

# Old Market Quietway

## Early Engagement Report

### March 2024

Active travel survey:  
Old Market Quietway

Have  
your say!



Have your say by 17 March 2024  
[www.bristol.gov.uk/oldmarketquietwayFeb24](http://www.bristol.gov.uk/oldmarketquietwayFeb24)



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# 1. Summary

## 1.1 How we engaged

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

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

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

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

## 1.2 Community survey

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

## 1.3 Stakeholders

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

- Bristol Walking Alliance
- Bristol Cycling Campaign
- Old Market Community Association

## 1.4 Survey results

In total, 238 responses were received from the survey (232), emails (3) and stakeholder response letters (3).

Of the survey respondents:

- 56% of responses were from residents and 31% from those who travel along the route.
- 44% of residents said they solely use active travel (walking + cycling) to travel along the route, although 91% of residents said they use active travel (walking + cycling) alongside other modes of transport.

- Car use is much lower for residents, with 5% solely using a car (driver + passenger) and 31% using a car alongside active travel (walking + cycling).
- Of those who said they 'regularly travel along the route', 60% solely use active travel (walking + cycling), with 92% using active travel alongside other modes. Sole car use makes up 7%, with 14% using a car alongside other travel modes.
- Of those using the route daily, 89% are using active travel compared to 41% using a car. This comparison is also reflected across those using the route several times a week, with active travel 93% and car use 25%.
- 65% of respondents were aged 24-44yrs.
- 10% consider themselves to be a disabled person.
- 68% were White British, 15% Other white background, 10% prefer not to say, 3% Asian or Asian British, 3% Mixed or multiple ethnic groups and 1% Black, Black British, Caribbean or African.
- 60% were Male and 31% Female.
- 28% of respondents said that the improvements would have either a positive or negative effect on them because of their protected characteristics. Across all protected characteristic groups, more respondents said the improvements would have positive effects, compared to negative effects.

#### Across all questions:

- Section 3 'Upgraded pedestrian and cycle crossings' received the highest proportion of Good/Very Good ratings across all improvements (89%) and received 5% of all total ratings.
  - Highest Very Good rating: Section 2 'Providing pedestrian and cyclist crossings over main roads', Section 3 'Segregated two-way cycle path' and 'Widening of the existing shared use path by Bristol and Path Cycle Path'.
  - Highest Good rating: Section 3 'Shared use pavements to maintain access to properties.'
- Section 1 'Removal of parking spaces along Braggs Lane' received the highest proportion of Poor/Very Poor ratings across all improvements (26%) and received 2% of all total ratings.
  - Highest Very Poor rating: Section 1 'Removal of parking spaces along Braggs Lane'.
  - Highest Poor rating: Section 2 'Installing pedestrian crossings over the new cycle path.'
- Section 1 had the largest number of respondents leave comments (47%) in the 'Any other comments' free text question.

#### Section 1: St Matthias Park to Trinity Road/West Street Junction (along Braggs Lane)

- 'Improved pedestrian and cyclist crossings' received the highest Good/Very Good rating (83%).
  - Compared to the other improvements, this also received the highest proportions of Good/Very Good ratings amongst those who travel along the route (93%), those who use active travel (84%), residents (75%) and those using a car (64%).
- 'Wider Footpaths along Braggs Lane and at crossings by St Matthias Park' received the highest proportion of Good/Very Good ratings (92%) by businesses/those who work in the local area.

- ‘Removal of Parking spaces along Braggs Lane’ received the highest Poor/Very Poor ratings (26%).
  - This also received the highest proportions of Poor/Very Poor ratings, compared to the other improvements, amongst those who use a car (56%), residents (36%), those who use active travel (22%), businesses/those who work in the local area (17%) and those who travel along the route (10%).

