there may be some immediate and temporary impact on journey times, no significant impact on bus journey times is expected in the long-term. Similar projects have not seen a negative impact on bus journey times as a result of a Liveable Neighbourhood.</p> <p>Bus gates proposed as part of the Liveable Neighbourhood also help to improve bus reliability through reducing traffic on the road network, and prioritising bus routes through high density residential areas. The Council will continue working with partner agencies such as WECA and Service providers to continue to improve bus journey reliability.</p>

4.6	Emergency services – access and response times	<p>Emergency services have not expressed any significant concerns in relation to the schemes and response times.</p> <p>The schemes have been designed to retain full access for emergency service vehicles at all times. Emergency services will have unimpeded access via the three bus gates. Removable bollards have been used the other sites to retain access for emergency services in locations that do not use camera enforcement.</p>
4.7	Suggest exemption for all residents	<p>Evidence has shown that Liveable Neighbourhoods are most effective when planned and implemented in a holistic manner across a wide area. This reduces the impact on the wider network as through traffic is diverted onto the main roads, with access retained for local traffic. The conditions for modal shift are achieved by reducing levels of traffic in the area and discouraging shorter journeys by car as they become safer, attractive and more convenient to be made by sustainable modes. All points can still be accessed by car, but routes may change due to the traffic management measures.</p> <p>People living within the scheme area will not be given general exemptions through the modal filters as this would undermine the effectiveness of the scheme, placing additional burden on junctions that would receive additional through traffic trips. This would undermine the conditions for successful modal shift, resulting in a high risk that the objectives of the Liveable Neighbourhood would not be met. Additionally, this would provide exclusive access to certain areas of the public highway and compromises the highway authority's duty for maintaining the passing and re-passing of traffic. Furthermore, Bristol City Council currently has limited use of Moving Traffic Offences and therefore most of the traffic management measures are made enforceable using bollards. It is not safe or practicable for residents to be given general access to the removable bollards.</p> <p>Three bus gates have been proposed in the scheme area to reduce through traffic, future proof and improve the reliability of bus services in the area. The bus gates are enforced using ANPR (Automatic Number Plate Recognition) cameras, and several exemptions/dispensations have been granted to other vehicle types in response to community feedback. This will ensure that the scheme works as well can do for the community whilst meeting the objectives of the project.</p>
4.8	Road works delays	<p>Officers work proactively to manage planned and unplanned disruption to the network as a result of street works, minimising impacts and co-ordinating work streams wherever possible. Liveable Neighbourhoods are designed to be resilient to temporary changes to the road network as a result of street works and procedures have been put in place to flag in advance any interventions that may cause disruption to LN access routes. For unplanned works, officers are responsive to immediate issues that arise and will work with the relevant contractors and local stakeholders to minimise any negative impacts as far as possible.</p>
4.9	Impact on taxis	<p>As a result of feedback regarding the impact on taxis, the Council has decided on an exemption policy that provides exemption for taxis and fully accessible private hire vehicles at the locations where buses pass through.</p>
4.10	Grindell Road is not wide enough for two way traffic due to parking both sides. Was changed to one way for safety reasons previously. Will cause damage to vehicles, danger to pedestrians and cyclists and speeding as vehicles try to pass each other and parked cars.	<p>The changes to Grindell Road are not being proposed in isolation. Making Grindell Road two-way to traffic is part of an area wide approach to traffic management that aims to reduce through traffic whilst making all areas accessible by private car. Making Grindell Road two-way provides an alternative route for motor vehicles to access Blackswarth Road in addition to Pilemarsh.</p> <p>Currently vehicles use Grindell Road to access Church Road, this leads to higher volumes of traffic, especially in the morning peak. This is likely to reduce as part of the scheme as people make route choices earlier and stay on main roads that are better suited to carrying through traffic.</p> <p>Double yellow lines both ends of Grindell Road provide passing places for oncoming traffic, which is facilitated by the clear sightlines on either approach.</p>
4.11	Traffic will be displaced to surrounding roads which are not wide enough to accommodate two way traffic, larger vehicles – width and parking	<p>While there may be some immediate and temporary displacement of traffic to other areas, there is likely to be an overall reduction in traffic and increase in cycling, walking and bus journeys (for those who are able) in the long-term. An increase in active travel is seen as an essential step to improving air pollution in across urban areas such as Bristol.</p>

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		<p>Evidence shows that reallocating road space from cars to active travel modes tends to reduce car use in the long-term and Liveable Neighbourhoods is part of a wider sub regional programme of sustainable transport improvements to support behaviour change and a transition towards more sustainable modes.</p> <p>The scheme will be monitored to understand it's impact on the wider highway network. Further engagement work will take place to understand what improvements can be made so that the scheme works as well as it can do. This will include surveying the wider area to understand if there has been any localised traffic displacement.</p>
4.12	Journey times for school run	<p>Whilst in some cases there may be increased journey times for some trips by motor vehicle following the launch of schemes of this nature, there are also other factors that need to be considered when assessing traffic impacts, such as road works and adjusted travel patterns post Covid-19.</p> <p>From case studies outside of Bristol, data suggests that, over time, any initial increase in traffic flows on boundary roads eventually settles down to previous levels as people choose alternative routes or take up a different mode of transport for their everyday journeys. The schemes have been designed to retain full access for emergency service vehicles at all times.</p> <p>Liveable Neighbourhoods are part of a wider Council strategy to reduce motor traffic levels and promote a shift to more sustainable modes, particularly for shorter trips that many people can make by foot or cycle. The proposed bus gate exemptions policy recognises that for some groups travel by motor vehicle is necessary and makes allowance for this.</p> <p>Reducing the level of traffic on the 'school run' is an important part of this strategy in order to reduce congestion, improve air quality and health by promoting active travel modes.</p> <p>Bristol City Council will continue to monitor the impact of the implementation of the proposed measures.</p>
4.13	Proposals will restrict access to properties and facilities in the area / for visitors / make it more difficult / stop people visiting / increase isolation / dependent on car	<p>All areas remain accessible by motor vehicle under the scheme, whilst access to the area for different modes of transport such walking, cycling, public transport and scooting will be improved.</p> <p>Journeys to and from the area by car can still be made, with access the main distributor roads maintained. This will ensure that people can still visit friends and family by private car if they need to.</p> <p>Officers from the Transport service will work with residents, businesses, and representative organisations to assist with any adaptations or transport support measures that may be required to manage a transition to the amended road network.</p>
4.14	Increase of traffic on surrounding roads will increase danger to pedestrians, cyclists and motorists	<p>Whilst in some cases there may be increased journey times for some trips by motor vehicle following the launch of schemes of this nature, there are also other factors that need to be considered when assessing traffic impacts, such as road works and adjusted travel patterns post Covid-19.</p> <p>From case studies outside of Bristol, data suggests that, over time, any initial increase in traffic flows on boundary roads eventually settles down to previous levels as people choose alternative routes or take up a different mode of transport for their everyday journeys. The schemes have been designed to retain full access for emergency service vehicles at all times.</p> <p>Liveable Neighbourhoods are part of a wider Council strategy to reduce motor traffic levels and promote a shift to more sustainable modes, particularly for shorter trips that many people can make by foot or cycle. The proposed bus gate exemptions policy recognises that for some groups travel by motor vehicle is necessary and makes allowance for this.</p> <p>Bristol City Council will continue to monitor the impact of the implementation of the proposed measures including what impact if any there may be on road safety.</p>

Appendix 3

4.15	Restrict access in the case of an accident due to only one road into area	<p>The schemes have been designed to retain full access for emergency service vehicles at all times. Emergency services will have unimpeded access via the three bus gates. Removable bollards have been used the other sites to retain access for emergency services in locations that do not use camera enforcement.</p> <p>Most areas within the scheme have one or more access points onto the main road network, except for the Ducie Road/A420/Lincoln Street area and Kingsmarsh Way/A420 area. These have effectively become cul-de-sacs which are accessible by emergency services.</p>
4.16	No point of a bus gate on a road with no buses or only 1	<p>The bus gates are not being proposed in isolation. Introducing bus gates at certain points within the neighbourhood is part of an area wide approach to traffic management that aims to reduce through traffic whilst making all areas accessible by private car.</p> <p>Bus gates are an effective measure to reduce through traffic and incentivise public transport use, as bus journey time can become more reliable if they do not have to pass through congested residential streets.</p> <p>The bus gate proposed on Marsh Lane futureproofs a bus service connecting East Bristol to Temple Meads, the new Bristol University Campus and the city centre.</p> <p>The Council will continue working with the West of England Combined Authority and the private sector to increase the frequency of services through the local area.</p>
4.17	Proposals will create a rat run through the cemetery	<p>Avonview Cemetery is not adopted highway and so no measures have been proposed at this site. Internal teams within the Council will continue to monitor the use of Avonview Cemetery and will co-ordinate controlled access so that the route is not used inappropriately by people short cutting from Beaufort Road to Blackswarth Road.</p>
4.18	Proposals will create a rat run through Barton Hill Trading Estate – can this be monitored?	<p>Barton Hill Trading Estate is not adopted highway and so no measures have been proposed at this site. Officers will work with the Barton Hill Trading Estate whether the route is being used inappropriately by people short cutting between Marsh Lane and Days Road.</p> <p>The modal filter at Great Western Lane was removed following engagement in the Summer 2023. This leaves a direct route between Marsh Lane and Days Road. The site is being monitored to see if traffic levels increase following the implementation of the scheme.</p> <p>Officers will continue to engage with the community to understand whether any additional measures or alterations are required as part of the scheme review.</p>
4.19	A 24-hour bus gate is excessive for a residential area – should only be active at peak times such as 7:00 to 9:00 and 17:00 to 19:00.	<p>The bus gates are not being proposed in isolation. Introducing bus gates at certain points within the neighbourhood is part of an area wide approach to traffic management that aims to reduce through traffic whilst making all areas accessible by private car.</p> <p>Bus gates are an effective measure to reduce through traffic and incentivise public transport use, as bus journey time can become more reliable if they do not have to pass through congested residential streets.</p> <p>Reducing the hours of operation at the bus gates would undermine the effectiveness of the scheme, placing additional burden on junctions that would receive additional through traffic trips. This would undermine the conditions for successful modal shift, resulting in a high risk that the objectives of the Liveable Neighbourhood would not be met.</p> <p>The Council will continue working with the West of England Combined Authority and the private sector to increase the frequency of services through the local area.</p>
4.20	Proposals do not take account of SEN Children who need to travel through the Liveable Neighbourhood - give help to parents that reasonably need to travel through the area,	<p>People living within the area whose children have SEN and in receipt of a Personal Travel Budget may apply for a dispensation to travel through the proposed bus gates. People from visiting or travelling through the area are likely to make route choices earlier and stay on main roads that are better suited to carrying through traffic.</p>

	identical to help for parents that live in the area.	The Council will continue to engage the community and review the scheme to understand what changes may be required to the scheme in the longer term.
5	Air Quality Issues	
5.1	Increased pollution associated with displacement of traffic onto surrounding roads and longer journey distance and time	<p>Evidence shows that reallocating road space from active travel modes tends to reduce car use in the long-term. While there may be some immediate and temporary displacement of traffic to other areas, there is likely to be an overall reduction in traffic and increase in active travel in the long-term. An increase in active travel is seen as an essential step to improving air pollution across urban areas such as Bristol.</p> <p>We have already installed additional air pollution monitoring sites in the area, so we have extensive baseline air pollution data for 2022. These monitoring sites will stay in place throughout the trial to monitor the impacts on air pollution. In addition, we have installed traffic sensors to track changes in walking, cycling and traffic levels. This will help us understand the impact of the scheme and whether there are any significant changes.</p>
6	Parking Issues	
6.1	Loss of parking - Pocket Parks / Modal filters / Bicycle Pods will take up already limited parking	<p>The location of planters/pocket parks/cycle hangars have been identified through several stages of community feedback and designed to minimise the impact on parking spaces: making the best use of the space available.</p> <p>To minimise the impact on parking capacity, double yellow lines have been proposed where considered essential to reduce unsafe and obstructive parking. Double yellow lines are considered necessary to enable improved visibility and manoeuvrability – improving access/movement for pedestrians and motorists.</p> <p>Evidence shows that reallocating road space from cars to active travel modes tends to reduce car use in the long-term and Liveable Neighbourhoods is part of a wider sub regional programme of sustainable transport improvements to support behaviour change and a transition towards more sustainable modes. The scheme will be monitored to understand it's impact on the wider highway network. Further engagement work will take place to understand what improvements can be made so that the scheme works as well as it can do.</p>
7	Issues with the street/ area	
7.1	Pocket Parks and Planters will become an eyesore / fly tippings / VANDALAISM AND THEFT	<p>The scheme will initially be installed using temporary materials whilst the Council monitors the impact of the scheme before re-engaging the community to understand what changes may need to be made to the layout and public realm if the scheme is to be made permanent.</p> <p>The Council will monitor the scheme and will conduct regular maintenance of sites to ensure that the temporary materials remain attractive and free of litter.</p> <p>If a decision is made to make the scheme permanent, further funding will be sought to remove the temporary materials and replace them with permanent high-quality materials.</p>
7.2	Street is too narrow for cycle hangar - will block footway	Cycle hangar sites have been prioritised for locations that will maintain an effective footway and carriageway width. Where possible they have been sited in locations that do not require any waiting restrictions to prevent vehicles from parking opposite and either narrowing the carriageway or encouraging people to illegally park on the footway.
8	Public Transport Issues	
8.1	Public transport isn't good enough/ Improvements are needed before introducing these measures.	Evidence shows that reallocating road space from cars to active travel modes tends to reduce car use in the long-term and Liveable Neighbourhoods is part of a wider sub regional programme of sustainable transport improvements to support behaviour change and a transition towards more sustainable modes. The scheme will be monitored to understand it's impact on the wider highway network.

		Further engagement work will take place to understand what improvements can be made so that the scheme works as well as it can do.
9	Changes to the scheme	
9.1	Church Road / Chalk Road traffic signals need amending to improve operation of junction and reduce increased congestion.	Traffic signal upgrades/redesign is out of scope of this schemes proposals, however; it has been recognised that additional funding can be sought to upgrade the Chalks Road junction if the scheme is made permanent. Data collated during the trial period would be used to understand how to optimise this signalised junction.
9.2	Just make Beaufort Road one way – no need for other action to prevent rat running	<p>The changes to Beaufort Road are not being proposed in isolation and have been proposed in response to several stages of community feedback and a technical review to determine the best location for each measure.</p> <p>The proposed measures on Beaufort Road are part of an area wide approach to traffic management that aims to reduce through traffic whilst making all areas accessible by private car. Making Beaufort Road one-way would undermine the effectiveness of the scheme, placing additional burden on junctions that would receive additional through traffic.</p> <p>This would undermine the conditions for successful modal shift, resulting in a high risk that the objectives of the Liveable Neighbourhood would not be met.</p>
9.3	Amendments to lights at Avonvale Road / Church Road to deal with increase in traffic going this way	<p>Evidence shows that reallocating road space from cars to active travel modes tends to reduce car use in the long-term and Liveable Neighbourhoods is part of a wider sub regional programme of sustainable transport improvements to support behaviour change and a transition towards more sustainable modes. The scheme will be monitored to understand it's impact on the wider highway network. Further engagement work will take place to understand what improvements can be made so that the scheme works as well as it can do.</p> <p>The Avonvale Road/Church Road junction is linked to the Council's SCOOT network and signal timings can be adjusted if there is a persistent issue with traffic access/egress through this point.</p>
9.4	Unhappy that the position of the cycle hangar on Witchell Road has changed – new location will cause nuisance and loitering outside house – location is too narrow and will affect pedestrians – the previous location was better as not outside anyone's house	Cycle hangars are not subject to this consultation; however, it is noted that the cycle hangar is proposed to be located on Victoria Avenue, near to the junction of Witchell Road. Cycle hangar sites have been prioritised for locations that will maintain an effective footway and carriageway width. In the case of this location, we had concluded that it meets these criteria.
9.5	Move the modal filter on Victoria Avenue further east – provide alternative route out of purple zone if Cobden Street was blocked for any reason.	<p>The measures themselves have been proposed in response to several stages of community feedback and a technical review to determine the best location for each measure. To minimise the impact on street space measures have been placed in locations where there are already existing waiting restrictions or natural turning heads.</p> <p>The scheme will be monitored to understand it's impact on the wider highway network. Further engagement work will take place to understand what improvements can be made so that the scheme works as well as it can do, which could include re-locating the modal filter on Victoria Avenue.</p> <p>Alternative traffic management layouts will be arranged if Cobden Street was closed for any reasons such as utility works. For example, this could include the temporary suspension of modal filters or reversals of one-ways such as Morton Street.</p>
9.6	Improve the Cobden Street / Church Road junction	The scheme will initially be installed using temporary materials whilst the Council monitors the impact of the scheme before re-engaging the community to understand what changes may need to be made to the layout and public realm before submitting a Full Business Case.

	<p>Need more pedestrian crossings and footway improvements</p> <p>Request for additional waiting restrictions</p> <p>Need speed camera or traffic calming to deal with increased traffic on surrounding roads</p>	<p>The Full Business Case will secure a further funding to remove the temporary materials and replace them with permanent high-quality materials. It will also unlock significant funding to upgrade junctions and install new crossings to help link people walking, cycling and scooting into the area. Amendments such as additional traffic calming, waiting restrictions or footway improvements can be made if it's decided to make the scheme permanent and funding can be secured.</p> <p>Upgrades to the Cobden Street/Church Road junction are not currently within scope of this scheme however, future consideration on upgrades to surrounding roads can be made if the scheme is made permanent and its impact fully evidenced.</p>
9.7	Request for a cycle lane on Pile Marsh	<p>Due to width constraints and the kerb line alignment, Pilemarsh currently has an intermittent contraflow cycle lining. Parking arrangements would need to be altered to provide enough room to provide a continuous contraflow cycle lane.</p> <p>The area wide traffic management will reduce the number of vehicles using Pilemarsh as a short cut, especially during the peak hours. This will improve cycling facilities without having to install additional infrastructure.</p>
9.8	The prohibition of driving at the end of Beaufort Road should be a modal filter to allow cyclists to continue to exit at the bottom of Beaufort Road.	The proposed prohibition of driving at the junction of Beaufort Road/Blackswarth Road will be enforced using planters and bollards as part of the initial installation of the scheme. People cycling and scooting will be able to pass through this measure and can continue to exit at the bottom of Beaufort Road.
9.9	The cycle contra flow on Pile Marsh should be maintained for cyclists	<p>Due to width constraints and the kerb line alignment, Pilemarsh currently has an intermittent contraflow cycle markings. Parking arrangements would need to be altered to provide enough room to provide a continuous contraflow cycle lane. There are no proposals to remove the existing cycle markings on Pilemarsh.</p> <p>The area wide traffic management will reduce the number of vehicles using Pilemarsh as a short cut, especially during the peak hours. This will improve cycling facilities without having to install additional infrastructure.</p>
9.10	Need improvements at Whitby Road / Newbridge Road junction if forcing cars to go that way	Upgrades to the Whitby Road/Newbridge junction are not currently within scope of the funding for this scheme but it should be noted the Whitby Road/Newbridge Road junction has recently been maintained with upgrades to the traffic signals.
9.11	The modal filter at the start of Glebe Road is unnecessary as the rat run for traffic coming from the Kingswood direction will be blocked further down on Beaufort road.	<p>The changes to Glebe Road are not being proposed in isolation and have been proposed in response to several stages of community feedback and a technical review to determine the best location for each measure.</p> <p>The proposed measures on Glebe Road are part of an area wide approach to traffic management that aims to reduce through traffic whilst making all areas accessible by private car. The filter the top of Glebe Road simplifies the operation of the A420/A431 junction as vehicles will not be able to turn left into Glebe Road Road which often slow down traffic movements and undermine efficiency on the main road.</p>
10	Data	
10.1	Pre-implementation monitoring/data	Bristol City Council has undertaken two stages of data collection to inform the development of the project. The first stage included, Automatic Traffic Counts, Manual Classified Counts, active travel counts, and an Automatic Number Plate Recognition study over the project area and adjacent streets. This helped establish a baseline of traffic patterns across the area. This was used to develop the Vissim traffic modelling, which has been used to appraise how the scheme performs in terms of modal shift, traffic displacement and value for money. Full details of the appraisal are contained within the Outline Business Case that was approved by BCC Cabinet in April, and WECA committee in June 2023.