### Section 2: Clarence Road

- ‘Providing pedestrian and cyclist crossings over main roads’ received the highest proportion of Good/Very Good ratings (84%).
  - Compared to the other improvements, this also received the highest proportions of Good/Very Good ratings amongst businesses/those who work in the local area (92%) and those who use active travel (87%).
- ‘Crossings over the cycle path’ received the highest proportion of Good/Very Good ratings amongst those who travel along the route (97%), residents (80%) and those who use a car (69%).
- ‘Reduction of traffic lanes from two to one’ received the highest proportion of Poor/Very Poor ratings (18%).
  - Compared to the other improvements, this also received the highest proportions of Poor/Very Poor ratings amongst those who use a car (33%), residents (22%), businesses/those who work in the area (17%), those who use active travel (15%) and those who travel along the route (10%).

### Section 3: Lawrence Hill Roundabout

- ‘Upgraded pedestrian and cycle crossings’ received the highest proportion of Good/Very Good ratings (89%).
  - Compared to the other improvements, this also received the highest proportions of Good/Very Good ratings amongst those who travel along the route (97%), businesses/those who work in the local area (92%), those who use active travel (90%), residents (82%) and those who use a car (76%).
  - ‘Segregated two-way cycle path’, ‘pedestrian crossings over new cycle path’ and ‘relocation of bus stop into lane’ also received the highest proportion (92%) of Good/Very Good from businesses/ those who work in the local area.
- ‘Segregated two-way cycle path’, ‘Pedestrian crossings for pedestrians over new cycle path’ and ‘Widening of the existing shared use path by Bristol and Path Cycle Path’ received the highest proportions of Poor/Very Poor ratings (9%).
  - These improvements also received the highest proportion of Poor/Very Poor ratings from those who use a car (18%).
  - 11% of residents rated ‘Segregated two-way cycle path’ as poor.
  - 8% of businesses/those who work in the area rated all but one (upgraded pedestrian and cycle crossings) improvements as Poor/Very Poor.
  - 7% of those who travel along the route rated ‘Relocation of bus stop into bus lane’ as Poor/Very Poor.

## 2. Background

### 2.1 Active Travel Fund 4 (ATF4)

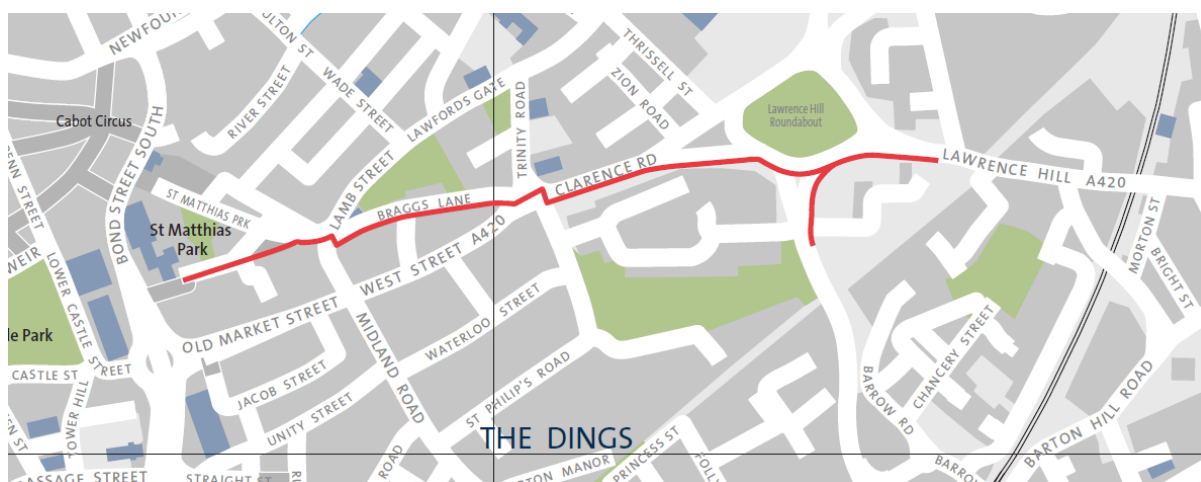
Old Market Quietway is one of four routes in the Active Travel Fund 4 (ATF4) package. The ATF4 project has been funded by Active Travel England and aims to improve four of the key strategic walking and cycling routes included within the region's Local Cycling & Walking Infrastructure Plan (LCWIP). The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

### 2.2 Project Ambition

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

#### 2.2.1 Old Market Quietway: The Route

Old Market Quietway is an east-west walking and cycling route connecting Lawrence Hill roundabout with Bond Street South/Temple Way. This project focuses on the route along Lawrence Hill A420, Lawrence Hill Roundabout, Clarence Road, Braggs Lane and Redcross Street.