		<p>A further network of traffic sensors have been installed on lamp post columns throughout the area which will give a 24/7 data report on different modes of transport. This has been installed ahead of any scheme being implemented so that the Council can assess the impact of the scheme and understand how traffic patterns are adapting.</p> <p>Additional air quality sensors were installed in January 2022 on smaller residential streets to complement the existing network contained within the Air Quality Management Network. This will help collect additional data to understand whether the scheme has any impact on air quality over the long term.</p> <p>Bus journey time data has been collected for key services through the project area and on the main perimeter roads such as Church Road. This data will help the Council understand the long-term impact of the scheme on bus journey time and will help the Council plan any mitigation measures that may be required.</p> <p>Bristol City Council has undertaken detailed analysis and monitoring of many aspects of the local transport network including air quality monitoring, traffic monitoring and traffic modelling. These can be found here: https://eastbristolliveableneighbourhoods.commonplace.is/proposals/traffic-data-results/step1</p>
10.2	Post-implementation monitoring	<p>Bristol City Council will continue to monitor the scheme post-implementation, assessing its performance against the various traffic and air quality sensors. Bus journey time will be assessed to help the Council plan any mitigation measures that may be required. Lastly, the Council will repeat the perception survey with all households and conduct on street interviews to understand how the public's attitude and perception of the scheme has changed over time.</p> <p>Officers will be responsive to immediate issues that arise and will work with the relevant contractors and local stakeholders to minimise any negative impacts as far as possible.</p> <p>Further details of the monitoring strategy are provided within Appendix 5.</p>
10.3	Air quality	<p>Bristol City Council has undertaken detailed analysis and monitoring of many aspects of the local transport network including air quality monitoring, traffic monitoring and traffic modelling. These can be found here: https://eastbristolliveableneighbourhoods.commonplace.is/proposals/traffic-data-results/step1.</p> <p>Officers will continue to monitor air quality post-implementation.</p>
11	Issues with Consultation	
11.1	<p>Poorly carried out</p> <p>Has not been proper consultation with local residents or businesses</p> <p>More time should have been allowed</p>	<p>The Council has been engaging with the communities of Barton Hill, Redfield and St George since January 2022 to develop the advertised proposals. A summary of each engagement stage can be found on the project webpage.</p> <p>The statutory process followed from 29th January 2024 to 20th February 2024 was in accordance with the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. In addition to statutory requirements, the council sent letters to each home within the proposed East Bristol Liveable Neighbourhood area to make residents/businesses aware of the statutory consultation that was due to take place which also included information on where consultation documents could be viewed.</p> <p>The Council has translated the statutory consultation materials into several additional languages to ensure that people living within the area have access to the necessary information to comment on the proposals, these include; Somali, Arabic, Urdu, Pashto and Polish.</p>

11.2	Consultation information is unclear and confusing	<p>The statutory consultation material meets all the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. However, because it is recognised that Traffic Regulation Orders documents [legal documents] are very technical, every effort was made to provide the consultation material in an easily understandable way. An illustration of the proposals as well as a guide to how to review the consultation material was provided in addition to the technical documents.</p> <p>It should also be noted that the advertised proposals were discussed and refined with residents/businesses within the scheme area at multiple informal co-develop engagement sessions. Information about the development of the scheme has been shared through the design process with 2000+ people opting to receive updates about the project.</p>
11.3	Who are the ""community groups consulted in Barton Hill, Redfield and St. George"" that you stated supported this?	<p>The Council has been engaged with the communities of Barton Hill, Redfield and St George since January 2022 to develop the advertised proposals including the following stakeholders,</p> <ul style="list-style-type: none"> • Local primary schools • Places of worship • Community centres such as Wellsprings Settlement and St George Community centre • Local businesses • Residents • Community organisations <p>The statutory consultation material meets all the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. However, because it is recognised that Traffic Regulation Orders documents [legal documents] are very technical, every effort was made to provide the consultation material in an easily understandable way. An illustration of the proposals as well as a guide to how to review the consultation material was provided in addition to the legal documents.</p> <p>It should also be noted that the advertised proposals were discussed and refined with residents/businesses within the scheme area at multiple informal co-develop engagement sessions. Information about the development of the scheme has been shared through the design process with 2000+ people opting to receive updates about the project.</p>
11.4	No mandate to proceed - should not be implemented until after the new council leadership have been installed.	The decision about whether to proceed with the scheme as advertised, proceed with an amended scheme or to abandon the proposed changes has been delegated to the Service Director for Transport. No decision is made until each objection has been carefully reviewed and its contents considered.
11.5	Is undemocratic – not voted on by public - decision already been taken – will push it through – should be a public vote	Subjective comment is noted for record purposes only.
12	Other	
12.1	The scheme is a waste of money – no problems and no action needed – money should be spent on other things	Subjective comment is noted, however; the Council has provided justification for promoting the proposals information within the background report, appendix 1 and its statement of reasons.
12.2	Where is the proof that restricting vehicle movement makes any difference to traffic accidents, climate or any of the other reasons given?	There are many sources providing evidence that Liveable Neighbourhoods/Low Traffic Neighbourhoods meet the objectives noted in the Statement of Reasons for proposing these Traffic Regulation Orders. The Department for Transport's "Gear Change; One year on" provided evidence on the long-term effect of Liveable Neighbourhoods/Low Traffic Neighbourhoods. DfT report can be viewed via this web address: https://assets.publishing.service.gov.uk/media/6107b4b4d3bf7f0449a82017/gear-change-one-year-on.pdf
12.3	Is disguised 15 min city / World Economic Forum / control and surveillance, won't just be monitoring bus gates	Bristol like many cities faces many challenges over the coming years such as, a growing population, congestion, poor public health, as well as the ecological and environmental emergencies. In 2017, Bristol committed to the goal of becoming Carbon Neutral, which requires a transition to more sustainable modes of transport.

		<p>Liveable Neighbourhoods help to re-imagine the function of our streets so that they're people focussed, whilst recognising that people will still travel by car for a variety of reasons. The Council aims to enable people to change how they travel by making it safer and more convenient to walk, cycle or take public transport. Liveable Neighbourhoods makes this possible by re-designing our streets so that they're completely accessible by private car, but no longer possible to short cut through.</p> <p>The strategic need for projects such as the East Bristol Liveable Neighbourhood is outlined within national and regional policy documents such as Gear Change, the Joint Local Transport Plan 4, the Local Cycle and Walking Investment Plan and the Bristol Transport Strategy.</p> <p>In terms of surveillance and the use of cameras in the scheme, Bristol City Council has limited use of Moving Traffic Offences and therefore most of the traffic management measures are made enforceable using bollards and as such, there are limited numbers of cameras being installed as part of the project.</p> <p>Three bus gates have been proposed in the scheme area to reduce through traffic, future proof and improve the reliability of bus services in the area. The bus gates are enforced using Automatically Number Plate Recognition cameras.</p> <p>Traffic sensors have been installed as part of the monitoring strategy to help understand what happens to traffic flow as well as walking and cycling levels because of the scheme implementation.</p>
12.4	How much cost / where coming from?	The scheme is funded by the West of England Combined Authority's City Regional Sustainable Transport Settlement, which is in turn funded by the Department for Transport. The East Bristol Liveable Neighbourhood Outline Business Case secured £5.9m of funding.
12.5	Concerned about the introduction of the clean air zone	A clean air zone is not proposed as part of the East Bristol Liveable Neighbourhood measures however, it is expected that the changes will improve air quality as active travel [walking/cycling/scooting] increases.
12.6	Scheme is or may be having a detrimental effect on property prices and make it more difficult to sell	It is not possible to say whether the scheme will directly affect property prices.
12.7	Similar schemes haven't worked in other areas and been abandoned	<p>Evidence shows that reallocating road space from cars to active travel modes tends to reduce car use in the long-term. The proposed scheme is a trial with planned monitoring to understand the overall impact of the measures. The Council will undertake further engagement with residents/businesses within the scheme area to understand any negative impacts and to identify what improvements can be made so that the scheme works as well as it can do.</p> <p>The Department for Transport's "Gear Change; One year on" provided evidence on the long-term effect of Liveable Neighbourhoods/Low Traffic Neighbourhoods. DfT report can be viewed via this web address: https://assets.publishing.service.gov.uk/media/6107b4b4d3bf7f0449a82017/gear-change-one-year-on.pdf</p>
12.8	How long will the trial last and will changes be made if significant issues for residents – how ill decision be made – will resident have any further say	Refer to monitoring strategy at appendix 5.
12.9	If it is the intention of this scheme to provide pedestrians safe havens away from cars, I assume that Escooters and E bikes will also be banned. How will this be policed, as currently	The scheme aims to improve active and sustainable travel, including e-scooters, by reducing the levels of through traffic in the area. The scheme has been developed and progressed through the Council's internal Quality Assurance process that takes account of issues such as Road Safety.

Appendix 3

	I see riders breaking rules all the time and no one stops them. These are a danger to pedestrians and children whilst outside playing	<p>The scheme will initially be installed using temporary materials whilst the Council monitors the impact of the scheme before re-engaging the community to understand what changes may need to be made to the layout and public realm. This would include the detailed design or permanent spaces so that all road users share the space safely so that people walking are not in conflict with people cycling or scooting.</p> <p>A wider review of the use of e-scooters is being led by the Department for Transport (DfT) in partnership with local and combined authorities. The original deadline for the end of the trials was 30 November 2021, but trials have been extended four times to build on current learning across areas including usage, safety, and environmental impacts, and to explore changing travel patterns since the coronavirus pandemic and as e-scooters become more embedded in public life.</p> <p>Anyone using private e-scooters on a public road risk their scooter being seized under S.165 Road Traffic Act 1988. However; the use of rental e-scooters, currently being trailed in Bristol, is permitted on a public roads provided the user has the correct licence and follow road traffic regulations.</p>
12.10	Request to read Equality impact assessments	Equality Impact Assessment is provided at Appendix 4.
12.11	Should be introduced in the ward of the councillor who came up with this idea.	Refer to appendix 1 which sets out the project background and approvals for the scheme.



Equality Impact Assessment [version 2.9]

Title: East Bristol Liveable Neighbourhood Pilot	
<input type="checkbox"/> Policy <input type="checkbox"/> Strategy <input type="checkbox"/> Function <input type="checkbox"/> Service <input checked="" type="checkbox"/> Other [please state] <i>Pilot trial scheme</i>	<input type="checkbox"/> New <input checked="" type="checkbox"/> Already exists / review <input type="checkbox"/> Changing
Directorate: Growth and Regeneration	Lead Officer name: Samuel Green
Service Area: Economy of Place – City Transport	Lead Officer role: Transport Bidding, Policy & Strategic Projects Team – Principal Transport Planner

Step 1: What do we want to do?

The purpose of an Equality Impact Assessment is to assist decision makers in understanding the impact of proposals as part of their duties under the Equality Act 2010. Detailed guidance to support completion can be found here [Equality Impact Assessments \(EqIA\) \(sharepoint.com\)](https://sharepoint.com).

This assessment should be started at the beginning of the process by someone with a good knowledge of the proposal and service area, and sufficient influence over the proposal. It is good practice to take a team approach to completing the equality impact assessment. Please contact the [Equality and Inclusion Team](#) early for advice and feedback.

1.1 What are the aims and objectives/purpose of this proposal?

Briefly explain the purpose of the proposal and why it is needed. Describe who it is aimed at and the intended aims / outcomes. Where known also summarise the key actions you plan to undertake. Please use plain English, avoiding jargon and acronyms. Equality Impact Assessments are viewed by a wide range of people including decision-makers and the wider public.

The project will deliver a pilot Liveable Neighbourhood (sometimes referred to as Low Traffic Neighbourhoods, Active Travel Neighbourhoods, or Mini Hollands) in East Bristol, covering the boundary area marked in red below. The area covers the wards of Lawrence Hill, Easton, St George, and St George West.



The locally adopted [Local Walking and Cycling Infrastructure Plan \(LCWIP\)](#) identified parallel streets (Beaufort Road/Victoria Avenue) to Church Road (A420), in the inner east of Bristol (and within the above red line boundary, as a priority route for investment to induce modal shift to more sustainable modes. Due to the constraints of the narrow streets, traffic reduction has been considered the most effective way of improving the route in line with recent government guidance Local Transport Note (LTN) 1/20. LTN 1/20 Guidance can be viewed here: [Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](#)

By taking a holistic view to an area wide treatment a wide range of additional benefits can be delivered in addition to walking and cycling upgrades. Other benefits may be realised through complimentary measures such as: street trees, secure cycle hangar parking, pocket parks and improved public realm. This will enable the Council to maximise the benefits from new infrastructure and ensure that the local community are well equipped to make positive behaviour change. Reducing through traffic throughout the area will reduce the likelihood of traffic being displaced onto neighbouring streets.

The pilot is intended to inform a citywide roll out of Liveable Neighbourhoods across Bristol in the future and achieve the following objectives:

- Improve air quality and respond to the climate emergency.
- Improve public realm and quality of life - creating better places for residents, businesses, and visitors, as well as,
- Enable more local trips by active modes of travel and public transport, through providing easy, safe, and comfortable routes within neighbourhoods in line with the wider public health outcomes; and
- Reduce the impact of 'rat-running' (where vehicles cut through residential areas to reach their destination, rather than using main roads) along unsuitable residential roads, to support prosperity and improve community connectivity, whilst safeguarding access for residents and the needs of mobility impaired people; and
- Support Bristol's recovery from the Covid-19 pandemic through investment in green and sustainable infrastructure.

Objectives were set following a range of citywide consultations undertaken prior to the inception of the liveable neighbourhood pilot, such as the Citizens Assembly and Your City Our Future (see Section 2.4 for details). Similar types of schemes across the country have also demonstrated outcomes which help achieve the above objectives e.g., carbon savings and air quality improvement is linked to mode shift from private vehicle use to active and sustainable modes. The objectives also align with commitments made in locally adopted Policy and Strategy e.g., reducing vehicles miles in Bristol by 40% by 2030 (Bristol Transport Strategy, 2019). Further information regarding the ambition and objectives Bristol City Council has regarding liveable neighbourhoods can be found in the Liveable Neighbourhood Handbook: [Liveable neighbourhoods handbook \(bristol.gov.uk\)](#)

The pilot scheme will trial various transport and wider public realm interventions on an experimental/temporary basis for a period of between 6-18 months. The interventions implemented will be done in a way which allows them to be adjusted during the trial period and may include the following:

- Implementation of speed or carriageway width restrictions.
- Partial or full road closures and the use of model filters.
- Implementation of bus gates.
- Reallocation of road space or on-street parking to improve pedestrian and cycle infrastructure; and
- Changes in priorities at junctions.

Key to liveable neighbourhoods are the opportunities that reallocating road space typically used for private vehicle use can provide for public realm improvements, such as:

- Areas for seating and meeting.
- Locations for cycling infrastructure and storage.
- Accessible and uninterrupted footways, with priority and safety measures at junctions.
- Tree planting and green space.
- Locations for on-street electric vehicle charging infrastructure; and

- Consolidated delivery points.

The One City Plan highlights support for designing and delivering Liveable Neighbourhoods, building on similar statements of support in the Joint Local Transport Plan 4, Bristol Transport Strategy and most recently through the Citizens Assembly process

1.2 Who will the proposal have the potential to affect?

<input checked="" type="checkbox"/> Bristol City Council workforce	<input checked="" type="checkbox"/> Service users	<input checked="" type="checkbox"/> The wider community
<input type="checkbox"/> Commissioned services	<input checked="" type="checkbox"/> City partners / Stakeholder organisations	
Additional comments:		

1.3 Will the proposal have an equality impact?

Could the proposal affect access levels of representation or participation in a service, or does it have the potential to change e.g. quality of life: health, education, or standard of living etc.?

If 'No' explain why you are sure there will be no equality impact, then skip steps 2-4 and request review by Equality and Inclusion Team.

If 'Yes' complete the rest of this assessment, or if you plan to complete the assessment at a later stage please state this clearly here and request review by the Equality and Inclusion Team.

<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	[please select]
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N/A

Step 2: What information do we have?

2.1 What data or evidence is there which tells us who is, or could be affected?

Please use this section to demonstrate an understanding of who could be affected by the proposal. Include general population data where appropriate, and information about people who will be affected with particular reference to protected and other relevant characteristics: <https://www.bristol.gov.uk/people-communities/measuring-equalities-success>.

Use one row for each evidence source and say which characteristic(s) it relates to. You can include a mix of qualitative and quantitative data e.g. from national or local research, available data or previous consultations and engagement activities.

Outline whether there is any over or under representation of equality groups within relevant services - don't forget to benchmark to the local population where appropriate. Links to available data and reports are here [Data, statistics and intelligence \(sharepoint.com\)](#). See also: [Bristol Open Data \(Quality of Life, Census etc.\)](#); [Joint Strategic Needs Assessment \(JSNA\)](#); [Ward Statistical Profiles](#).