#### 2.2.2 Objectives of engagement and communications

The main aim of the engagement exercise was to:

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

The target audiences for this project include stakeholders such as:

- Bristol City Council ward members, local MPs
- West of England Combined Authority
- Emergency services
- Educational facilities such as local schools
- Transport operators
- Transport campaign groups
- Equality groups such as Bristol Disability Equality Forum and WECIL
- Local people who live on the route or on side roads
- Local resident associations, faith, and community groups
- People working near the route
- People who visit local places on the route
- People who use the route

### 3. Early engagement exercise

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

#### 3.1 Engagement Tools

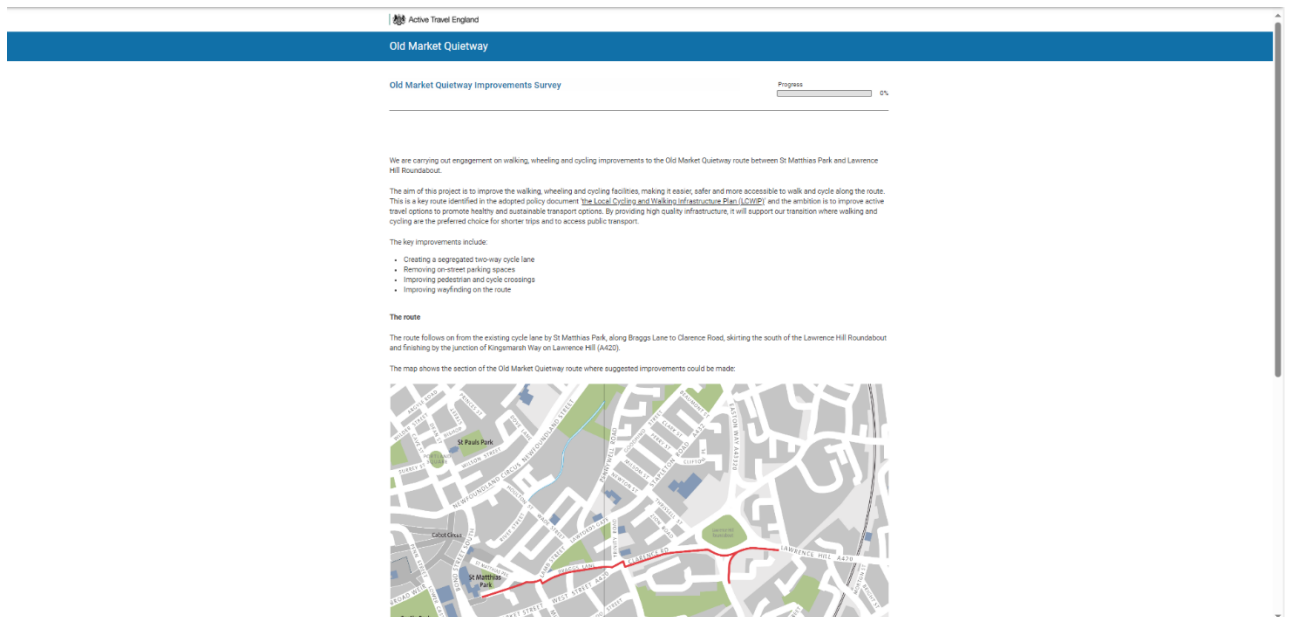
The team created different products to support the early engagement process and agreed on a survey as the best way to collate views from the community. The products included the survey (with postal option available on request), letters, posters, business cards and social media. Information was provided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

The online survey was hosted from a link on a main ATF4 Walking and Cycling Improvements landing page and had a shortened link [www.bristol.gov.uk/oldmarketquietwayFeb24](http://www.bristol.gov.uk/oldmarketquietwayFeb24) that was promoted and publicised through social media channels. To ensure those who do not have online access were included, the team produced paper copies of the products.

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

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





The team encouraged everyone to have their say by:

- putting up ~50 posters along the route and in the local area so that those using the route could see the engagement was taking place.
- posting out letters to 3,496 local properties (residential and commercial) to raise awareness of the survey and encourage people to have their say.
- contacting local groups and key stakeholders and ask them to help raise awareness of the survey.
- posting social media messaging on X (Twitter) and Facebook.
- Hosting a drop-in session and active travel roadshow event. This was in addition to the Active Travel Programme which offered behaviour change initiatives such as personal travel planning, cycle training, bus and train tickets etc., also being provided in the local area.
- Hosting a stakeholder workshop.

### 3.2 Survey

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

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

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

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

These sections were:

- Section 1 – St Matthias Park to Trinity Road/West Street Junction (along Braggs Lane)
- Section 2 – Clarence Road
- Section 3 – Lawrence Hill Roundabout

The survey was devised so that people answered questions about:

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

### **3.4 Supporting Communications**

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

A total of six general ATF4 Project posts and one location-targeted post were published between 05 February and 24 March 2024.

Social media engagement statistics are provided in [Section 4.2.4](#) of this report.

## 4. Results

### 4.1 Stakeholder engagement

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

The key stakeholders list includes:

- Two ward members, the Cabinet Member for Transport and the local MP Thangam Debonnaire.
- emergency service providers
- equality groups and disability groups such as Bristol Disability Equality Forum and WECIL
- transport / interest groups such as Bristol Cycling Campaign, Bristol Walking Alliance, Bristol Civic Society
- local businesses and interest groups such as Eastside Community Trust and Trinity Community Arts
- educational institutions, including local primary schools, secondary schools and universities

#### 4.1.1 Stakeholder Workshops

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

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

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

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

##### Email / Letter Responses

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

##### **Bristol Walking Alliance (BWA)**

- Type of segregation needs to be considered: if level separation there needs to be several places where pedestrians can cross without encountering a kerb. If same level as footway, there needs to be good visual and tactile separation.
- Section 1: Braggs Lane
  - Welcome expansion of footways along Braggs Lane, though this would need more dropped kerbs to allow pedestrians to cross cycle way and highway. Suggestion of including some street trees. Cycle route appears to dominate the use of space at the junctions at each end of Braggs Lane.
- Section 2 and 3: Clarence Road and Lawrence Hill Roundabout
  - Note the cycle way along Clarence Road and Lawrence Hill roundabout are less space-constrained and allow for several pedestrian crossing points at relevant desire lines. Not clear what changes to green infrastructure may be needed. There should be opportunities to plant more trees.

##### **Bristol Cycling Campaign (BCyC)**

- Supports the scheme and its objectives but finds certain aspects over or under-engineered.
- Feel this significant investment could be better spent along Old Market/West Street, rather than Braggs Lane, as would be more direct, legible and feel significantly safer at night.
- Section 1: Braggs Lane
  - Scheme fails to troubleshoot the main area of concerns and confusion at the eastern side of the Old Market Roundabout. Subsequently a better route would be up Old Market Street.

- The use of a small shared-use area by St Matthias Park is unusual when either side is segregated, and this may create a pinch point between pedestrians, wheelers, and cyclists.
- More could be done to calm traffic on the transition from an A-Road to the narrow Braggs Lane such as a raised table, junction treatment, cycle priority across Braggs Lane etc.
- Proposals for Braggs Lane are very ambitious and slightly over-engineered. A quiet narrow street like this should not require segregated cycle tracks. Instead, a mixed space or cycle street like in Europe, would create a calmer environment whilst also minimising parking loss.
- Section 2: Clarence Road
  - This section is extremely strong with incredible proposals for segregation at crossings and along Clarence Road towards Lawrence Hill.
  - The possibility of installing SUDs on the corner of Trinity Street should also be studied.
  - Reduction of general traffic lanes enforces the change from high-speed dual carriageway to inner-city neighbourhood.
  - A segregated connection to Thrissell Street in the north would be an improvement to this section to better connect the Stapleton Road/St Judes Area to Lawrence Hill.
  - The new parallel crossings at the desire line of east-west active travellers crossing the junction of St Phillip's Causeway and Lawrence Hill roundabout is an incredibly important aspect of this scheme.
  - Waiting times for active travellers shouldn't be excessive or this will weaken the scheme.
- Section 3: Lawrence Hill Roundabout
  - A420's East arm crossing improvements lack segregation and would be better optimised for North-South travel if closer to the roundabout.
  - Increased segregation opposite Croydon Street rather than a shared use space would provide a link to the Bristol to Bath railway path better optimised for East-West travel than on the eastern side of St Phillip's Causeway.
  - Further segregation is needed on the route on the eastern side of St Phillip's Causeway rather than a shared use space as this would be a reduction in segregation from the current provision.