For workforce / management of change proposals you will need to look at the diversity of the affected teams using available evidence such as [HR Analytics: Power BI Reports \(sharepoint.com\)](#) which shows the diversity profile of council teams and service areas. Identify any over or under-representation compared with Bristol economically active citizens for different characteristics. Additional sources of useful workforce evidence include the [Employee Staff Survey Report](#) and [Stress Risk Assessment Form](#)


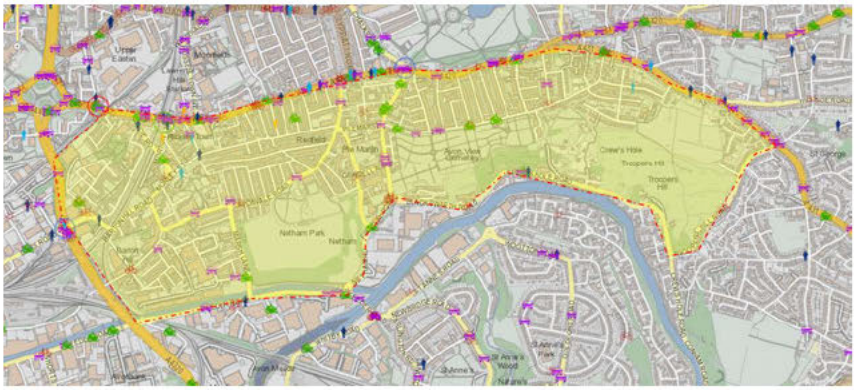
Data / Evidence Source [Include a reference where known]	Summary of what this tells us																																																																		
Population Projections: The population of Bristol - bristol.gov.uk	Bristol is projected to see an overall population increase of 15% between 2018 and 2043. The biggest single increase when broken down into age range is Age 75+, which is projected to be 40%. Engagement undertaken to inform the various schemes types of interventions will need to ensure targeted action to reach people within this group, to help ensure appropriate solutions are delivered.																																																																		
Quality of Life Survey (April 2023): Microsoft Power BI	<p>Feedback from the Bristol Quality of Life survey showed that:</p> <ul style="list-style-type: none">• People from the most deprived areas of Bristol are significantly less satisfied with their local areas as a place to live, compared to the cities average.• Rates of people whose day-to-day life is affected by fear of crime is nearly double in the most deprived areas of the city, compared to the cities average 32.4% / 17.4%.• People from the most deprived areas of Bristol are 27.4% less satisfied with their local area, compared to the cities average (47.8% / 75.2%).• 15.1% less people from the most deprived areas of Bristol feel they belong to their neighbourhood, compared to the cities average of 65.1%.• 26.3% of people from the most deprived areas of Bristol have low life satisfaction, compared to the cities average of 13.8%. A difference of 12.5%. <p>These results show that people from the most deprived areas in Bristol are less satisfied across a range of indicators (including, Health & Wellbeing, Crime & Safety, Education & Skills, Sustainability & Environment) compared with the cities average.</p> <p>The proposed scheme has a range of objectives, across health and wellbeing, access to goods and services (including education and employment), and greater equity (e.g., air quality, transport, crime) with which they will need to be measured against, with reference to the results of the QoL survey.</p> <table><tr><th>Category 2022</th><th>Sub-Category 2022</th><th>Issues Raised</th><th>2022 Ranking</th><th>2021 Ranking</th><th>2020 Ranking</th></tr><tr><td>Transport</td><td>Improve Buses and/or Public Transport</td><td>819</td><td>1</td><td>1</td><td>2</td></tr><tr><td>Waste and street cleanliness</td><td>Litter and/or Street Cleanliness</td><td>323</td><td>2</td><td>4</td><td>6</td></tr><tr><td>Transport</td><td>Reduce Congestion/ less cars</td><td>276</td><td>3</td><td>2</td><td>1</td></tr><tr><td>Council Services</td><td>Democracy and Governance</td><td>225</td><td>4</td><td>3</td><td>5</td></tr><tr><td>Environment</td><td>Air Pollution</td><td>207</td><td>5</td><td>5</td><td>3</td></tr><tr><td>Transport</td><td>Improve Cycling Facilities</td><td>193</td><td>6</td><td>6</td><td>4</td></tr><tr><td>Transport</td><td>Affordability of Public Transport</td><td>167</td><td>7</td><td>16</td><td>21</td></tr><tr><td>Environment</td><td>Parks and Green Spaces</td><td>156</td><td>8</td><td>10</td><td>14</td></tr><tr><td>Community & Living</td><td>Local Community and Facilities</td><td>138</td><td>9</td><td>7</td><td>7</td></tr><tr><td>Housing</td><td>House Price / Rent Affordability</td><td>138</td><td>9</td><td>8</td><td>13</td></tr></table> <p>Of the top 10 issues raised within the Quality of Life survey categories, the proposed scheme has the ability to directly or indirectly impact positively on 7, not including Council services, affordability of public transport, or house price / rent affordability, although some aspects of the proposed schemes may still link to these.</p>	Category 2022	Sub-Category 2022	Issues Raised	2022 Ranking	2021 Ranking	2020 Ranking	Transport	Improve Buses and/or Public Transport	819	1	1	2	Waste and street cleanliness	Litter and/or Street Cleanliness	323	2	4	6	Transport	Reduce Congestion/ less cars	276	3	2	1	Council Services	Democracy and Governance	225	4	3	5	Environment	Air Pollution	207	5	5	3	Transport	Improve Cycling Facilities	193	6	6	4	Transport	Affordability of Public Transport	167	7	16	21	Environment	Parks and Green Spaces	156	8	10	14	Community & Living	Local Community and Facilities	138	9	7	7	Housing	House Price / Rent Affordability	138	9	8	13
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Rapid Evidence Assessment: Liveable and Low Traffic Neighbourhoods	Where schemes succeed at encouraging walking and cycling, they will decrease the rates of asthma, depression, diabetes and increase life expectancy. Schemes designed to reduce speed and volume of traffic have significant impact on road injuries and crime, critical from an equity perspective, as children from lowest																																																																		

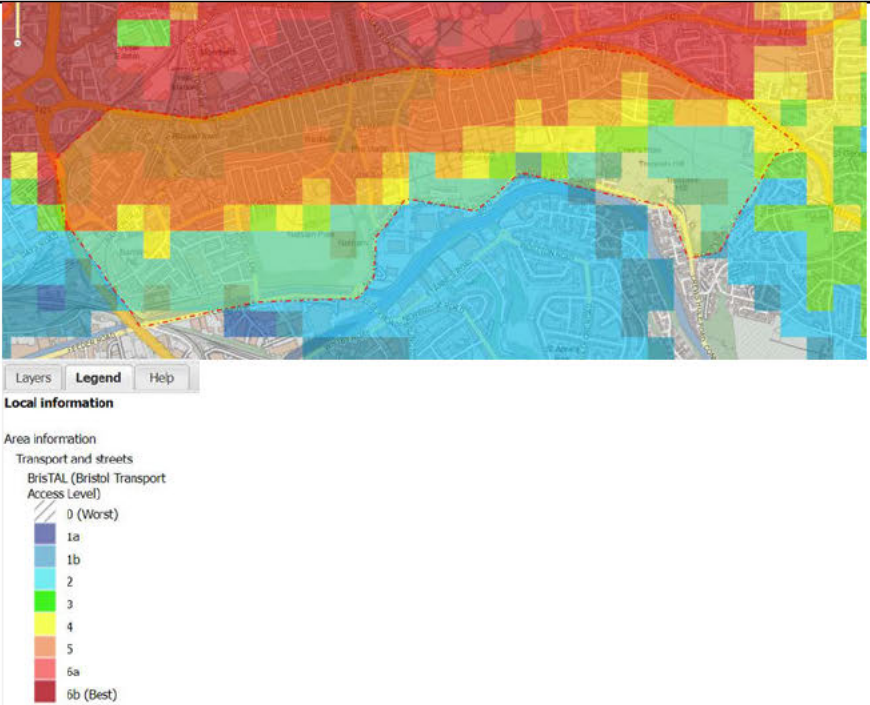
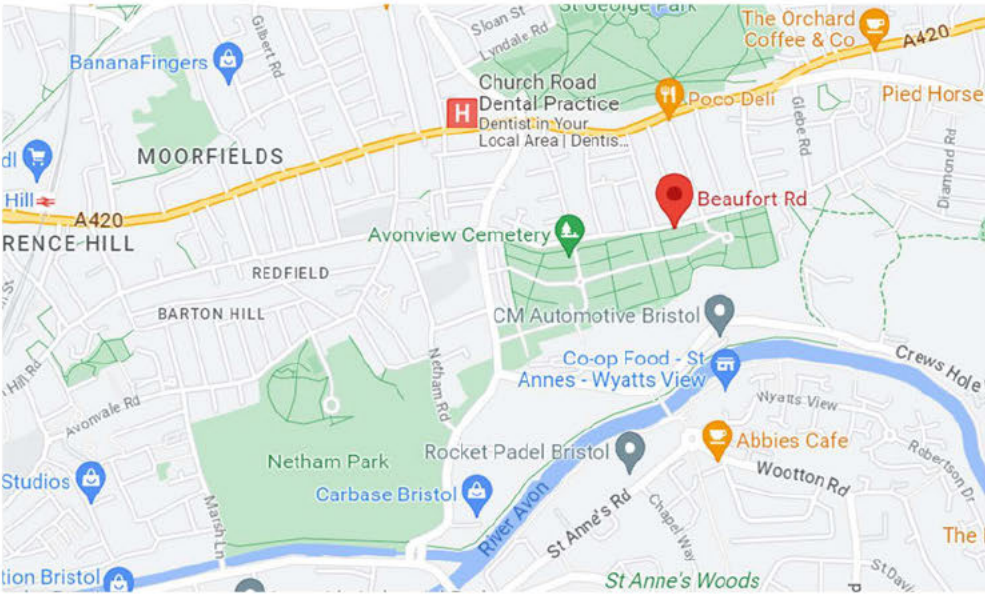
Data / Evidence Source [Include a reference where known]	Summary of what this tells us
	<p>socio-economic groups and Black, Asian and minority ethnic groups are far more likely to be injured on road. By implementing schemes in areas with which have lower rates of physical activity, where private vehicle ownership is low (and non-local traffic is high) and where congestion and accident levels are high, options for safe active travel (amongst other interventions) will provide more inclusive infrastructure which can be accessed by a wider range of users.</p> <p>Active travel schemes which include supporting infrastructure (benches, unobstructed pavements, signage, parking for blue badge holders etc) which improves accessibility for all will ensure changes make the environments they are in more inclusive, rather than changes being more restrictive. Where trials are being undertaken, input from groups representing Disabled people and other protected characteristics is critical and ongoing engagement is required to ensure final schemes resolve unforeseen negative impacts during the trial periods.</p> <p>By improving the quality and safety of environments for non-car drivers, liveable neighbourhoods can make local trips, such as taking children to school, visiting the doctor or local high street on foot or bicycle a more attractive and realistic option. This is particularly beneficial for those who experience transport poverty and experience the biggest negative impacts of car-oriented environments and are often under-represented in local decision making. The engagement strategy for these schemes has ensured seldom heard groups have been able to input and engage with the process of development and delivery of the proposed trial scheme.</p>
Ward information: Microsoft Power BI	<p>The Ward information database presents statistical ward profiles for each ward in Bristol. The wards that are covered by the project area are Lawrence Hill, Easton, St George West, and St George Troopers Hill. The statistics presented below cover a range of data sets showing the disparities in the project area.</p> <p>As noted above in the summary of the 'Rapid Evidence Assessment: Liveable and Low Traffic Neighbourhoods' some of the disparities across wards in the project area can, in part, be addressed by the type of measures and interventions proposed for the trial scheme. Indicators such as child obesity, premature mortality, and car availability (significantly worse or showing disparity) can be linked to the outcomes of liveable neighbourhood schemes and supporting targets for more a more equitable city.</p> <p>Bold = significantly worse than Bristol average</p> <p>Lawrence Hill: Health: Healthy lifestyles:</p> <ul style="list-style-type: none"> - 80.7% of people say they are in good health, compared to the Bristol average of 87.1% (3rd worst ward in Bristol) - 66% of people do enough regular exercise each week, compared to the Bristol average of 68.2% - 49.4% of people are overweight or obese, compared to the Bristol average of 46.5% - 27% of people have an illness or a health condition that limits day-to-day activities at least a little, compared to Bristol's average of 25.4%

Data / Evidence Source [Include a reference where known]	Summary of what this tells us
	<ul style="list-style-type: none"> - 25% of children in reception (4/5yr olds) have excess weight, compared to Bristol's average of 22.7% - 42.4% of children in year 6 (10/11yr olds) have excess weight, compared to Bristol's average of 32.8% <p>Life expectancy, 3-year averages:</p> <ul style="list-style-type: none"> - Lawrence Hill females: 82.3, Bristol females: 82.7 - Lawrence Hill males: 73.6, Bristol males: 78.5. (Lawrence Hill's male life expectancy is the lowest in Bristol) <p>Premature mortality, 3-year averages:</p> <ul style="list-style-type: none"> - All causes: <i>Directly age standardised rates for deaths in people aged under 75 years, per 100,000 population.</i> - Lawrence Hill: 600.1, Bristol: 377.5. (The Lawrence Hill ward has the worst cases of premature mortality in Bristol) <p>Car availability:</p> <ul style="list-style-type: none"> - Lawrence Hill average no. cars per household: 0.53, compared to Bristol's average of 1.04. - 56.2% of households have no cars or vans, compared with the Bristol average of 28.9% - Lawrence Hill is the worst ranked ward in Bristol for average number of cars per household. <p>Child poverty:</p> <ul style="list-style-type: none"> - Children in low-income families 2019/20 – 'a family must have claimed one or more of Universal Credit, Tax Credits or Housing Benefit at any point in the year to be classed as low income in these statistics'. Relative child poverty rates in Lawrence Hill range between 30.7-39.8% and is the highest ranked ward in Bristol. <p>Crime:</p> <ul style="list-style-type: none"> - All crime (offence rate per 1,000 population): Lawrence Hill: 167.7, Bristol average: 101.0. (Lawrence Hill in the top 3 ward for all crime). <p>Social care:</p> <ul style="list-style-type: none"> - Clients receiving a community-based service aged 65+ (rate per 1000), Lawrence Hill: 70.6, Bristol: 30.8. (Highest ward in Bristol). - Clients receiving a domestic care service aged 65+ (rate per 1000), Lawrence Hill: 31.4, Bristol: 18 - 13.9% of people in Lawrence Hill feel their physical health prevents them from leaving their home when they want to, compared to Bristol's 8.6%. <p>Easton:</p> <p>Health:</p> <p>Healthy lifestyles:</p> <ul style="list-style-type: none"> - 88.5% of people in Easton say they are in good health, compared to Bristol's 87.1% - 65.5% of people do enough regular exercise each week, compared to the Bristol average of 68.2% - 42.5% of people are overweight or obese, compared to the Bristol average of 46.5% - 31.1% of people have an illness or a health condition that limits day-to-day activities at least a little, compared to Bristol's average of 25.4% - 19.2% of children in reception (4/5yr olds) have excess weight, compared to Bristol's average of 22.7% - 31.1% of children in year 6 (10/11yr olds) have excess weight, compared to Bristol's average of 32.8%

Data / Evidence Source [Include a reference where known]	Summary of what this tells us
	<p>Life expectancy, 3-year averages:</p> <ul style="list-style-type: none"> - Easton females: 80.8, Bristol females: 82.7 - Easton males: 76.8, Bristol males: 78.5 <p>Premature mortality, 3-year averages:</p> <ul style="list-style-type: none"> - All causes: <i>Directly age standardised rates for deaths in people aged under 75 years, per 100,000 population.</i> - Easton: 491.2, Bristol: 377.5. <p>Car availability:</p> <ul style="list-style-type: none"> - Easton average no. cars per household: 0.83, compared to Bristol's average of 1.04. - 36.8% of households have no cars or vans, compared with the Bristol average of 28.9% <p>Child poverty:</p> <ul style="list-style-type: none"> - Children in low-income families 2019/20 – 'a family must have claimed one or more of Universal Credit, Tax Credits or Housing Benefit at any point in the year to be classed as low income in these statistics'. Relative child poverty rates in Easton range between 12.4-21.5%. <p>Crime:</p> <ul style="list-style-type: none"> - All crime (offence rate per 1,000 population): Easton: 104.3, Bristol average: 101.0. <p>Social care:</p> <ul style="list-style-type: none"> - Clients receiving a community-based service aged 65+ (rate per 1000), Easton: 42.7, Bristol: 30.8. - Clients receiving a domestic care service aged 65+ (rate per 1000), Easton: 30.9, Bristol: 18 - 7.9% of people in Easton feel their physical health prevents them from leaving their home when they want to, compared to Bristol's 8.6%. <p>St George West:</p> <p>Health:</p> <p>Healthy lifestyles:</p> <ul style="list-style-type: none"> - 89.2% of people in St George West say they are in good health, compared to Bristol's 87.1% - 72.3% of people do enough regular exercise each week, compared to the Bristol average of 68.2% - 45.5% of people are overweight or obese, compared to the Bristol average of 46.5% - 24.3% of people have an illness or a health condition that limits day-to-day activities at least a little, compared to Bristol's average of 25.4% - 23.4% of children in reception (4/5yr olds) have excess weight, compared to Bristol's average of 22.7% - 41.0% of children in year 6 (10/11yr olds) have excess weight, compared to Bristol's average of 32.8% <p>Life expectancy, 3-year averages:</p> <ul style="list-style-type: none"> - St George West females: 80, Bristol females: 82.7 - St George West males: 74.1, Bristol males: 78.5 <p>Premature mortality, 3-year averages:</p> <ul style="list-style-type: none"> - All causes: <i>Directly age standardised rates for deaths in people aged under 75 years, per 100,000 population.</i> - St George West: 543.2, Bristol: 377.5. <p>Car availability:</p>

Data / Evidence Source [Include a reference where known]	Summary of what this tells us
	<ul style="list-style-type: none"> - St George West average no. cars per household: 0.88, compared to Bristol's average of 1.04. - 34.6% of households have no cars or vans, compared with the Bristol average of 28.9% <p>Child poverty:</p> <ul style="list-style-type: none"> - Children in low-income families 2019/20 – 'a family must have claimed one or more of Universal Credit, Tax Credits or Housing Benefit at any point in the year to be classed as low income in these statistics'. Relative child poverty rates in St George West range between 12.4-21.5%. <p>Crime:</p> <ul style="list-style-type: none"> - All crime (offence rate per 1,000 population): St George West: 112.2, Bristol average: 101.0. <p>Social care:</p> <ul style="list-style-type: none"> - Clients receiving a community-based service aged 65+ (rate per 1000), St George West: 43.5, Bristol: 30.8. - Clients receiving a domestic care service aged 65+ (rate per 1000), St George West: 27.7, Bristol: 18 - 9.5% of people in St George West feel their physical health prevents them from leaving their home when they want to, compared to Bristol's 8.6%. <p>St George Troopers Hill:</p> <p>Health:</p> <p>Healthy lifestyles:</p> <ul style="list-style-type: none"> - 84.7% of people in St George Troopers Hill say they are in good health, compared to Bristol's 87.1% - 70.7% of people do enough regular exercise each week, compared to the Bristol average of 68.2% - 54.5% of people are overweight or obese, compared to the Bristol average of 46.5% - 22.1% of people have an illness or a health condition that limits day-to-day activities at least a little, compared to Bristol's average of 25.4% - 20.0% of children in reception (4/5yr olds) have excess weight, compared to Bristol's average of 22.7% - 26.9% of children in year 6 (10/11yr olds) have excess weight, compared to Bristol's average of 32.8% <p>Life expectancy, 3-year averages:</p> <ul style="list-style-type: none"> - St George Troopers Hill females: 85.5, Bristol females: 82.7 - St George Troopers Hill males: 78.2, Bristol males: 78.5 <p>Premature mortality, 3-year averages:</p> <ul style="list-style-type: none"> - All causes: <i>Directly age standardised rates for deaths in people aged under 75 years, per 100,000 population.</i> - St George Troopers Hill: 278.5, Bristol: 377.5. <p>Car availability:</p> <ul style="list-style-type: none"> - St George Troopers Hill average no. cars per household: 1.35, compared to Bristol's average of 1.04. - 13.8% of households have no cars or vans, compared with the Bristol average of 28.9% - 49.1% of households have 1 car or van, compared to Bristol's 45.1% <p>Child poverty:</p> <ul style="list-style-type: none"> - Children in low-income families 2019/20 – 'a family must have claimed one or more of Universal Credit, Tax Credits or Housing Benefit at any

Data / Evidence Source [Include a reference where known]	Summary of what this tells us
	<p>point in the year to be classed as low income in these statistics'. Relative child poverty rates in St George Troopers Hill range between 12.4-21.5%.</p> <p>Crime:</p> <ul style="list-style-type: none"> - All crime (offence rate per 1,000 population): St George Troopers Hill: 49.2, Bristol average: 101.0. <p>Social care:</p> <ul style="list-style-type: none"> - Clients receiving a community-based service aged 65+ (rate per 1000), St George Troopers Hill: 14.0, Bristol: 30.8. - Clients receiving a domestic care service aged 65+ (rate per 1000), St George Troopers Hill: 10.0, Bristol: 18 - 9.3% of people in St George Troopers Hill feel their physical health prevents them from leaving their home when they want to, compared to Bristol's 8.6%.
<p>Collision data: Traffic accident layer: Pinpoint Plus (bcc.lan)</p>	<p>Statistics for collision data in the project area shows the main clusters on the A420 (Church Road) at 4 locations. These are: Church Rd junction with Croydon St, junction with Morton St, junction with Weight Rd and the junction with Barnes St. The map below shows the cluster sites.</p>  <p>More specifically the map below shows specific incidents, most of which occur on the B roads:</p> 
<p>Bristol Transport Access Level (BrisTAL)</p>	<p>Transport access in the project area (in the below image) illustrates the more northern band of the project area is better served by transport than the middle and southern band. The BrisTAL scale ranges from 0 (worst) to 6a (best). The darker orange (below Church Rd) relates to BrisTAL number 6b, whereas the light blue surrounding the southern arc of Nathan Park is number 2, with other areas scoring 4s and 5s.</p>

Data / Evidence Source [Include a reference where known]	Summary of what this tells us
	 <p>Layers Legend Help</p> <p>Local information</p> <p>Area information</p> <p>Transport and streets</p> <p>Bristol (Bristol Transport Access Level)</p> <p>0 (Worst)</p> <p>1a</p> <p>1b</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>5a</p> <p>6b (Best)</p>
<p>Beaufort Road Engagement Survey: Microsoft Word - Beaufort Road Engagement Report (citizenspace.com) / Beaufort Road Engagement Survey Ask Bristol Consultation and Engagement Hub / Microsoft Word - Beaufort Road Engagement Report (amazonaws.com)</p>	<p>Beaufort Road is situated to the south of Church Road and east of Blakswarth Road, running parallel east/west with Church Road. It is situated within the north-east of the East Bristol Liveable Neighbourhood pilot area.</p>  <p>The engagement for Beaufort Road was open for six weeks from Monday 18 January 2021 and Sunday 14 February 2021. People were asked about their street environment, what they liked about the street, what they would improve and what would they prioritise. The survey captured views from residents, businesses and anyone who uses the street to help build a picture of what people would like to see improved and provide feedback on their own experiences.</p> <p>People were also asked to give their views on a proposal to introduce a series of one-way restrictions on Beaufort Road. This was put forward as a suggestion to</p>