### **Old Market Community Association (OMCA)**

- Section 1: Braggs Lane
  - This section of the scheme is of high quality and builds on previous improvements to the Redcross Street/Braggs Lane junction.
  - The conversion of unused tarmac and parking spaces into a designated cycleway is highly appreciated and will create an atmosphere that discourages anti-social behaviour whilst improving active travel links.
  - The shared use area at the western end of the designated cycleway is not ideal but is understood due to the space constraints.

- The widening of the footpath and tightening of the radius of the entrance to St Matthias Park by the shared use area, although positive, hinders the association’s St Matthias Park pedestrianisation project.
- Recognise that the footway widening, and removal of parking spaces will improve the active travel experience and discourage loitering, however some residents may dislike the removal of most parking spaces on the street. Therefore, don’t fully support this part until the views of residents have been considered.
- Perhaps reduced parking space numbers and relocation onto one side of the street would also make a simpler line of travel for cyclists.
- Section 2: Clarence Road
  - Segregation of the crossings in the east of section 2 is supported.
  - The reduction of general traffic lanes from two to one is supported as this is translated into increased greenery and a segregated cycle route.
  - The continuation of the cycleway to the Lawrence Hill Roundabout, the addition of new crossings, and footway widening is highly supported.
- Section 3: Lawrence Hill Roundabout
  - Continuing the cycleway along the side of the roundabout is supported as a more visible and ‘safe’ alternative route to the often-dangerous underpasses and active travel junction in the middle of the roundabout.
  - The widening of the shared use path is also appreciated, segregation is needed but space and funding constraints are recognised so this can be accepted.
- OMCA request a meeting with the project team to discuss the St Matthias Park pedestrianisation project and parking space retention.

**Avon and Somerset Police (A&S)**

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

Stakeholder Meetings

The project team met with OMCA to further discuss their response, the pedestrianisation project and concerns with parking space removal.

Survey Responses

In response to “Q2: Which of the following best describes you”, one respondent stated they were ‘responding on behalf of Voluntary Group/ Community Group/Social Enterprise’. However, in the open text comment box “Name of Voluntary Group/ Community Group/Social Enterprise”, two other respondents answered with a name.

Q2. Which of the following best describes you?	Voluntary Group/ Community Group/Social Enterprise name:
I am responding on behalf of Voluntary Group/ Community Group/Social Enterprise	Old Market Community Association
I am a resident in the local area	The Zone
I am a resident in the local area	Newtown Network

A list of names and key comments are provided below, with their full responses included within the survey analysis.

- **Old Market Community Association (OMCA)**  
See comments in Section 4.1.1. Stakeholder Responses.
- **The Zone**  
Rated 9/16 improvements at 'Neither Good nor Poor' and rated removal of parking along Braggs Lane as 'Very Poor'. Comments included: "You don't want people to have cars but we don't live in that world yet. Cyclists still use pavements even if you give them designated cycle lanes." Also expressed concerns around the financials of the project.
- **Newton Network**  
Rated 13/16 improvement as 'Good' + 'Very Good'. Comments include: "is the any possible for improving the lighting in the local area for the well-being of the local residents?".

## 4.2 Public feedback

Below details the response to the survey, emails, drop-in sessions and social media engagement. In total, 238 responses were received from the survey (232), emails (3) and stakeholder response letters (3).