Data / Evidence Source [Include a reference where known]	Summary of what this tells us
	<p>reduce the number of motorised vehicles using the road as a through route and reduce the conflict between vehicles travelling in opposing directions.</p> <p>Individual responses were received via the online survey and, to ensure the survey reached as wide an audience as possible, paper copies that included a translation offer in 12 languages were posted along with a free post envelope to more than 1500 local properties. 20 posters were put up in the local area to raise awareness of the survey. Local stakeholders and community groups were also asked to help raise awareness of the survey and it was promoted via social media platforms. As COVID-19 restrictions prevented face to face engagement, 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.</p> <p>When asked what residents viewed as problems; 85% thought "the street being busy with traffic" was a problem, 67% thought that "traffic speeds were too high", 62% thought "the road was unsafe to cycle" and 57% thought "not having a dedicated space for cyclists" was a problem. Around 58% thought "pavements were too narrow", "air quality was poor" and "there was too much noise pollution".</p> <p>In terms of priorities: 69% said they want "traffic calming measures to slow traffic", 59% want "cleaner air", 58% want "to maintain access for motorised vehicles", 56% support "changing the traffic direction for example to one way", and 51% want to "prioritise more space for cycling".</p> <p>60% of respondents agreed or strongly agreed with the proposed scheme to amend traffic flow on Beaufort Road.</p> <p>Traditionally the younger population, those from ethnic minority groups and those living in the most deprived wards are often seldom heard from. To ensure those groups and those living close to the street environment were aware of the engagement process the team sent out over 1000 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.</p> <p>The following stakeholders have all been engaged as part of the East Bristol Liveable Neighbourhood Pilot, and many were engaged with as part of the Beaufort Road Engagement Survey. As follows:</p> <ul style="list-style-type: none"> • Wellspring Surgery • Bristol Refugee Rights • Dhek Bhal • Bristol Somali Community Association • St Luke's Church Barton Hill • Bristol Somali Resource Centre • Tawfiq Masjid and Centre

Data / Evidence Source [Include a reference where known]	Summary of what this tells us
	<ul style="list-style-type: none"> • Barton Hill Boxing Club • Learning Partnership West CiC • Barton Hill Activity Club • Bristol Somali Youth Voice • St Luke's Church/Wellspring board of trustees • St George Active Travel group • St Patrick's Catholic Church and primary school • Redfield Education together • Barton Hill Academy • Bristol Futures (PRF) <p>*Note: These organisations include but are not limited to all who have been engaged with as part of the East Bristol Liveable Neighbourhood Pilot, and the proceeding Beaufort Road survey.</p>
Co-Design: Stage 1	<p>The first round of community engagement (called Co-Design Stage 1) has been undertaken and through a range of engagement methods, both online and offline, feedback from the community highlighted who responded, as well as the following issues, as follows:</p> <p>Community survey</p> <p>A total of 1,554 responses were received from the survey made up of 848 online and 706 paper copies. The headline findings were:</p> <ul style="list-style-type: none"> • 89% of respondents to the community survey and map said they were residents or lived inside the project area. • The majority of respondents usually walk or cycle to the following places: community centre 83%, faith space 68%, parks and greenspaces 92%, leisure 71%, health appointments 72%, shopping and errands 67%, education 64%, work 52%. • 55% of respondents to this question walk almost every day (6-7 days a week). • Demographic breakdown of respondents for map and community survey • Slight majority of respondents were women (56%). • 89% of people described themselves as 'a local resident'. • 30% aged 35-44, 28% aged 25-34 and 14% aged 45-54. • 11% of respondents considered themselves Disabled. <p>What is important to people where they live?</p> <ul style="list-style-type: none"> • The majority of people stated that all of the indicators are essential or of high importance to their neighbourhood. • The top three indicators that are essential are: everyone feels safe to walk and cycle 92%, that there is good air quality 90%, and that it's easy and convenient to walk, cycle and use public transport 89%. • The least important indicator was places to stop and rest with 56% claiming this to be essential or of high importance. <p>What are the current issues?</p> <ul style="list-style-type: none"> • Majority of respondents stated that each of the 10 indicators were a serious or moderate problem in their neighbourhood. • The top three problems were: poor air quality 78%, streets too noisy with traffic 68%, and the area feels unsafe for walking and cycling 59%. • The issue that was considered to be a minor or not a problem was whether there were places to stop and rest 45%.

Data / Evidence Source [Include a reference where known]	Summary of what this tells us
	<p>School survey top three 120 children aged 5-8 answered adapted questions about what was important to them where they lived and what is a current issue.</p> <p>Top three things that were important where they lived:</p> <ul style="list-style-type: none"> • Everyone feels safe to walk, scoot and cycle • It feels good to stay and play in your street • Easy to walk, scoot or cycle around, or to use buses <p>Top three things that are current issues where they live:</p> <ul style="list-style-type: none"> • It doesn't feel good to stay and play in the streets • Not enough trees or plants on the street • Nowhere to stop and rest <p>Interactive map On the interactive map 541 points were mapped by 225 contributors. After closing submission to the Interactive map on 14 March a total of 1,522 'agreements' were made to the point dropped on the interactive map by other visitors to the site. While no more points can be mapped after this stage of the engagement closed, they can still be viewed and 'agreed' upon via the website.</p> <ul style="list-style-type: none"> • 85% of people who commented on the map are from the area. <p>Top five most commented upon themes</p> <ul style="list-style-type: none"> • Walking • Traffic • Personal safety concern • Street environment • Traffic speeds <p>Top five negative feelings about area</p> <ul style="list-style-type: none"> • Not pedestrian friendly • Driver behaviour • Too much traffic • Street feels stressful • Difficult to cross the street <p>Top five improvements suggested</p> <ul style="list-style-type: none"> • Slow down traffic • Improve road safety • Reduce traffic • Safer junction for walking and cycling • Add crossing points <p>Event postcard comments At events, 458 postcards were filled in. The top three things that people like about their local area:</p> <ul style="list-style-type: none"> • Parks and green spaces • Sense of belonging and community cohesion • Local amenities and activities <p>What they want to improve:</p> <ul style="list-style-type: none"> • Road safety • Parks and greenspaces • Personal safety
Co-Design: Stage 2	<p>Following the completion of Stage 1 of the Co-Design process, the project then moved to Stage 2 'Co-Develop'.</p> <p>Between 12 September and 31 October 2022 Bristol City Council conducted the co-develop stage of the East Bristol Liveable Neighbourhood pilot.</p>

Data / Evidence Source [Include a reference where known]	Summary of what this tells us
	<p>The objectives of the stage 2 co-develop early engagement were to:</p> <ul style="list-style-type: none"> • Continue to encourage people to get involved. • Find out more about the issues (to liveability) and the opportunities. • Find out more about the constraints that impact that location. • Develop trial design solutions that could solve the issues identified in specific locations. • Encourage uptake of behaviour change measures and support. <p>Full details of the 'Co-Develop' stage are outlined in Section 2.3 below.</p>
Co-Design: Stage 3	<p>Following completion of Stage 2 of the Co-Design process (Co-Develop) and review of the input and feedback received by the local communities, design solutions to address the issues in specific locations identified by stakeholders were produced by BCC's technical Teams.</p> <p>These proposals were open to comment and feedback from the local communities at several public events where people could see what the trial scheme could look like.</p> <p>Full details of the 'Co-Deign' stage are outlined in Section 2.3 below.</p>
Additional comments:	

2.2 Do you currently monitor relevant activity by the following protected characteristics?

<input checked="" type="checkbox"/> Age	<input checked="" type="checkbox"/> Disability	<input checked="" type="checkbox"/> Gender Reassignment
<input type="checkbox"/> Marriage and Civil Partnership	<input checked="" type="checkbox"/> Pregnancy/Maternity	<input checked="" type="checkbox"/> Race
<input checked="" type="checkbox"/> Religion or Belief	<input checked="" type="checkbox"/> Sex	<input checked="" type="checkbox"/> Sexual Orientation

2.3 Are there any gaps in the evidence base?

Where there are gaps in the evidence, or you don't have enough information about some equality groups, include an equality action to find out in section 4.2 below. This doesn't mean that you can't complete the assessment without the information, but you need to follow up the action and if necessary, review the assessment later. If you are unable to fill in the gaps, then state this clearly with a justification.

For workforce related proposals all relevant characteristics may not be included in HR diversity reporting (e.g. pregnancy/maternity). For smaller teams diversity data may be redacted. A high proportion of not known/not disclosed may require an action to address under-reporting.

Whilst it is a challenge to engage with all our citizens and we know that there are some groups with seldom heard voices with whom we can do a better job at engaging with, recent surveys do capture a credible snapshot of feeling on several key issues Bristol continues to face. Results from the Quality of Life, Your City Our Future (related to the Covid-19 pandemic and subsequent lockdowns) and Bristol Citizens Assembly, highlighted many of the imbalances and feelings of inequality across the city and made recommendations for change, and which have fed into the development of the schemes aims and objectives outlined in Section 1.1, above.

Meaningful engagement with local communities is crucial to the development and delivery of successful liveable neighbourhood schemes. As the project develops, we will need to ensure ongoing engagement is meaningful with communities and representative groups for people who could be impacted by any proposed changes. As projects develop, we will continue to work with the Transport Engagement Team, following the Co-Design process set out below in Section 2.5, below.

Co-Design Stage 1 – Co-Discover

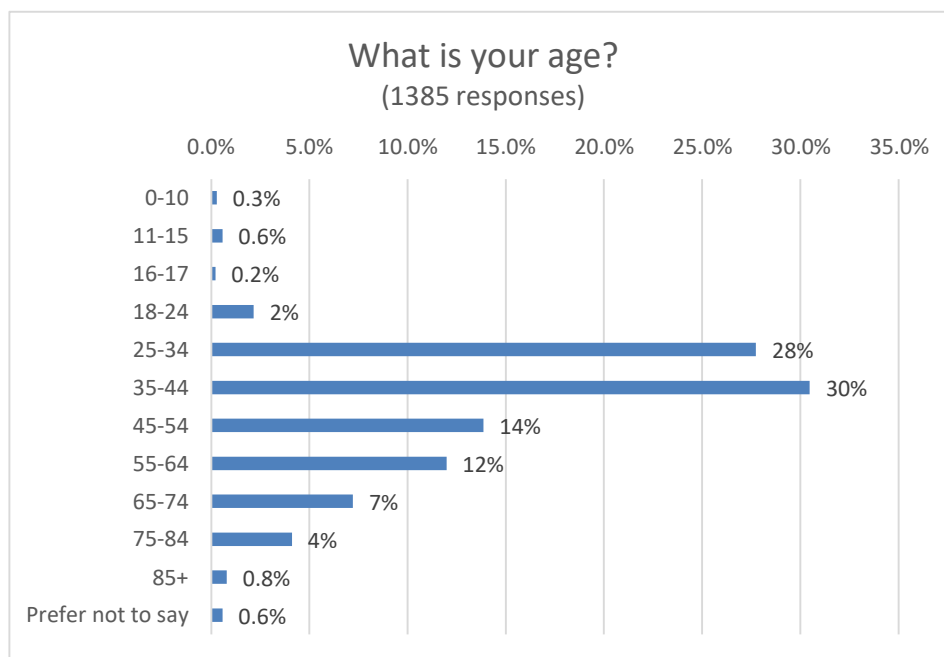
Between 31 January and 13 March 2022 Bristol City Council conducted the co-discovery stage of the East Bristol Liveable Neighbourhood pilot. This early engagement included a community perception survey (general survey), online interactive map, and in-person community events to gather feedback from residents and schools on what is important to the community and what the issues are for the pilot area, which covers Barton Hill, and parts of Redfield and St George.

Over 196 key and local stakeholders (including emergency services), 128 citywide equality, community, and faith groups, plus 6,095 households and 442 local businesses were engaged through stakeholder communications.

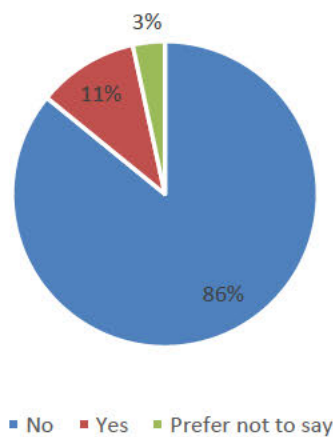
At the 32 community and school events organised, approximately 1,231 were given project information and 600 participated in a more meaningful way (e.g., by filling in a postcard, putting a comment on the map or completing a survey).

Responses were received through emails, phone calls and in person and over 1,554 responses were received from the public through the community survey, and 541 comments made on the interactive map.

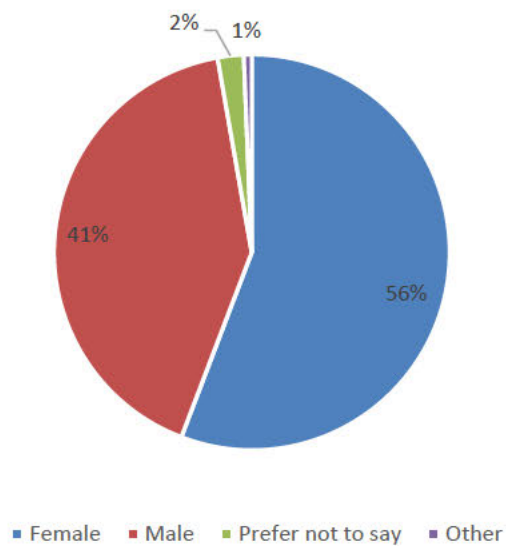
Findings from questions regarding demographic groups who responded to the first round of engagement are as follows:



Do you consider yourself to be a disabled person?
(1170 responses)

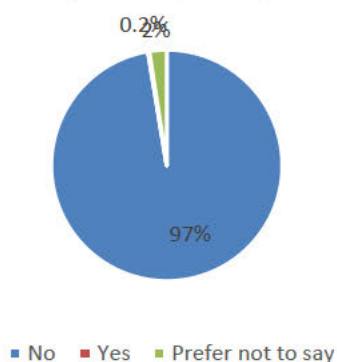


What is your sex?
(1360 responses)



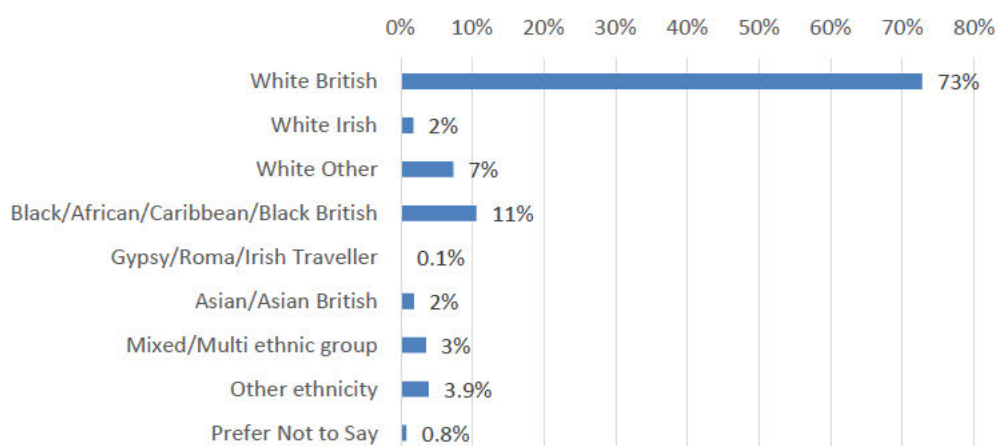
Have you gone through any part of a gender reassignment process or do you intend to?

(1148 responses)



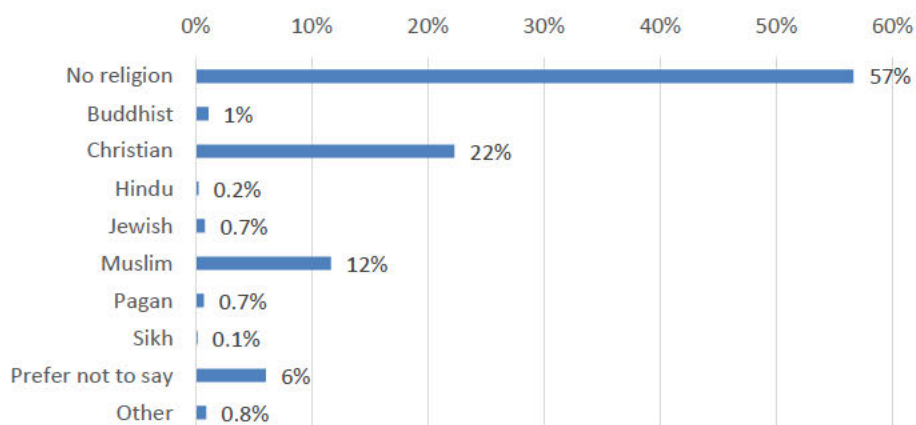
What is your ethnic group?

(1144 responses)



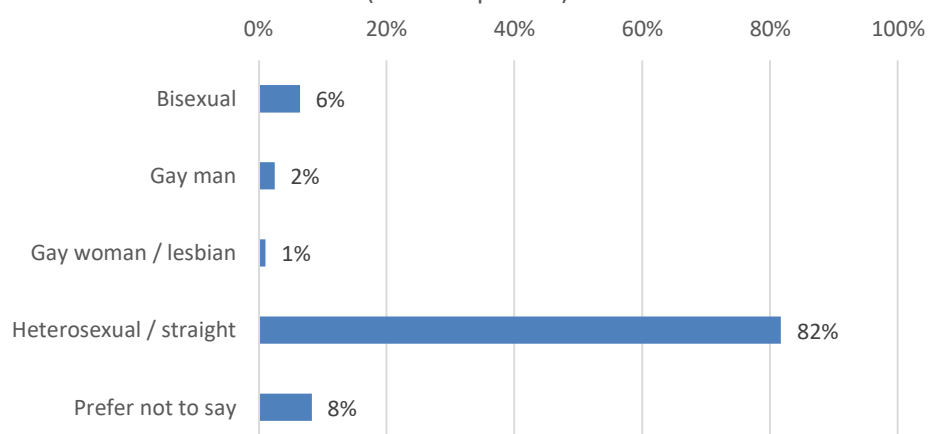
What is your religion/faith?

(1070 responses)



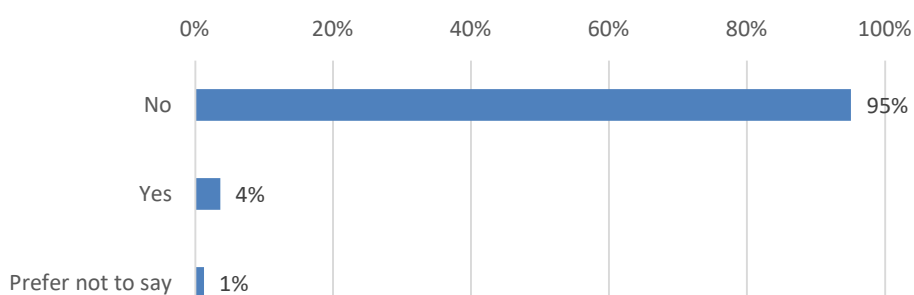
What is your sexual orientation?

(1131 responses)



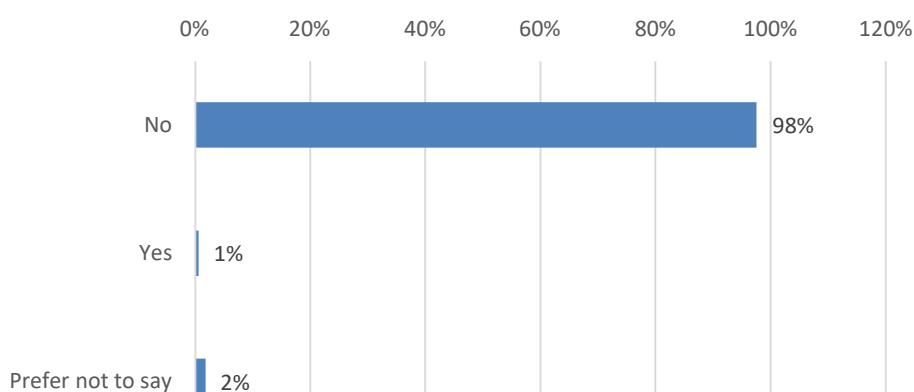
Are you pregnant or have you given birth in the last 26 weeks?

(1095 responses)



Are you a refugee or an asylum seeker?

(1156 responses)



It is important to note that the engagement feedback is not directly reflective of the ward data for each of the wards within the East Bristol Liveable Neighbourhood project area, as the first round of engagement focused more so on the project areas across each ward, rather than the whole of each ward. Because liveable neighbourhoods aspire to reduce severance experienced in communities and therefore follow natural boundaries

such as main roads, rivers, and railways. This often means that projects do not neatly follow ward boundaries. This has presented some challenges around analysis of results and Lower Layer Super Output Areas (LSOAs) have been used as opposed to demographic data at ward level. LSOAs comprise between 400 and 1,200 households and have a usually resident population of between 1,000 and 3,000 persons. This presents a more detailed and granular picture of the engagement results.

The Co-Discover engagement results and report can be viewed here: [Have Your Say Today - Co-discover - results - East Bristol Liveable Neighbourhood \(commonplace.is\)](#)

Co-Design Stage 2 – Co-Develop

Following the completion of Stage 1 of the Co-Design process, the project then moved to Stage 2 'Co-Develop'. Between 12 September and 31 October 2022 Bristol City Council conducted the co-develop stage of the East Bristol Liveable Neighbourhood pilot.

This early engagement included online briefings and in-person workshops to help people decide where design solutions should be placed across the project area. People used a design toolkit of options for providing better access to green and play space, better connections to local shops, schools and health services using public transport, walking, and cycling routes, and more social and community activity space. For example, design solutions could include safer crossings and junctions, school streets, bus gates, cycle parking, street lighting and street trees, which could be used in liveable neighbourhoods across the city.

The design toolkit, an interactive tool (AB street), online interactive maps, and in-person workshops showed people the types of solution that could be introduced and the impacts this might have on streets nearby. Solutions included being able to test out the impact of a modal filter (a road design that restricts certain types of vehicles), one-way traffic, or a bus gate on local traffic and gain greater understanding of how motor vehicles can move through an area with certain traffic restrictions. Design suggestions made at in-person workshops were added to the online maps.

Over 370 key local stakeholders, emergency services, citywide equality, community, and faith groups, plus 6,340 households and local businesses were engaged through stakeholder communications.

At the 33 community and school events 615 people were given project information, 217 contributed to the online and offline maps and 81 participated in a school classroom activity.

In addition, a further 44 comments and enquiries about the project were received through emails and phone calls and there were 4,255 unique visitors to the project website during this stage of engagement.

On the main roads and local streets and community asset interactive maps, 1,695 points suggesting locations for specific design solutions were mapped (358 online and 1,337 in-person).

The objectives of the stage 2 co-develop early engagement were to:

- Continue to encourage people to get involved.
- Find out more about the issues (to liveability) and the opportunities.
- Find out more about the constraints that impact that location.
- Develop trial design solutions that could solve the issues identified in specific locations.
- Encourage uptake of behaviour change measures and support.

The team organised events to be inclusive and appeal to as wide an audience as possible. The events were intended to raise awareness of the project and inform how people could have their say and talk to people about what changes they would make to the neighbourhood using the options in the design toolkit. We also collected other comments people wanted to make. The events included:

- Online stakeholder briefings
- Drop-in sessions at community centres
- Pop-up information stalls with active travel support in local parks

- Dr Bike sessions
- School assemblies
- School classroom sessions

Traditionally younger people, ethnic minority groups, and people living in the most deprived wards are under-represented and may be less likely to engage with the council.

To make sure those groups living in the project area were aware of the engagement process, the team sent out 6,340 letters to all the properties in the local area and repeated this with a reminder postcard to the same address list. 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.

The team worked with Bristol City Council's Community Development team to coordinate Community Champions, hosted by local organisations, who were also briefed about the project and worked at events to help overcome language and cultural barriers.

For young people, we invited five local schools to get involved, offering assemblies, classroom sessions, asking them to share the information in the school's communications with families. We also offered online briefing sessions to parents, staff, and school governors.

The team held pop-up in-person events (roadshow stalls) in local parks to give information about the project and ask people to get involved by adding design solutions to the map.

The team was aware that not everyone has access to online resources, so they put up lamppost sleeves across the project area to advertise the engagement and provide contact details in different forms. Partial translations in two other main languages spoken in the area were also displayed where possible.

On all the paper and online copies of the engagement outputs the team provided a language template so that people could get the information in a different language or in a different format. The materials also had a phone number where people could call and leave a message, ask a question, or leave a comment and someone would get back to them. An email address was provided along with a postal 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.

Accessibility of the online engagement platform is managed by Commonplace, which uses a UserWay plug-in menu to adapt the on-screen content. The website has an icon that visitors can use to access the menu to create a view that suits their needs, such as changing the contrast, enlarging text, and spacing, highlighting hyperlinks etc. An additional development was the ability to record a voice note to make comments on the online maps, which were transcribed by the website. Stakeholders were made aware of this function through demonstrations at online briefings.

At the 33 community and school events 615 people were given project information, 81 participated in a school classroom activity, 193 contributed suggested locations for where design solutions should and 24 more people responding by showing their support by 'agreeing' with these suggestions on the online map but did not contribute their own.

In addition, a further 44 comments and enquiries about the project were received through emails and phone calls and there were 4,255 unique visitors to the project website during this stage of engagement.

Results from both in-person workshops and online commonplace mapping were combined to give the project team an understanding of what measures from the design toolkit people would like to see in their local community and in which locations.

As such, the numbers for different measures may vary and do not necessarily reflect a preference or a metric for or against different measures. Crowd sourcing ideas for design solutions from the community has provided the design team with the information required to develop a trial scheme that can be implemented with temporary materials.

On the main roads and local streets and community asset interactive maps, 1,695 points suggesting locations for specific design measures were mapped (358 online and 1,337 in-person). Most of these points were within the project boundaries, though a small number were placed in adjacent neighbourhoods. A further 701 agreements were made to suggested measures that have been placed on the maps (139 on the community assets map and 562 on the main roads and local streets map).

A total of 217 people made suggestions of where measures should be placed. Of these respondents, 93 people contributed suggested locations for measures using the online interactive maps, 100 people contributed at in-person events, and 24 people added their support to existing suggestions without contributing their own.

The table below shows the number of suggestions made for each design measure in the toolkit:

Main roads	
Measure	Number of suggestions received
Protected cycle track	212
Safe crossings and junction	232
Side road treatment	142
Local streets	
Measure	Number of suggestions received
Bus gate	28
Diagonal filter	11
Modal filter	124
One-way and banned turn	80
Pocket park	71
School street	45
Community assets	
Measure	Number of suggestions received
Cycle/e-scooter parking	80
Cycle hangar	112
EV charge point	43
Parklet	113
Street art	98
Street lighting	113
Street trees and planting	191
Total number of suggestions received	1,695

Full details of the 'Co-Design Stage 2 – Co-Develop' can be viewed here: [Have Your Say Today - Co-develop - results - East Bristol Liveable Neighbourhood \(commonplace.is\)](https://commonplace.is/results-east-bristol-liveable-neighbourhood)

Co-Design Stage 3 – Co-Design

Following the conclusion of Co-Develop (stage 2) the BCC Project Team, working with internal Engineering Design and Road Safety & Local Engineering Teams developed design options for the trial scheme. The outcome of this process was to design solutions to address the issues in specific locations identified by stakeholders.

The proposed scheme will trial some aspects of the designs to determine if they address the issues raised. Due to the nature of the trial, there are some elements e.g., additional street lighting, permanent infrastructure such as cycle lanes and junction redesigns, which are out of scope of the trial, due to cost and time constraints.

The proposed trial scheme must meet a range of criteria (set by the funding and reviewing bodies, being the West of England Combined Authority, the Department for Transport, and Active Travel England) e.g., removal of non-local (rat running) traffic, to be eligible to receive funding for implementation.

For the scheme to progress to a trial being implemented, internal Council Teams have been required to sign off proposals from a road safety and maintenance perspective. From a funding perspective, the trial scheme must align with detail set out within the approved Outline Business Case, which set out the anticipated benefits from the proposed trial scheme design e.g., reduction in vehicle miles travelled, improved air quality etc.

The BCC 'Liveable Neighbourhood Handbook' also sets out pre-conditions for any proposed scheme to ensure that if implemented on a permanent basis, they align with wider plans and strategies regarding transport, housing, and planning. These conditions include:

- Community support: There is evidence that there is appetite in the local community for change.
- Strategic fit: The scheme can be delivered alongside and complement citywide strategic transport schemes to deliver co-benefits and reduce disruption.
- Network impact: The scheme can be delivered without creating undesirable impacts on surrounding neighbourhoods.
- Funding alignment: The scheme must align with the requirements of the funding, with interventions delivering against the objectives.

The Liveable Neighbourhood Handbook can be viewed here: [Liveable neighbourhoods handbook \(bristol.gov.uk\)](https://www.bristol.gov.uk/liveable-neighbourhoods-handbook/)

The objective of the Stage 3 engagement was to:

- Make the local communities aware of the trial design scheme.
- Understand any potential unintended negative impacts the proposed design could cause to the wider communities.

The below map is the final design proposed for the trial's implementation. Following Stage 3 engagement there were some revisions to the original proposal, which aim to mitigate some of the concerns raised by the local communities regarding access for private vehicles, care providers, and to key amenities in the area.



Engagement for Stage 3 took the form of:

- In-person drop-in sessions at a range of locations across the scheme area for residents.
- In-person information sessions with local businesses and stakeholders.
- Online presentations for those unable to attend in-person sessions.
- 'Walk abouts' with members of the community and local councillors at various locations across the scheme area.

Following the Stage 3 engagement feedback the project team is proposing the following changes to the trial scheme:

Introduce the following exemptions for bus gates:

- Taxis and private hire
- Disabled class vehicles
- Refuse vehicles
- Emergency service vehicles
- 9-seater mini-buses for home to school
- Exploring feasibility of the uses of passes for parents of SEND children and professional carers

Convert Marsh Lane to a bus gate and move to junction of Glendare Street, future proofing for additional bus services and providing taxi access for Barton House. Exploration of using S106 funding to run an additional service (35) linking Kingswood, UoB development, Temple Meads and City Centre

Increase frequency of 36 bus service to every 15mins utilising Bus Service Improvement Plan (BSIP) funding

Consider removing Great Western Lane modal filter, being aware of negative impacts

Change location of modal filter on Cossham Road to Wicket Lane

Implement traffic calming measures on Crew's Hole.

Re-instate banned turns at Chalks Road delivered as part of phase 2 with potential to accelerate

Implement further soft measures:

- Access to e/bikes, e-cargo bikes, e-scooters

- Route journey planning with key people in the area
- Mobility credits coupled with cycle training etc

For this round of engagement providing demographic data was optional. Therefore, it is not possible to determine if any groups (e.g., race, gender, age) were under-represented. There may also be misrepresentation due to demographic data being voluntary, as well as any language barriers which may have arisen.

2.4 How have you involved communities and groups that could be affected?

You will nearly always need to involve and consult with internal and external stakeholders during your assessment. The extent of the engagement will depend on the nature of the proposal or change. This should usually include individuals and groups representing different relevant protected characteristics. Please include details of any completed engagement and consultation and how representative this had been of Bristol's diverse communities. See <https://www.bristol.gov.uk/people-communities/equalities-groups>.

Include the main findings of any engagement and consultation in Section 2.1 above.

If you are managing a workforce change process or restructure please refer to [Managing change or restructure \(sharepoint.com\)](#) for advice on consulting with employees etc. Relevant stakeholders for engagement about workforce changes may include e.g. staff-led groups and trades unions as well as affected staff.

Prior to engagement with the local community, pre-engagement research and scoping will be undertaken. This is the first action and includes both key stakeholders, local stakeholders, residents, and internal stakeholders and partnership organisations. This is the first part of the Co-Design process, outlined in Section 2.5, below.

Key Stakeholders

- Cabinet Member, Ward Members, Members of Parliament, and local community champions (e.g., paid professionals, community animators and connectors from local organisations as well as active residents)
- Bristol One City Transport Board e.g., Sustrans, Bristol Walking Alliance
- Accessibility and Equality groups e.g., WECIL Access and Inclusion Team (WAIT), Bristol Older Peoples Forum, Green and Black Ambassadors and Black Seeds Environmental Social Justice Network
- Internal stakeholders/project teams

Local Stakeholders

- Local people who live in the area
- Local people who live on the boundary and just outside the area
- Seldom heard groups*
- Local campaign and community groups
- Local businesses, shops, and local services e.g., waste collection
- Schools and other educational establishments

*The term 'seldom-heard groups' refers to under-represented people who use or might potentially use health or social services and who are less likely to be heard by these service professionals and decision-makers. These groups used to be described as hard to reach – suggesting that there is something that prevents their engagement with services. Seldom heard emphasises the responsibility of agencies to reach out to excluded people, ensuring that they have access to social care services and that their voices can be heard, and is preferred for those reasons. Examples of seldom heard groups could include:

- Ethnic minority groups
- Carers
- People with disabilities

- Lesbian, Gay, Bisexual, Transgender, and Queer people
- Refugees/asylum seekers
- People who are homeless
- Younger people
- People with language barriers

To summarise, it is anyone who is under-served. These people may have particular needs when it comes to participating.

Data gathering will be undertaken and will involve looking at multiple data sets to put together a profile of the local area in terms of geographics, demographics, socio and economic statistics, population make up and will help identify the different sectors of the local community including those seldom heard communities and under-represented groups.

This information along with the knowledge from colleagues who already work in the community will help to formulate the engagement approach throughout the project which is why this needs to be completed before engagement begins.

In pre Covid-19 times postal surveys would have been followed up with targeted door knocking and interviews and surveys would have been undertaken on street to help boost responses from certain groups. If street events were allowed the Roadshow Team would have held roadshows asking people to get involved and fill surveys.

We are very aware that not everyone has access to online resources which is why the team will put on 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 will provide information on how people can get the survey in a different language or in a different format. **The Engagement and Behaviour Action Plan can be made available.**

Surveys already undertaken on a citywide basis which have informed the development of the scheme include:

Citizens Assembly

In January 2020 Bristol begun a significant trial in deliberative democracy by running the city's first Citizens' Assembly. The transport theme posed the question:

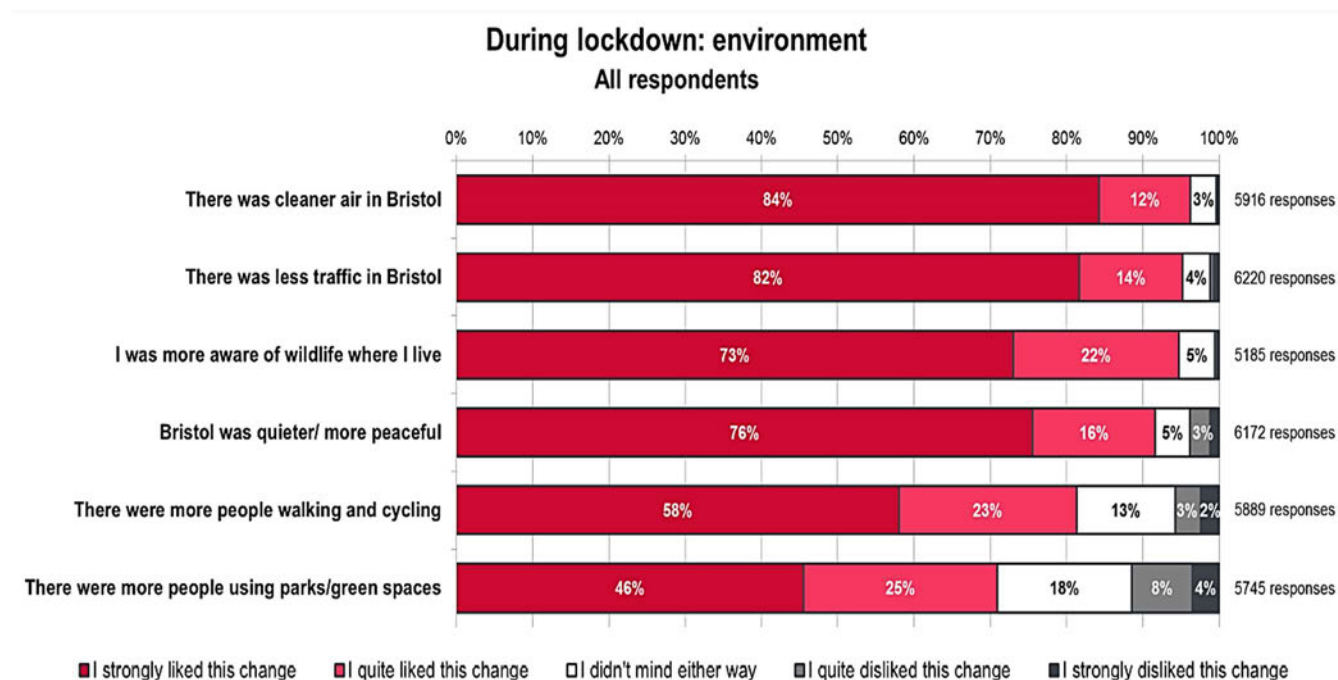
'What changes should we make to our neighbourhoods to make how we travel easier, healthier and better for the environment'.