### 4.2.1 Survey

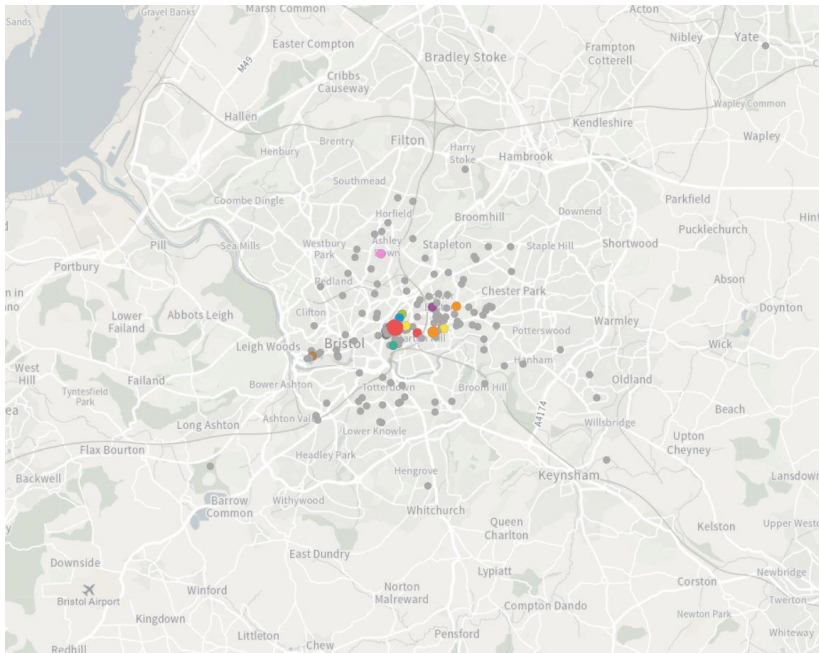
Below is a summary of each question with a breakdown of responses and free text analysis.

#### Summary of Questions 1-5 (Opening questions):

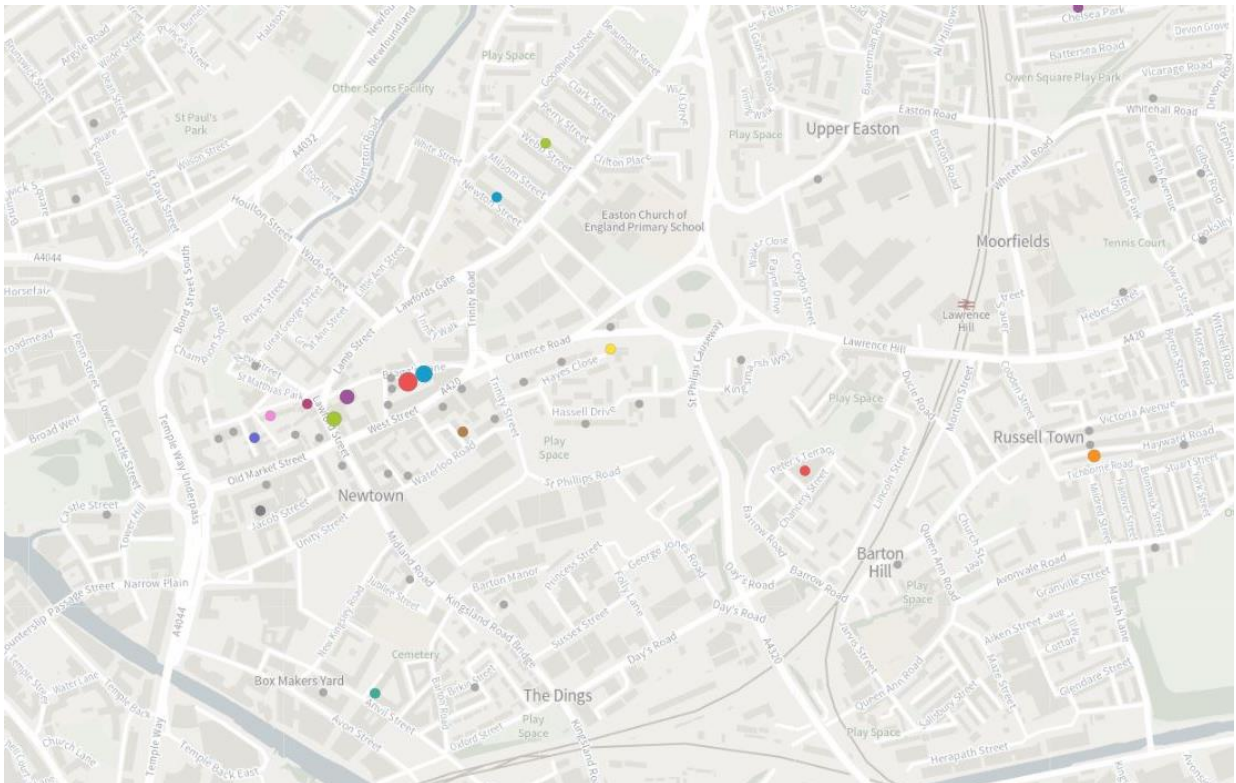
- The postcode map shows that responses were collected from those living across the city, which is reflected in the statistics of 56% residents and 31% those who travel along the route.
- 44% of residents said they solely use active travel (walking + cycling) to travel along the route, although 91% of residents said they use active travel (walking + cycling) alongside other modes of transport.
- Car use is much lower for residents, with 5% solely using a car (driver + passenger) and 31% using a car alongside active travel (walking + cycling).
- Of those who said they 'regularly travel along the route', 60% solely use active travel (walking + cycling) with 92% using active travel alongside other modes. Sole car use makes up 7% with 14% using a car, alongside other modes.
- Of those using the route daily, 89% are using active travel compared to 41% using a car. This comparison is also reflected across those using the route several times a week, with active travel 93% and car use 25%.