The recommendations of the assembly demonstrate the appetite for transformative neighbourhood improvements with over **90% of the panel supporting the following recommendations:**

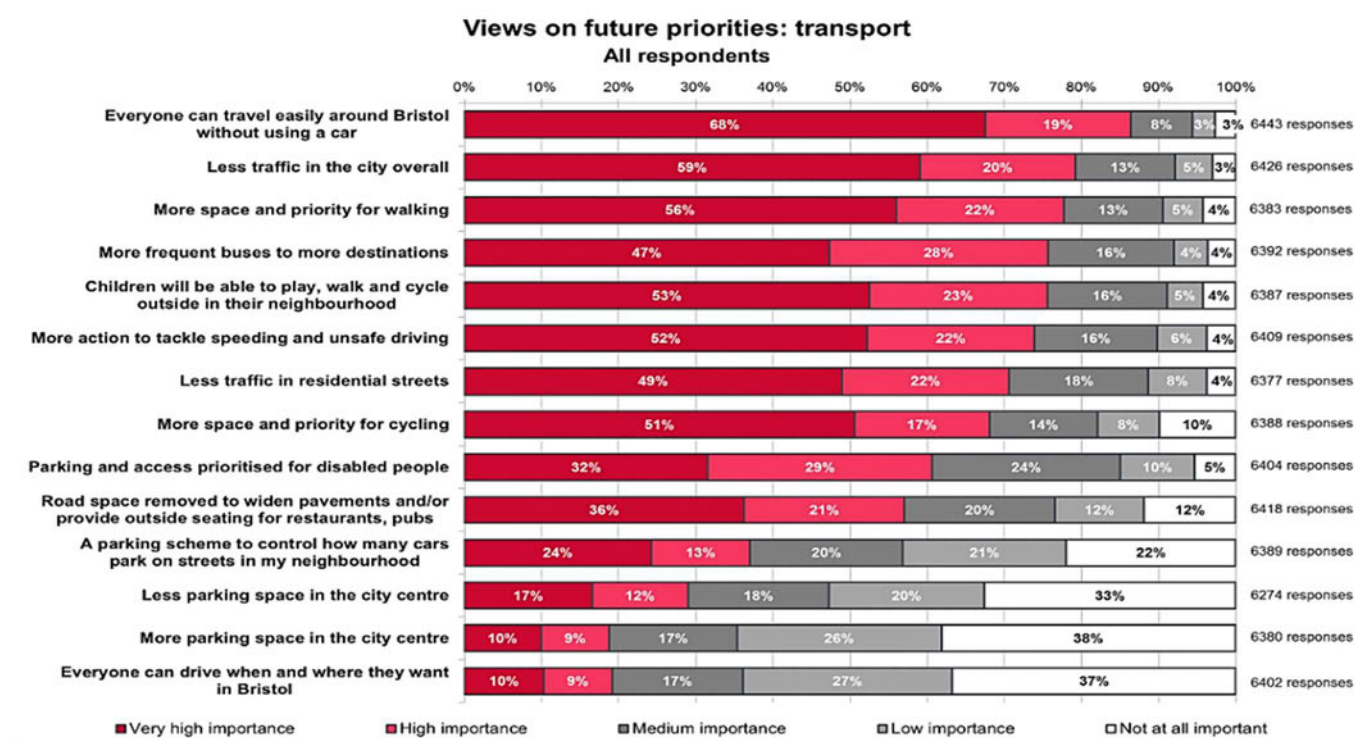
- *Fundamentally reimagine the places we live so that they are people centred (i.e. create liveable neighbourhoods)*
- *Developing a pilot program to showcase what could be achieved if a citywide approach to being carbon neutral was taken received.*
- *Empower local communities in the decision-making process to deliver the services and activities that they want to promote healthy lifestyle choices.*

'Your City our Future' Survey

Between August and September 2020, 6,535 Bristolians responded to a survey which sought to understand their experiences of Bristol before and during lockdown as well as their hopes for the future. The responses suggest strong support for more 'liveable' and multi-functional neighbourhoods as highlighted by the graphs below:



In terms of future priorities respondents:



Beaufort Road- Early Engagement Survey

The engagement for Beaufort Road was open for six weeks from Monday 18 January 2021 and Sunday 14 February 2021. People were asked about their street environment, what they liked about the street, what they would improve and what would they prioritise. The survey captured views from residents, businesses and anyone who uses the street to help build a picture of what people would like to see improved and provide feedback on their own experiences.

The target audiences for this project include stakeholders such as:

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

The feedback from this survey, along with the engagement with local businesses, community groups and local, will be used to inform designs as part of the Liveable Neighbourhood strategy. More information about what we engaged on and the results of this survey are available in the [full report](#).

Co-Design Stage 1 Engagement

Before the project launched publicly, the council wanted to engage with key stakeholders, such as internal colleagues, ward members, the local MP and community groups, to ask about how best to engage with groups of the community and for opportunities to work together.

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

- Stakeholder meetings (virtual meetings or by phone)
- Early informing emails to local organisations and groups

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

Stage 1 of the Co-Design process was then undertaken, the findings of which have been outlined above in Sections 2.1 and 2.3. Details of the Co-Design process (including Stage 1) are outlined in Section 2.5, below.

Co-Design Stage 2 Engagement

Ahead of Co-develop workshops a toolkit of measures was communicated through e-news list, stakeholder emails in August 2022 and again by talking people through them in the Co-develop workshops and online briefings Sept – Oct 2022.

At the 33 community and school events:

- 615 people were given project information at in-person events (293 at events in Barton Hill)
- 217 contributed to the online and offline maps (designs from in-person maps were added to the online map)
- 81 participated in a school classroom activity.

Over 370 key local stakeholders, emergency services, citywide equality, community, and faith groups, plus 6,340 households and local businesses were engaged through stakeholder communications.

Co-Design Stage 3 Engagement

The team organised in-person opportunities to talk people through the Trial plan and concerns they raised. These included:

- Information sessions
- Info stalls at community events and active travel roadshows

- Visiting groups where they meet (Barton Hill History Group, Bacon Butty Banter, Café Conscious coffee morning)
- Online briefings and in-person meetings with stakeholders both citywide and local (Big Up Barton Hill Service Providers Network meeting and Community conversation at Wellspring Settlement)

Promotion of Trial plan

- **6213** postcards sent to residents and businesses within the project area
- **60** posters in local shops, cafes, community centres, notice boards and library
- **200** information leaflets distributed by Wellspring Community Engagement team, including door knocking
- **375** stakeholder emails, including asking local schools to add to newsletters
- **2** Project news items sent (to emailing list & posted on website)
- Promoted posts on social media (Facebook and Instagram)

Of the in-person participation (total 639):

- **512** were in Barton Hill and Redfield
- **390** people attended Info sessions that we organised
- **83** people attended Walkabouts
- **79** businesses engaged via door knocked, **58** conversations with businesses of 98 attempted in the area. 442 businesses received the postcard with Info session dates

Additionally:

- **63** stakeholders briefed in sessions (local and citywide, including emergency services)
- **11,163** Website visitors
- **1724** opened E-news
- **160** emails received and responded to

2.5 How will engagement with stakeholders continue?

Explain how you will continue to engage with stakeholders throughout the course of planning and delivery. Please describe where more engagement and consultation is required and set out how you intend to undertake it. Include any targeted work to seek the views of under-represented groups. If you do not intend to undertake it, please set out your justification. You can ask the Equality and Inclusion Team for help in targeting particular groups.

Effective engagement is about providing a platform for the community to help shape their local area, whether they are connected by geographic location, special interest, or affiliation to identify and address issues affecting their well-being.

The overall purpose of engaging (in the context of this EqlA) is to understand the barriers faced by people in accessing a range of amenities (e.g., employment, education, healthcare), the impacts caused by transport, and to find out how they can be addressed to ensure that all stakeholders (residents, local groups, businesses, and educational institutions) are able to access goods and services in an equitable and sustainable way.

All proposals prioritise active and sustainable travel options, and interventions are intended to make them the preferred choice of travel for those who can travel in these ways. We will engage and work with groups representing people with protected characteristics and Disabled people to ensure we understand the issues faced by people in the existing environments and how the types of interventions proposed throughout the development process would impact these groups.

Engagement with stakeholders will follow a co-design process and is used to enable communities to input suggestions. The process involves:

Stage 1: Co-Discover

- Identify the barriers and issues faced.
- Identify the opportunities for overcoming these barriers.
- Determine which opportunities best address the issues that have been identified.

Stage 2: Co-Develop

- Determine in more detail the issues and opportunities.
- The constraints that effect that location.
- Begin to develop ideas that could solve the issues identified.

Stage 3: Co-Design

- Design solutions to address the issues in specific locations identified by stakeholders.
- Trial some aspects of the designs to determine if they address the issues raised.

Stage 4: Co-Deliver

In stage four agreed solutions will be drawn up into detailed plans and technical drawings and the interventions will then be implemented.

To ensure the engagement process with stakeholders is inclusive, schemes will include the following:

- Engagement materials in multiple languages and in accessible formats on request, such as easy read versions, braille, large print, and audio including both on and offline versions.
- Engagement events at a variety of times, days, and locations and both online and offline (e.g., virtual meetings and in person).
- One point of contact – transport.engagement@bristol.gov.uk and 0117 9036449.
- Dedicated officers who will work with seldom heard groups.

Following the completion of the 'Co-Design Stage 2 – Co-Develop', the Project Team carried out a technical review of the responses from the second round of engagement, to understand how the different suggestions could be developed into a scheme that will meet the project objectives. Other design considerations included the results of the first round of engagement and the baseline traffic, walking and cycling data, which clearly show where there are issues in the area.

Following an area-wide scheme being developed, the Outline Business Case (OBC) was submitted, with the successful OBC unlocking further funding from the West of England Combined Authority to deliver the trial scheme. This proposal sets out the holistic design for the neighbourhood, detailing what elements will be trialled with temporary materials. Traffic modelling was carried out to help understand how the scheme may perform in terms of modal shift and economics. The council will look to set up a trial to understand how the scheme works in practice before further engagement on how permanent solutions could help to balance how streets are used for people and traffic.

The engagement feedback shows that people in the area would like a range of active travel support to help them shift to more sustainable ways of travelling. We will continue to run our outreach and behaviour change programme which offers bike loans, personalised journeys and cycle training and bike maintenance courses.

The project team will share the area-wide plans and take people through the designs and timeline for the trial scheme. This will lead onto more community engagement before the permanent scheme is agreed.

What will happen next?

Following implementation of the proposed trial scheme, BCC will monitor and evaluate its impact via a range of means. From an equalities perspective we will undertake the following at regular points during the trial period (still TBC, 6-18 months) to allow people to provide comment and feedback:

- Drop-in sessions (in person)
- Areawide letter drops.
- E-news and social media

Up to date information will be available online at www.bristol.gov.uk/eastbristolliveableneighbourhood and the Project Team will be contactable at : liveablenighbourhoods@bristol.gov.uk
Full details of the proposed engagement plan for the duration of the trial is still under development at this stage.

Step 3: Who might the proposal impact?

Analysis of impacts must be rigorous. Please demonstrate your analysis of any impacts of the proposal in this section, referring to evidence you have gathered above and the characteristics protected by the Equality Act 2010. Also include details of existing issues for particular groups that you are aware of and are seeking to address or mitigate through this proposal. See detailed guidance documents for advice on identifying potential impacts etc. [Equality Impact Assessments \(EqIA\) \(sharepoint.com\)](#)

3.1 Does the proposal have any potentially adverse impacts on people based on their protected or other relevant characteristics?

Consider sub-categories (different kinds of disability, ethnic background etc.) and how people with combined characteristics (e.g., young women) might have particular needs or experience particular kinds of disadvantage.

Where mitigations indicate a follow-on action, include this in the 'Action Plan' Section 4.2 below.

GENERAL COMMENTS (highlight any potential issues that might impact all or many groups)

Bristol and its citizens face many challenges over the next decade such as, inequalities, a shortage of affordable housing, the Climate Emergency and Ecological devastation. The One-City Strategy sets several goals on how these challenges can be met with the urgency that is required. Sustainable and active travel play a key role in creating a healthier city that unlocks the potential of its communities whilst ensuring that people are not left behind with economic growth and regeneration.

Sustainable and Active Travel requires significant investment in infrastructure to re-allocate road space and provide conditions that encourage people to make short journeys by sustainable modes where appropriate. This level of change will impact citizens in across the city in different ways. It is essential that less heard voices and communities with protected characteristics are involved in helping to re-design the city and transport network so that Bristol can meet its climate and ecological targets whilst working as well as it can do for those who may have specific transport needs.

The programme of work varies in its approach to delivering sustainable and active travel improvements. These can broadly be split into the following approaches which could be installed as part of an area wide liveable neighbourhood scheme:

- Protected cycle tracks on streets with a high vehicle flow.
- Point closures (modal filters) in neighbourhoods to reduce through traffic and create an environment that makes short trips by walking and cycling safer and more attractive.
- Protected traffic signal junctions to increase priority and safety for people walking and cycling, often considered to be the most vulnerable road users.
- Changes to vehicle priority, such as pedestrianisation, timed closures to vehicles (school streets) or one-ways with contra flow cycling.

The prevalent theme that connects these potential interventions is that it will change and influence how people move around the city and access services. As such the changes are likely to impact all people across the city, and in particular those who's journey's start, pause or end within the project area, including those with protected characteristic. However, the changes also present significant opportunities to address inequalities and improve inclusion.

Overall, the scheme aims to have positive impacts for all groups with protected characteristics. If the scheme was not to proceed the existing negative impacts (listed below) are likely to worsen e.g., increase in vehicle miles on

residential streets, resulting in poorer air quality, higher rates of collisions, which evidence shows disproportionately impacts on black and minority ethnic groups.

Some mitigations in response to the proposed trial scheme aim to reduce potentially negative impacts on specific groups e.g., exemptions for certain vehicles mean they can travel through the bus gates without receiving a fine.

PROTECTED CHARACTERISTICS

Age: Children	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	<ul style="list-style-type: none"> • Almost one third of children are in poverty, a greater proportion than for any other age group. This increases to nearly 50% for lone-parent families. • The availability and affordability of transport can contribute to children's access to important resources. • The effects of air pollution are particularly significant for the health of children. • Children from a lower socio-economic background are also more likely to be exposed to high levels of pollution due to living in densely populated urban areas.
Mitigations:	<p>Active travel presents an opportunity to promote health and wellbeing among children. This is particularly important for children who are more likely to develop childhood obesity due to other characteristics, including deprivation and Black, Asian and minority ethnic background.</p> <ul style="list-style-type: none"> • Parents with SEND children will be exempt from the bus gate restrictions, as will professional carers
Age: Young People	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	<ul style="list-style-type: none"> • From the age of 16 onwards, the bus becomes an important tool in enabling young people to access employment and training. • Vehicle ownership tends to be low among younger age groups partly due to the costs of learning to drive, as well as maintaining a vehicle and the associated insurance costs, making this group increasingly reliant on public transport. • Transport affordability and availability are key challenges for younger people relying on public transport to access work, education, and other activities. • Safety and personal security are also important aspects of the mobility experience for younger people. Younger people are more likely to be involved in crime on public transport, as both perpetrators and victims of low-level disorder and anti-social behaviour. • Fear of antisocial behaviour on the part of younger people (rightly or wrongly), and lack of perceived safety when using public transport can deter young people from using public transport.
Mitigations:	<ul style="list-style-type: none"> • Identified as a group at risk of transport poverty. Alternative transport options to the private vehicle e.g., safer active travel routes and links to public transport will most benefit those who are unable to access private transport options. • By prioritising bus routes through the project area (through the use of bus gates), bus travel should be more reliable and therefore be a more attractive mode of transport for young people.
Age: Older People	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	<ul style="list-style-type: none"> • Identified as a group at higher risk of transport poverty. • Identified as a group at risk of poverty. • Access to appropriate forms of transport can help older people avail themselves of goods, services, employment, and other activities, with public transport playing a crucial role in remaining connected and maintain independency when older people are unable to drive.

	<ul style="list-style-type: none"> • Older people are more likely to be disabled or have a long-term health problem that can affect their ability to use transport, including mobility impairments, hearing impairments and cognitive impairments. • Older people can also struggle with elements such as finding accurate and up to date pre-travel information, including timetables, the availability of accessible infrastructure (such as Disabled parking), and information about ticketing and staff availability when using public transport. • Evidence also suggests that older people are not as likely as younger people to be users of new technology and many choose to use familiar technology, such as TV or radio, to access information. • There is evidence that older people are less likely to feel confident in using digital services required to undertake travel such as touch-screen ticket machines, while also being less likely to use smartphones for transport planning purposes (69% versus 82% in younger people). • Research also suggested that uptake of shared mobility services is lower amongst older people and Disabled people. This is related to barriers such as the lack of on-demand accessible options, unfamiliarity with the technology needed to book services and inability to use digital payment on a smartphone, and not being comfortable with unfamiliar ride hailing drivers. • Volunteer transportation systems can more easily serve older and Disabled people due to higher client engagement, lower costs, and higher user familiarity with the service providers. • Older people in the 80 to 90 age groups tend disproportionately to be women living alone. • Ageing is linked with a reduction in car usage and driving, often caused by the worsening of physical conditions, increased stress associated with driving, car maintenance costs and less need to drive for full time work, as well as forced cessation of driving due to old age. • Older people become more reliant on taxis and lifts from family and friends as a transport mode, providing a supplement to the publicly accessible fixed-route bus and rail system. • Research from Age UK has found that an improved provision of active transport (including walking and cycling) could disproportionately benefit older people. Increased provision of active transport is likely to improve the amount of physical activity, which is linked to better cognitive performance, better mental health outcomes and reduce overall morbidity and mortality. • Currently only 8% of men and 3% of women over the age of 65 in the UK cycle, a much lower proportion compared to both the general population in the UK and those over the age of 65 in European countries.
Mitigations:	<ul style="list-style-type: none"> • For those who can walk, cycle, and wheel, the provision of quieter streets with less traffic will provide a more attractive environment for people to access and travel actively on. • Improved bus priority will provide an improved transport mode for a group for which bus travel is an important means to access services, amenities, and to visit family and friends. Public transport plays a crucial role in remaining connected and maintaining independency when older people are unable to drive. • Older people who are disabled or have a long-term health condition might also be more reliant on staff on public transport to help enable them to undertake a journey. Improved bus service reliability can support people to use the local services.

	<ul style="list-style-type: none"> • Because older people are less likely to feel confident in using digital services required to undertake travel such as touch-screen ticket machines, while also being less likely to use smartphones for transport planning purposes, ensuring up to date travel information for public transport is available is essential. • Because people become more reliant on taxis and lifts from family and friends as a transport mode, providing a supplement to the publicly accessible fixed-route bus and rail system, exemptions through the bus gates for taxis and carers will ensure this group is not disproportionately negatively impacted by the changes to streets layout. • Improved quality in active travel options can provide disproportionately positive impacts for older people.
Disability	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	<ul style="list-style-type: none"> • Undertaking an analysis of current transport trends among Disabled people it is important to note that disabled people are not a homogenous group, their needs and abilities can vary greatly depending on the nature and severity of their impairment. • Families that include someone with a impairment have always been at greater risk of poverty (JRF 2017: 25) • Disabled people face a range of challenges in relation to mobility and various modes of transportation. • Primarily, key obstacles relate to a lack of accessible infrastructure, at stops, stations, and other locations, as well as in use of vehicles themselves. • Where people are unable to rely on public transport either due to structural barriers or because of geographical location, they are likely to increasingly rely on more expensive services such as taxis and private hire vehicles (PHVs) – affecting the affordability of travel. • Accessible and inclusive information relating to routes and tickets is also a key challenge. Adequate information, alongside staff presence and assistance can help to make Disabled passengers feel safer when travelling, as well as making journeys easier and more stress-free. • Active travel modes for disabled people are reliant on well-marked shared spaces and clear pedestrian routes, where these are present, modes such as walking and cycling can have both mental and physical health benefits for disabled people. • Appropriate transport provision enables disabled people to participate in their community, maintain social networks, and access employment, education, healthcare, and other services. • The unemployment rate in the UK for disabled people was 6.7% in 2019, despite this rate having reduced, it is still nearly double the national unemployment rate. Evidence shows that difficulty in accessing transport is the second most common barrier to work among Disabled people. • While disabled people tend to travel less than non-disabled people, many are nonetheless reliant on public transport. There can be large variances in a person's travel patterns depending on their Disability and its severity. For example, according to DfT's 'Disabled people's travel behaviour and attitudes to travel' report, having a learning or physical impairment correlates strongly to travel by bus. Around 60% of Disabled people have no access to a car and use the bus around 20% more than their non-disabled counterparts. • Disabled people are more likely to report negative and problematic journey experiences, alongside limited awareness of viable alternatives. For some Disabled people, the attitude of staff and other passengers, as well as the

	<p>unpredictability of public transport (both timings and capacity), prevents them from using public transport. For neurodiverse people, a lack of routine or unexpected events can become overwhelming, leading to high levels of stress and anxiety.</p> <ul style="list-style-type: none"> • Overcrowding at peak times can make travelling particularly difficult for those with reduced mobility and people who are more vulnerable to stress and anxiety in crowded places, as fast-moving, dense crowds of people can reduce accessibility and make vulnerable passengers feel unsafe. For those people unable to stand on a moving train, there may be difficulties, even outside peak hours, in finding a seat on services which have reduced the number of seats in order to increase overall carrying capacity. This can result in increased levels of stress and anxiety associated with the use of public transport for those with reduced mobility. • Disabled passengers often travel to, from and between legs of their journey via various transport modes, sometimes with challenges to the successful completion of the first and last mile of a journey. Challenges can include finding and using suitable parking areas when using a private vehicle for a portion of the journey, public transport connections, and differing levels of staff support (where support is available) for different legs of the journey. • Research has found that in urban areas, active travel routes are associated with an increased perception of risk, often due to poor lighting or a lack of people using the route. This perception of crime can impact disabled people who are at a higher risk of being a victim or witnessing a crime. • There is a relatively low participation rate in active travel for disabled people, research has shown that Disabled people with a range of learning and physical impairments, state that a reason for their lack of activity is due to the inaccessibility of the pedestrian environment, particularly road crossings where evidence shows they feel particularly vulnerable. The timing of crossings, a lack of working crossings and the absence of dropped kerbs are all cited as barriers, and uneven surfaces increase the chance of falling for people with reduced mobility. For wheelchair users' obstructions such as advertising boards or bins can make the pedestrian environment particularly challenging • Air quality depletion linked to traffic exhaust emissions can have detrimental effects on certain groups of disabled people. The British Lung Foundation states those at highest risk to air pollution effects are those already living with pre-existing health conditions, predominantly those with such lung conditions as asthma or Chronic Obstructive Pulmonary Disease (COPD).
Mitigations:	<ul style="list-style-type: none"> • Following the most recent round of community engagement, the decision was taken for the following vehicles to be exempt from the bus gates to minimise the impact of the people regarding inequalities: <ol style="list-style-type: none"> 1. Buses 2. Taxis and private hire vehicles 3. Cycles 4. E-scooters 5. 9-seater minibuses 6. Parents with SEND children 7. Professional carers • All temporary infrastructure implemented as part of the trial scheme e.g., model filters, planters etc will ensure accessibility requirements are not adversely impacted through the location and design.

	<ul style="list-style-type: none"> • All temporary infrastructure will allow for the use of adapted cycles to be uninhibited across the project area. • The projected reduction in vehicle miles should result in improved air quality, as well as perceived and actual safety for all groups. These reductions are likely to have a disproportionately positive impact on people with a disability.
Sex	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	<p>Women</p> <ul style="list-style-type: none"> • Identified as a group at risk of transport poverty. • A lack of adequate public transport creates barriers to women accessing employment and educational opportunities. This is related to their patterns of participation in the labour market. • Since women are more likely to be in part-time work and exercise caring responsibilities that may require them to make multiple short journeys during a day, their transportation needs are not adequately met by the majority of transport services that are designed following a “hub and spoke model”. • Having less access to private means of transport such as bicycles, motorcycles and cars, women are inclined to take work closer to home, often in the informal sector, which may limit their opportunities for finding better paid or higher skilled positions. This may be exacerbated by a limited availability of part-time work or work which fits around school hours. • Kamruzzaman and Hine (2012) highlighted that an understanding of access to activity spaces can shed light on the gendered dynamics of social exclusion. For example, women had more transport constraints than men, as childcare constraints meant they were less likely to take longer journeys. They were also less likely to travel at night or on weekends due to perceptions of safety, stemming from a lack of transport during these periods. • Less women across the UK hold a driving license compared to men (67% versus 77%). Women also tend to not have access to a car, particularly during the day as they either cannot afford one, or the family car is being used by a partner. • In terms of affordability and availability, it might not be financially convenient for women to pay for monthly or weekly transport passes when working flexibly. • Caring responsibilities also tend to disproportionately fall to women and often require making multiple short journeys during a day – for example, to drop off children at school, visit family members and shop for food – which creates an additional challenge if private transport is not available. In such cases public transport services may not sufficiently interconnected, requiring journeys with several changes and a long commuting time. • When involved in a road accident, women are also more likely to fall casualties than men. • While fewer women tend to have access to private transport, women make greater use of taxis and PHVs in comparison to men, increasing with older age. This is despite challenges around costs and affordability as well as personal safety when using a PHV or taxi as passengers can feel vulnerable and concerned due to travelling with strangers • Feelings of personal safety and security are thus a recognised barrier to women using public transport. • Ensuring that public transport provision is affordable and improving public transport connections, making them more reliable, would enable women to undertake better connected journeys.

	<ul style="list-style-type: none"> Research evidences that gender inequality in cycling is common, with low levels of cycling among women compared to men. This could be due to cultural factors that remain in place despite an increase in the promotion of active travel. Promoting gender equality and normalising cycling culturally could benefit women in increasing the numbers of those cycling regularly <p>Men</p> <ul style="list-style-type: none"> Even though men tend to undertake fewer trips per year when travelling, they tend to travel further distances. Private vehicle use, and ownership is also higher amongst men, with evidence showing differences in driving habits, as well as a higher propensity to be employed in sectors that require driving, such as freight and logistics and public transport. Men are in fact more likely to be involved in road traffic accidents across all transport modes this is also due to their higher propensity to use certain transport modes. Younger men are also more likely to be road casualties. With pedestrians, female pedestrians account for just over half of journeys made by foot (52%), but men make up the majority of pedestrian casualties (57%). Younger men aged 16-19 are also more likely to be victims of crime on the public transport network compared to men of all other age groups
Mitigations:	<ul style="list-style-type: none"> The trial scheme is designed to improve the quality, safety, and accessibility of active travel and sustainable transport routes within the project area, which includes key destinations such as local shops, health providers, and education establishments, as well as to public transport options for longer journeys. By prioritising these types of trips, rather than 'hub and spoke' journeys, the daily needs of those who and not only commuters should be better met, in terms of transport access. Caring responsibilities also tend to disproportionately fall to women By providing exemptions for carers and parents with SEND children, the impacts of the bus gates will be removed. The area wide treatment of model filters is intended, in part, to promote active travel within the scheme area. For people who do not have access to a private vehicle, walking, cycling, and wheeling are intended to be more attractive options for parents with young children e.g., trips to school. The provision of improved infrastructure to support cycling should have a positive impact on women, who have lower levels of uptake compared to men. Whilst not in scope for the trial scheme, factors which contribute to the perception of safety for active modes e.g., poor lighting, will be in scope for any potential permanent scheme.
Sexual orientation	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Potential impacts:	<ul style="list-style-type: none"> As with religious and faith and other protected characteristic groups, safety, and security – and perceptions of safety and security – when using public spaces, and public transport is a key issue for lesbian, gay and bisexual (LGB) people. Improvements in all aspects of transport safety, including transport infrastructure that ensures journeys can be undertaken in a safe, reliable, and efficient manner, would improve feelings of personal safety and present a beneficial opportunity to all vulnerable groups when travelling, including LGB people.
Mitigations:	<ul style="list-style-type: none"> It is not considered that the proposed trial scheme will have an adverse impact on people because of their sexual orientation.
Pregnancy / Maternity	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

Potential impacts:	<ul style="list-style-type: none"> Public transport plays a fundamental role in supporting social inclusion for many parents with young children, and parents with young children have been identified as a group that is particularly vulnerable to social isolation. Evidence also suggests that, when private transport is available, parents with young children might chose it as a preferred transport method due to its convenience and perceived safety. Similar to disabled people, and older people, the accessibility and design of physical spaces can also affect pregnant people and parents' ability to travel freely with small children, especially if using pushchairs. Provision of better physical accessibility of public transport, as well as availability of public transport services for all, would contribute to meeting parents' travel needs – which may differ from travel patterns planned around working life – would enable this group to undertake more comfortable journeys while also responding to their needs and avoiding the risks of social isolation and severance. Exposure to poor air quality and pollutants can also affect foetal development and cause low birth weights, premature births at well as stillbirth and miscarriage, as well as having long-lasting effects on the health of babies.
Mitigations:	<ul style="list-style-type: none"> The projected reduction in vehicle miles should result in improved air quality, as well as perceived and actual safety for all groups. These reductions are likely to have a disproportionately positive impact on people who are pregnant. The accessibility and design of physical spaces can also affect pregnant people and parents' ability to travel freely with small children, especially if using pushchairs. By prioritising active and sustainable modes of transport, the trial scheme is intended to provide improved actual, as well as perceived safety.
Gender reassignment	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Potential impacts:	<ul style="list-style-type: none"> Measures that would improve feelings of safety and thus confidence in travel would present an opportunity for this group; including infrastructure measures such as CCTV at public transport infrastructure and on transport services, and the improved visibility of staff in areas where people feel particularly vulnerable, again, including public transport. The training of transport staff to ensure that they are able to offer appropriate support to transgender passengers would further support greater confidence in travel by this group. [3]
Mitigations:	<ul style="list-style-type: none"> It is not considered that the proposed trial scheme will have an adverse impact on people because of gender reassignment. CCTV will not be implemented as part of the trial scheme. This is something that would be within scope for any potential permanent scheme in the future.
Race	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	<ul style="list-style-type: none"> Black, Asian, and minority ethnic households consistently have the highest rates of poverty, and White British households have the lowest. Adults from Asian, Black, or other ethnic groups took substantially fewer trips per person in 2017 than those from white or mixed groups. In 2020 unemployment rates for people from Black, Asian and minority ethnic backgrounds are nearly twice those of people from White backgrounds. Data from Joseph Rowntree also shows that people from a Black, Asian and minority ethnic background are overrepresented in shift work. Access to transport for some people is tied closely to geography, and infrequent public transport services, particularly in the evening and at weekends, can impact the type of employment people are able to access and can, for example, affect the ability to undertake shift work. Research has found that this was

	<p>particularly the case for ethnic minority groups concentrated in more deprived areas.</p> <ul style="list-style-type: none"> • There is some disparity when looking at figures for people from a Black, Asian and minority ethnic background in relation to walking and cycling. DfT walking and cycling statistics suggest that people from a mixed ethnicity background were most likely to walk for travel once a week. • In terms of cycling, DfT data suggests that Black and Asian adults are least likely to cycle. • It has been highlighted in research that people from a Black, Asian and minority ethnic background fear racial attacks when using public transport, thus potentially causing a barrier to their use of transport networks. • Higher level of air pollution exposure is linked to the high proportion of Black, Asian and minority ethnic communities living in densely populated urban areas where air pollution is highest.
Mitigations:	<ul style="list-style-type: none"> • By providing safe, accessible, and direct infrastructure to support and prioritise active and sustainable modes of travel, people from Black, Asian, and minority ethnic groups can be disproportionately positively impacted by regarding the uptake of these modes, given they are currently disparity in comparison with white groups. • CCTV will not be implemented as part of the trial scheme. This is something that would be within scope for any potential permanent scheme in the future.
Religion or Belief	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Potential impacts:	<ul style="list-style-type: none"> • Safety, and perceptions of safety, are particularly important for a number of groups when using the pedestrian environment and public transport. This includes people from particular religious or faith communities, for whom concern about hate crime is a particular issue. • In some cases, older generations may not have English as a first language, while younger generations may have a large number of children. Barriers faced for people with multiple children include cost, journey planning and ease. • The geographical distribution of faith schools means that younger people at these schools may have to travel further distances to access a particular school.
Mitigations:	<ul style="list-style-type: none"> • It is not considered that the proposed trial scheme will have an adverse impact on people because of their religion or belief.
Marriage & civil partnership	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Potential impacts:	<ul style="list-style-type: none"> • There is no current evidence to suggest that this protected characteristic group might experience transport differently as a result of the trial scheme being implemented.
Mitigations:	
OTHER RELEVANT CHARACTERISTICS	
Socio-Economic (deprivation)	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	<ul style="list-style-type: none"> • People who depend more on the bus network for work tend to be lower paid, live in more deprived areas, and are more likely to turn down jobs due to transport issues, than those on higher incomes, who tend to use cars and trains more often. • Income was found to be one of the defining aspects of socio-economic inequality. Transport costs and affordability are central to the impact of transport on inequality. If transport is too expensive, then people are not able

	<p>to make the journeys they need to get into work or move into education and training that could improve their prospects.</p> <ul style="list-style-type: none"> • Key vehicles for addressing poverty include welfare and public support, education, cost of living interventions, employment, and social support (e.g., health and social care services, family relationships (Joseph Rowntree Foundation 2016)). • There is a relationship between income and type of transport used. Those on lower incomes use buses more than those on higher incomes, and those on higher incomes use cars and trains more than those on lower incomes (Department for Transport 2017). This is a result of accessibility rather than choice: buses are cheaper to use than trains, and cars are expensive to own and run. • Those who depend more on the bus network to participate in the labour market tend to be lower paid, reside in areas of deprivation, and are more likely to turn down employment due to transport limitations. • Cycling is regarded as a good way to widen travel horizons for disadvantaged individuals. • Support in paying for transport is a way in which cities can support people living in poverty to access and maintain work. • Affordability of public transport is one of the key barriers for people living on low incomes, such as people who are unemployed, in insecure or low paid work, and people who live in deprived areas. • People living in deprived areas are significantly more likely to use buses than other groups of people, and bus travel therefore accounts for a larger percentage of their income. • Evidence from the Joseph Rowntree Foundation also highlights that residents in low-income neighbourhood often find commuting options constrained by unaffordable or unreliable public transport, especially when combined with the prospect of low-paid or insecure employment. Low-income jobs such as cleaning, or security roles may require early starts or late finishes when public transport is not available. Furthermore, peripheral sites of employment, such as retail, commercial and industrial parks are hard to access using the public transport system, making people living in low-income neighbourhoods more reliant on private transport. • There are geographical inequalities in the provision of transport and as a result differences in access to employment, healthcare, education, and other amenities occur. Often these are located in areas that already have good transport links or are due to have new transport hubs opening nearby. However, residential areas may have a wider scale of provision compared to areas of employment. The lower level of car ownership, combined with limited public transport services in many peripheral social housing estates, exacerbates issues around access to services, education, and employment. • Evidence suggests that people living in deprived areas face unequal access to certain modes of transport. Research has found that only a small number of deprived areas are served by the rail network, instead mostly being accessibly by local buses. Where there are train stations, they are often perceived as rundown and secluded, leading to feelings of fear about using them. • People living in deprived neighbourhoods are significantly more likely to feel unsafe and believe that crime is a significant problem in the areas that they are living.
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	<ul style="list-style-type: none"> • A 2018 study into pedestrian safety revealed that children who live in deprived areas are at a greater risk of being involved in a road related accident (as both a passenger and a pedestrian) when compared to other children. Children living in the most deprived quintile are six times as likely to be involved in an accident than those living in the least deprived quintile. Rates of Killed or Seriously Injured casualties in relation to miles walked for people in the most deprived quintile is over double that of those living in the least deprived (0.58 and 0.28 casualties per million miles walked). • There is major disparity between people living in deprived areas and communities in more affluent areas regarding the exposure of individuals to polluted air • Public transport has the potential to increase access to employment and education, in return creating economic prosperity. However, this is based on ensuring that transport networks connect more deprived areas to centres of employment and education. • Ensuring feelings of safety are increased will encourage more people to participate in active travel modes and use public transport that is available. Safety can be improved by the provision of quality lighting, clear sightlines, and where appropriate surveillance. Furthermore, concerns around road safety can be reduced through appropriate education, signs, and road markings amongst other things.
Mitigations:	<ul style="list-style-type: none"> • Given that people who depend more on the bus network for work tend to be lower paid, live in more deprived areas, and are more likely to turn down jobs due to transport issues, prioritising bus movement through the project area aims to positively impact on people from lower socio-economic groups, and reduce transport inequality. • Those on lower incomes use buses more than those on higher incomes, and those on higher incomes use cars and trains more than those on lower incomes. This is a result of accessibility rather than choice: buses are cheaper to use than trains, and cars are expensive to own and run. As the trial scheme prioritises lower cost and free modes of transport (i.e., bus, walking, and cycling), the interventions aim to reduce transport inequality and the impacts of transport poverty on people's ability to access employment, education, essential services, and leisure activities. • Access to work is greatly improved by more accessible and affordable public transport opportunities. Transport is important in obtaining a job, keeping a job, or getting a better job. Improving provision for cycling can also have a positive impact on employment opportunities. • Lower income households have higher levels of non-car ownership – female heads of house, children, younger and older people, people from a Black, Asian and minority ethnic background and disabled people are often concentrated in this statistic. By prioritising active and sustainable transport options, the scheme seeks to address transport poverty and reduce transport inequalities. • Increasing promotion and provision of active transport directly benefits people who reside in deprived areas by improving the local air quality and improving their health and wellbeing. For example, obesity rates for children are highest amongst those in deprived areas. • Through the reduction of vehicle traffic and the prioritisation of local trips being made by active and sustainable modes, evidence which shows that children who live in deprived areas are at greater risk of being involved in a road related

	<p>accident (as both a passenger and a pedestrian) when compared to other children can be addressed.</p> <ul style="list-style-type: none"> Rates of Killed or Seriously Injured casualties in relation to miles walked for people in the most deprived quintile is over double that of those living in the least deprived (0.58 and 0.28 casualties per million miles walked). By removing the ability for non-local vehicle traffic to pass through the scheme area, the interventions implemented should support a reduction in this disparity.
Carers	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	<p>As with Age, Disability and Pregnancy and Maternity – policies which aim to change or limit driving or parking can have a disproportionate impact on people who are reliant on having their own transport to provide care for someone else.</p> <p>Being a carer can be a huge barrier to accessing services and maintaining employment. Studies show around 65% of adults have provided unpaid care for a loved one, that women have a 50% likelihood of being an unpaid carer by the age of 46 (by age 57 for men), and that young carers are often hidden and may not recognise themselves as carers.</p>
Mitigations:	<ul style="list-style-type: none"> Following the most recent round of community engagement, the decision was taken for parents with SEND children and professional carers vehicles to be exempt from the bus gates to minimise the impact of the people regarding inequalities.
Other groups [Please add additional rows below to detail the impact for other relevant groups as appropriate e.g. Asylums and Refugees; Looked after Children / Care Leavers; Homelessness]	
Potential impacts:	
Mitigations:	
	<p>Interventions are broadly intended to make the environments more accessible and inclusive for people with protected characteristics. The interventions which will be implemented as part of the trial are outlined in Section 2.3 above and Section 3.2 below. Detail regarding where specific types of interventions could go will be developed with the community at next round of the Co-Design process.</p>

3.2 Does the proposal create any benefits for people based on their protected or other relevant characteristics?

Outline any potential benefits of the proposal and how they can be maximised. Identify how the proposal will support our Public Sector Equality Duty to:

- ✓ Eliminate unlawful discrimination for a protected group
- ✓ Advance equality of opportunity between people who share a protected characteristic and those who don't
- ✓ Foster good relations between people who share a protected characteristic and those who don't

The proposals objectives are all focused on creating more equitable environments and providing safer, more accessible, and healthier transport options for all, with the infrastructure delivered helping to support improved mental and physical health outcomes.

Infrastructure proposals will all be required to be in line with latest government guidance (e.g., LTN 1/20) which sets minimum requirements around accessibility to ensure people using mobility aids, such as walking frames, adapted bikes, or blue badge holders, are not discriminated against because of the environment's characteristics.

The trial scheme will only involve very limited physical infrastructure changes e.g., placement of barriers to stop vehicle movements, on-street cycle hangers, and will not include any permanent changes which would require the building of new infrastructure. Following the trial, any permanent scheme would likely involve changes to street

layout, resulting in new infrastructure. Designs at this stage would follow the Councils existing approval process, as with any other transport and public realm scheme.

Through ongoing engagement (and the co-design process), issues and options to improve the accessibility and safety of scheme areas will be assessed and developed with input from a range of key stakeholders, which include:

- Wellspring Surgery
- Bristol Refugee Rights
- Dhek Bhal
- Bristol Somali Community Association
- St Luke's Church Barton Hill
- Bristol Somali Resource Centre
- Tawfiq Masjid and Centre
- Barton Hill Boxing Club
- Learning Partnership West CiC
- Barton Hill Activity Club
- Bristol Somali Youth Voice
- St Luke's Church/Wellspring board of trustees
- St George Active Travel group
- St Patrick's Catholic Church and primary school
- Redfield Education together
- Barton Hill Academy
- Bristol Futures (PRF)

As part of the liveable neighbourhood pilot scheme, proposals will be developed in partnership with the local community, including various local interest groups, some of which are likely to represent people with protected characteristics. As part of our early engagement work, Officers will engage with these groups locally to ensure participation in the process is possible from the start (see Section 2.4 above).

Following the first round of community engagement (Co-Design Stage 1), responses to the question 'What are the current issues?' show the following:

- The majority of respondents stated that each of the 10 indicators ([Healthy Streets | Making streets healthy places for everyone](#)) were a serious or moderate problem in their neighbourhood.
- The top three problems were: poor air quality 78%, streets too noisy with traffic 68%, and the area feels unsafe for walking and cycling 59%.
- The issue that was considered to be a minor or not a problem was whether there were places to stop and rest 45%.