#### Postcode Map

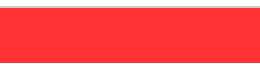






The maps below show that most of the responses were from postcodes in and around the project area. Each dot represents a unique postcode (e.g. BS2 0NW). Coloured dots identify postcodes where more 2 or more responses were received, and black dots identify postcodes where 1 or less responses were received (see key).



LABEL	COUNT
● BS20FS	15
● BS20FY	7
● BS20DH	4
● BS20DN	4
● BS59PZ	3
● BS20AS	2
● BS20BB	2
● BS20ED	2
● BS20FB	2
● BS20FL	2
● BS20GF	2
● BS20HS	2
● BS50AA	2
● BS50QZ	2
● BS50SU	2
● BS56AG	2
● BS57AW	2
● BS59NW	2
● BS84PB	2
● BS79EX	2
☑ ● Other	138



## 2. Which of the following best describes you?

			Response Percent	Response Total
1	I am a resident in the local area		55.65%	128
2	I am a business owner in the local area		1.74%	4
3	I work in the local area		3.48%	8
4	I regularly travel along this route		30.87%	71
5	I am a taxi / private hire driver		0.00%	0
6	I am a regular visitor to the area		6.52%	15
7	I am responding on behalf of Voluntary Group/ Community Group/Social Enterprise		0.43%	1
8	Other (please specify):		1.30%	3
			answered	230
			skipped	2

Voluntary Group/ Community Group/Social Enterprise name: (4)

1	06/02/2024 12:05 PM ID: 237131149	Old Market Community Association
2	15/02/2024 20:01 PM ID: 237851752	The Zone
3	22/02/2024 10:07 AM ID: 238296403	Newtown Network
4	08/03/2024 22:59 PM ID: 239574649	I have been involved with various community initiatives, but we don't have a group. A neighbour is talking about setting one up.