It is worth noting that interventions should respond to the issues and improve access and accessibility for everyone in the project area, including people with protected characteristics.

The types of interventions (and their descriptions) that will address the above issues may include:

- **Street trees and planting:** Trees, planting and grass verges can help improve the retention of surface water and provide shade and shelter. They can be included as part of other measures such as modal filters and side road treatments.
- **Bus Gates:** A bus gate is a camera-enforced modal filter which allows buses to travel through. Bus gates improve bus journey times and reliability as most private vehicle traffic will no longer be using the road.
- **Cycle and e-scooter parking:** Cycle and e-scooter parking is often located near destination where people want to visit and provides somewhere to lock your bike for a short period of time.
- **Cycle hangars:** A cycle hangar is a covered, lockable, and secure pod that sits on the road. IT takes up about the same amount of space as a parked car and it can hold six bikes securely.
- **Diagonal filter:** A diagonal modal filter can be introduced at a crossroad. This prevents motor vehicles from travelling straight across the junction but allows vehicles to turn.

- **EV charge points:** Conveniently placed charge points for electric vehicles for residents without off street parking. Charging times typically 8+ hours (depending on the EV and power on offer).
- **Modal filter:** A diagonal modal filter can be introduced at a crossroad. This prevents motor vehicles from travelling straight across.
- **One-way/banned movements:** Changes to how traffic accesses a neighbourhood can be made through making certain streets one-way or no entry. This can be useful in particularly narrow streets.
- **Parklets:** On-street car parking spaces can be repurposed for people-centred uses, such as seating, planting, play and cycle parking.
- **Pocket parks:** Modal filters could be extended to become pocket parks. Two rows of planters are used to create a central area where no motor vehicles are allowed, which can be turned into a pocket park. The size of pocket parks depends on the need for vehicles to access the area.
- **Protected cycle tracks:** Protected cycle tracks separate people walking, cycling and driving by using measures such as a different level, kerb line or a bollard. Protected cycle tracks are designed in line with government guidance.
- **Safe crossings & junctions:** Safe crossings are designed in a way that prioritises people walking and cycling, making it easier to cross streets with high levels of traffic. Zebra, parallel or signalised crossings can be used depending on the volume of traffic.
- **School Streets:** School Streets turn streets around schools into priority zones for people to walk and cycle and restricts car use at the start and end of the school day. Residents can be exempted from the restrictions, which can be enforced by collapsible bollards or movable barriers often operated by school staff or volunteers.
- **Side road treatments:** Involves making changes to reduce vehicle speeds and create an environment which prioritises walking, cycling, and scooting. Treatments can include continuous footways, cycle tracks and speed tables.
- **Street Art:** Street art can be used as a low-cost approach to raise awareness of a change in the use or environment of a street and/or encourage reduced vehicle speeds. Street art can also be used as a form of wayfinding to help direct and connect people to places.
- **Street Lighting:** Street lighting can be installed on lampposts or at ground level to help illuminate spaces and enhance visibility at night.

Following Stage 2 of the Co-Design process, BCC's technical Teams produced the proposed trial scheme, which was presented, and feedback received at Stage 3. As has been noted in Section 2.3, for this round of engagement providing demographic data was optional. This was because the Stage 3 was initially only intended to make people aware of the trial scheme and understand the potential impacts it may have on their travel patterns.

Therefore, it is not possible to determine if any group with protected characteristics were under-represented. There may also be misrepresentation due to demographic data being voluntary, as well as any language barriers which may have arisen.

Step 4: Impact

4.1 How has the equality impact assessment informed or changed the proposal?

What are the main conclusions of this assessment? Use this section to provide an overview of your findings. This summary can be included in decision pathway reports etc.

If you have identified any significant negative impacts which cannot be mitigated, provide a justification showing how the proposal is proportionate, necessary, and appropriate despite this.

Summary of significant negative impacts and how they can be mitigated or justified:

There is the potential for some schemes to require the removal or relocation of vehicle parking. In areas where Disabled parking bays are located and may be subject to change, we will engage with the relevant groups to assess the impact and develop options which mitigate any negative impact with these groups.

Following the second round of the Co-Design process (Stage 2 – Co-Develop), we had a much clearer understanding of how specific types of interventions in specific locations could impact upon people with protected characteristics. Following this latest round of engagement additional exemptions have been made for the types of vehicles permitted to pass through the proposed bus gates across the project area to mitigate the potential impact on essential and supportive services. The full list of exempt vehicles are as follows:

- Emergency services
- Refuse vehicles
- Buses
- Taxis and private hire vehicles
- Cycles
- E-scooters
- 9-seater minibuses
- Parents with SEND children
- Professional carers

Amendments were also made to the proposed trial scheme, based on feedback received from the communities across the project area (details outlined above in Section 2.3).

The Quality Assurance process within the BCC City Transport Service will ensure proposed and implemented interventions do not result in reduced accessibility for people with protected characteristics, as all proposals will go through a process of scrutiny to ensure they are compliant with current legislation.

Summary of positive impacts / opportunities to promote the Public Sector Equality Duty:

As noted previously, the scheme's objectives are intended to provide more equitable spaces and transport options for people which can address imbalances around access to services and everyday living.

Post-trialling interventions, via the use of temporary materials, the scheme is intended to increase the accessibility, safety, and health (air quality and increased propensity to walk and cycle) of the project area. Any mitigations required as a result of the scheme being implemented will be developed with the community and will aim to minimise any negative aspects which result from the re-routing of private vehicle access.

The development and delivery of the scheme will involve meaningful co-working with multiple agencies, including groups representatives Disabled people and those with protected characteristics, via the Co-Design process. The process provides the best opportunity for outcomes to meet the needs of the wider community, and not only a small minority who may be more mobilised than those from seldom heard groups.

The Co-Design process is intended to ensure as wide a range of people can engage with the development of solutions to the issues raised at each stage of the process. We will ensure minimum thresholds are met in terms of meaningful engagement with people who have protected characteristics throughout and following Stage 3, to ensure its validity.

It was noted that during the Stage 3 process, which had the objective of making people aware of the proposed trial, that there were some issues regarding perceptions of the scheme's objectives, as well the process followed as part of the Co-Design approach which were raised by some members of the local communities.

Additional in-person events were held to provide clarification on the process followed through each of the Co-Design stages, which led to the development of the proposed trial scheme, and to clarify some misinformation regarding schemes of this nature in general which the Project Team are aware has been circulated and shared on a national scale. The Project Team will need to ensure communications in all forms take into account the potential issues related to language barriers and misinformation regarding liveable neighbourhoods, their impacts on different groups, and we will tailor communication to mitigate these issues.

4.2 Action Plan

Use this section to set out any actions you have identified to improve data, mitigate issues, or maximise opportunities etc. If an action is to meet the needs of a particular protected group please specify this.

Improvement / action required	Responsible Officer	Timescale
Extensive engagement with stakeholders and the local communities following the co-design process and production of the proposed trial scheme.	Sam Kirby, delegated to dedicated transport engagement officers	Fiscal reporting Quarter 3 and 4 2023
Ongoing engagement with stakeholders and the local community's post-implementation of the proposed trial scheme. This engagement will form part of the monitoring and evaluation process of the trial.	Sam Kirby, delegated to dedicated transport engagement officers	Fiscal reporting Quarter 2 2024 onwards

4.3 How will the impact of your proposal and actions be measured?

How will you know if you have been successful? Once the activity has been implemented this equality impact assessment should be periodically reviewed to make sure your changes have been effective your approach is still appropriate.

Monitoring and evaluation of liveable neighbourhood schemes post-implementation is crucial for data-led evidence to test their success against the original objectives. This is known as 'legacy' and whilst evidence is gathered on changing travel behaviours, traffic collisions, air quality improvements etc, evidence is also collected to assess positive and negative impacts of the interventions on people with protected characteristics.

Evaluation approaches can involve:

- **Community surveys:** Community surveys carried out in cohorts for each LN area to capture public feedback and for monitoring travel behaviour and social impacts.
- **Secondary data collation:** Collation of information from existing datasets that are collected at regular intervals to report on progress against the LN objectives.

Evaluating schemes against their objectives can be done using both quantitative and qualitative methods. If, for example, one objective of a scheme is to 'Improve residents' physical and mental health and wellbeing', monitoring could be done through community surveys, before and after audits (e.g., Healthy Streets indicators) or the 'Quality of Life' survey. This approach describes a minimum level of monitoring and evaluation to be carried out for each scheme that is necessary to evidence their success against their intended objectives.

The monitoring and evaluation approach should consider additional or varying monitoring and evaluation. This could include:

- Adaptations to community surveys to capture evaluative feedback on themes identified from the community engagement within a scheme area (to ensure there is an appropriate feedback loop on issues important to the local community and which captures a representative evidence base from people with protected characteristics).
- Widening community surveys within a scheme area to include a broader range of public feedback and/or include specific stakeholder groups (if there is under-representation from people with protected characteristics).
- Additional qualitative monitoring, including focus groups with specific stakeholder, disability, or community groups, or to capture more in-depth evidence from participants of surveys.
- Expanding data collection to include a wider study area if there remains an under-representation of people with protected characteristics).
- Additional monitoring tools e.g., parking surveys (pedestrians, cyclists, and cars) to understand the varying groups of people travelling to and through the scheme areas.

Where temporary materials are used to trial interventions (generally when an Experimental Traffic Regulation Order is in place, which can span 6-18 months), changes can be made based on stakeholder feedback to help

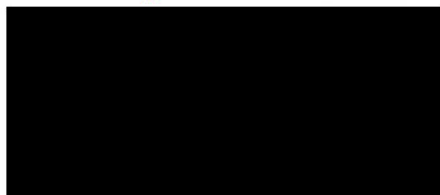
mitigate any unintended consequences of the trial. To allow for meaningful evidence to be gathered and changes to be made during trials data gathering should be done:

- Before any scheme delivery has occurred. Baseline community survey should be undertaken and count data to form an understanding of the current situation.
- Post implementation- once measures are installed on a temporary basis. First iteration of comparative data should be undertaken and the carrying out of community surveys, traffic counts etc.
- Once adaptations have been made during the trial period and a permanent scheme is delivered, a second iteration of comparative data should be undertaken and the carrying out of community surveys, traffic counts etc completed.

This will continue to be reviewed after each stage of the Co-Design process as the project progresses.

Step 5: Review

The Equality and Inclusion Team need at least five working days to comment and feedback on your EqlA. EqlAs should only be marked as reviewed when they provide sufficient information for decision-makers on the equalities impact of the proposal. Please seek feedback and review from the Equality and Inclusion Team before requesting sign off from your Director¹.

Equality and Inclusion Team Review: The Equality and Inclusion Team	Director Sign-Off: 
Date: 26/10/2023	Date: 31.10.2023

¹ Review by the Equality and Inclusion Team confirms there is sufficient analysis for decision makers to consider the likely equality impacts at this stage. This is not an endorsement or approval of the proposal.



Equality Impact Assessment [version 2.9]

Title: East Bristol Liveable Neighbourhood Pilot	
<input type="checkbox"/> Policy <input type="checkbox"/> Strategy <input type="checkbox"/> Function <input type="checkbox"/> Service <input checked="" type="checkbox"/> Other [please state] <i>Pilot trial scheme</i>	<input type="checkbox"/> New <input checked="" type="checkbox"/> Already exists / review <input type="checkbox"/> Changing
Directorate: Growth and Regeneration	Lead Officer name: Samuel Green
Service Area: Economy of Place – City Transport	Lead Officer role: Transport Bidding, Policy & Strategic Projects Team – Principal Transport Planner

Step 1: What do we want to do?

The purpose of an Equality Impact Assessment is to assist decision makers in understanding the impact of proposals as part of their duties under the Equality Act 2010. Detailed guidance to support completion can be found here [Equality Impact Assessments \(EqIA\) \(sharepoint.com\)](https://sharepoint.com).

This assessment should be started at the beginning of the process by someone with a good knowledge of the proposal and service area, and sufficient influence over the proposal. It is good practice to take a team approach to completing the equality impact assessment. Please contact the [Equality and Inclusion Team](#) early for advice and feedback.

1.1 What are the aims and objectives/purpose of this proposal?

Briefly explain the purpose of the proposal and why it is needed. Describe who it is aimed at and the intended aims / outcomes. Where known also summarise the key actions you plan to undertake. Please use plain English, avoiding jargon and acronyms. Equality Impact Assessments are viewed by a wide range of people including decision-makers and the wider public.

The project will deliver a pilot Liveable Neighbourhood (sometimes referred to as Low Traffic Neighbourhoods, Active Travel Neighbourhoods, or Mini Hollands) in East Bristol, covering the boundary area marked in red below. The area covers the wards of Lawrence Hill, Easton, St George, and St George West.



East Bristol Liveable Neighbourhood

Monitoring strategy

Background

Bristol faces significant challenges over the coming years such as physical inactivity and poor air quality, alongside ecological and environmental emergencies. In response to these challenges, Bristol declared a climate emergency and developed a One City Strategy which pledges that the city will become carbon neutral by 2030, that 60% of all journeys to be made by active modes by 2044 and a 50% reduction in those seriously killed or injured on incidents on Bristol's roads which disproportionately impacts low-income communities.

The Local Cycling and Walking Infrastructure Plan (LCWIP) identified streets parallel to Church Road in the inner east of Bristol as a priority route for investment to encourage a shift towards more sustainable modes of transport.

“Liveable Neighbourhoods” or LNs can make communities quieter, safer, healthier and improve air quality. This can be achieved by implementing area wide traffic management, so that the whole area is completely accessible by private motor vehicle, but it is no longer possible to cut through the area using smaller residential streets that are not designed to carry through traffic.

By re-allocating road space to sustainable modes, the council expects to see an increase in walking, cycling, scooter and bus use.

Project objectives and the scheme

A package of improvements has been designed to help address the issues raised in the area and to help achieve the objectives of the East Bristol Liveable Neighbourhood. These are:

- Reduce and slow trips that start and finish locally and remove through traffic
- Increase physical activity through walking and cycling
- Reduce inequalities in residents' abilities to access walking, cycling and sustainable transport options
- Improve connections to green spaces, particularly for areas of high deprivation
- Improve satisfaction and sense of belonging with the local area through reduced social isolation and improved local environment
- Increase walking and cycling trips to local high streets to support local businesses
- Increase the tree canopy in areas that are more at risk to higher temperatures
- Have a neutral impact in the long-term on the negative impacts of traffic in the neighbourhood such as congestion and environmental impacts
- Improve perceptions and actual safety for cyclists and pedestrians in the project area

The interventions within this project include a package of measures that have been co-designed with the community. The variety of measures address the different priorities and aspirations mapped by the community and can be split into three distinct categories.

- Main roads – measures that make it easy to cross busy roads and improve walking and cycling on side roads.
- Local streets – measures that when used in combination can address high levels of traffic and make the area easier and more convenient to walk and cycle.
- Community assets – measures that change the balance of how local streets are used and help to create greener, more attractive and people centred streets.

Elements of the scheme will be tested using temporary materials to determine public support and effectiveness of the layout before delivering a scheme using permanent materials.

What we expect to see, and how will the scheme be monitored?

There is a growing body of evidence which can help us to understand the likely impacts of LNs. For example, the first LN in Waltham Forest's 'mini-Holland' saw motor traffic levels fall by over half inside the residential area included, and traffic reduction across a wider area when including adjacent main roads.

LNs are part of a wider transport system and they do not work perfectly overnight. It is essential to evaluate LN schemes within the wider Bristol travel context and be mindful that it takes time for travel behaviour to adjust, and for the full range of benefits to be realised across the wider area.

LNs will be monitored and assessed according to the stages described below to understand how they are performing and to make improvements. We also set out what changes in behaviour we could reasonably expect to see at each stage during the development of a LN.

Stage 1 – Initial adjustment 0-3 months:

Immediately after implementation, and before bus gate enforcement begins, a proportion of drivers will not be used to the new access arrangements or restrictions. This could lead to localised displacement as people seek alternative routes. It is also likely that traffic across the wider area won't have fully adjusted at this point. We would expect to see higher traffic levels throughout the monitored area than intended by the objectives of the project.

Assessment at this stage will focus on identifying community issues and traffic problems to make specific design improvements where needed.

Stage 2 – Settling down 3-12 months:

During the six months following the start of phase 1, we will conduct a full round of traffic, air quality and community feedback monitoring. At this stage we would expect to start to see traffic reduce within the project area and an increase in active travel, as more people take advantage of the behaviour change support. This can give us an accurate reflection of how an LN area is performing against the objectives, accounting for the effect of external factors such as road works.

At this stage traffic within and around the LN areas may be meeting the objectives of the project or may need more time to settle down. If the monitoring review shows that the project is achieving the objectives, then moving to a permanent scheme should be considered, balancing community feedback, including any public feedback received over this period and the consultation, with the monitoring data.

Moving to a permanent scheme will enable the delivery of public realm, and crossing improvements associated with the phase 1 measures and across the LN area generally. On the other hand, the specific road network in each area, and the effect of external factors and local considerations, may mean that an LN project warrants more time and improvements before considering the final layout of a permanent scheme. Elements of the phase 1 scheme may also be cancelled at the end of this period, or during the following stage after further review.

Assessment should focus on identifying performance against the objectives, community issues and traffic problems to identify specific design improvements. Community engagement during this

period will seek to understand what the permanent scheme could look like and would look to deliver public realm benefits.

Stage 3 – Regular use 12-18 months:

Within 18 months of implementation the monitored area should see an overall reduction of motor vehicle movements, when considering boundary roads and the inner area together. We would expect to be developing and delivering public realm improvements and community assets that enhance the benefits of reduced traffic volumes. At this stage the layout may no longer need to be altered.

Assessment at this stage should balance community feedback, including any objections received and the consultation, with objective data sources measuring performance against the programme objectives to consider if the layout should remain unchanged.

What data will be collected?

The council has collected a variety of baseline data that informed the scheme design and Outline Business Case. The Outline Business Case assessed whether the scheme represented value for money, was effective at changing travel behaviour, and what the modelled impact was on the wider network.

As part of this process the following activities were undertaken and made publicly available

- Area wide baseline traffic, walking and cycling counts such as Automatic Traffic Counts, Manual Classified Counts, and Automatic Number Plate Recognition collected during March and April 2022 ([Have Your Say Today - Traffic data results - East Bristol Liveable Neighbourhood \(commonplace.is\)](#))
- Additional Air Quality diffusion tubes installed in areas within the LN boundary ([Air Quality Dashboard \(arcgis.com\)](#)). These are a cost effective and easy way to measure levels of nitrogen dioxide.
- Initial public perception survey - [Have Your Say Today - Co-discover - results - East Bristol Liveable Neighbourhood \(commonplace.is\)](#)
- Area wide traffic sensor network collecting data within the LN boundary
 - Traffic speeds
 - Traffic counts
 - Wait times for pedestrians at Chalks Road and Netham Lock junctions
- Traffic flows on wider Traffic Management network

We will be monitoring a range of before and after data sets to assess the impact of our LN pilot. Data will be collected inside the LN area, as well as on the immediate boundary roads, that surround the LN area for the three assessment stages described above.

In addition to the above, we will continue to engage with the wider community through via:

- Feedback from local councillors
- Online consultation platform
- Business engagement
- Faith and community centre engagement

We will also be working with other organisations to monitor the effect, if any, on:

- Bus journey times and patronage numbers. This information is commercially sensitive and so will not be published.
- Emergency service response times

This data will be compared with our initial baseline and calibrated against travel trends in the wider Bristol area to understand the effect of the LN in its wider practical context.

We will update the Equalities Impact Assessment as the project evolves through the review stages described above, considering data and feedback to understand the benefits, impacts and adjustments required to ensure the best possible outcomes.

We will publish review reports, Equality Impact Assessments, and data packs on our online consultation platform.

If a decision is made to make the scheme permanent, then a Full Business Case will be developed and submitted to the West of England Combined Authority to seek the additional funding for replacing the temporary materials and delivering the wider programme of additional community assets, new crossings and junction upgrades.