*\*Other includes 'travel through the area and had a business until 2023', 'occasional visitor' and 'keen cyclist wanting to explore all parts of the city safely and with consideration for others'.*

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





			Response Percent	Response Total
1	Walk		63.04%	145
2	Bicycle (including ebike)		64.78%	149
3	Scooter (e-scooter)		8.26%	19
4	Bus/Metrobus		19.13%	44
5	Park & Ride		0.43%	1
6	Train		2.17%	5
7	Car / Van driver		27.83%	64
8	Car / Van passenger		8.26%	19
9	Taxi		2.17%	5
10	Motorcycle		1.74%	4
11	Other (please specify):		2.61%	6
			answered	230
			skipped	2

*\*other includes 'run', 'mobility scooter', 'bike and bus' and 'walk, cycle, drive, e-scooter, bus, train, taxi' and other personal comments.*






**4. How often do you travel along this route?**

			Response Percent	Response Total
1	Daily		31.14%	71
2	Several times a week		26.75%	61
3	At least once a week		20.61%	47

#### 4. How often do you travel along this route?

			Response Percent	Response Total
4	At least once a month		14.04%	32
5	Once every few months		6.14%	14
6	A few times a year		0.88%	2
7	Never		0.44%	1
			answered	228
			skipped	4

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

			Response Percent	Response Total
1	Travelling to or from work		43.23%	99
2	Travelling to or from education settings		2.18%	5
3	Travelling to or from leisure / social activities		34.06%	78
4	Travelling to or from shopping / retail		11.79%	27
5	Other (please specify):		8.73%	20
			answered	229
			skipped	3

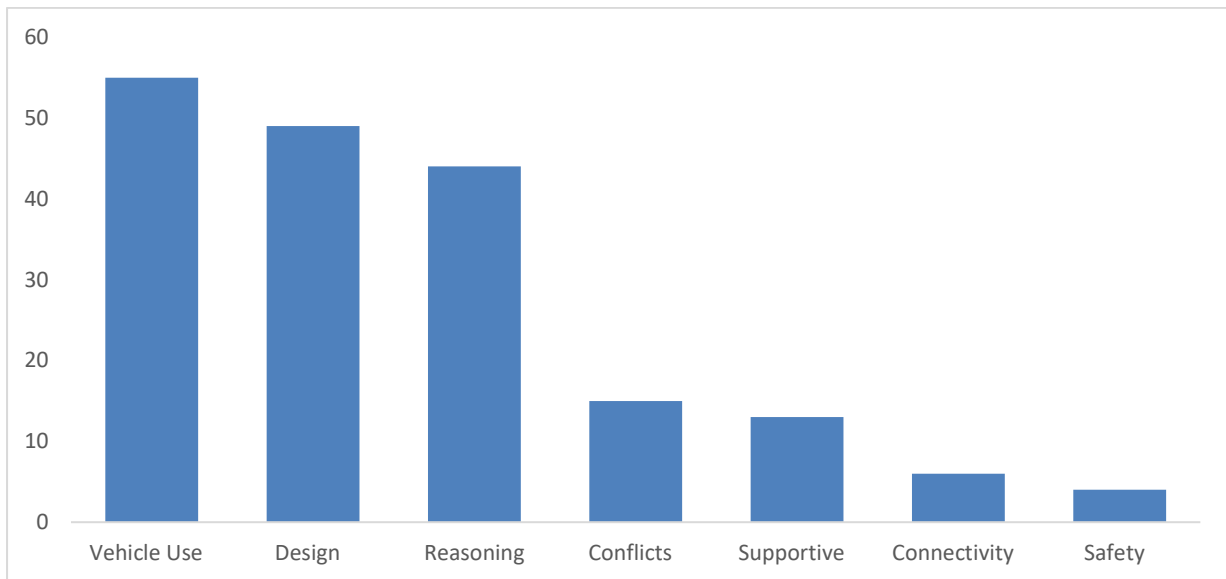
*\*other includes 'all of above', 'running', 'all of above' and 'living on the road as a resident'*

**Summary of Question 6 (Section 1 – St Matthias Park to Trinity Road/West Street Junction (along Braggs Lane))**

- ‘Improved pedestrian and cyclist crossings’ received the highest Good/Very Good rating (83%).
  - Compared to the other improvements, this also received the highest proportions of Good/Very Good ratings amongst those who travel along the route (93%), those who use active travel (84%), residents (75%) and those using a car (64%).
- ‘Wider Footpaths along Braggs Lane and at crossings by St Matthias Park’ received the highest proportion of Good/Very Good ratings (92%) by businesses/those who work in the local area.
- ‘Removal of Parking spaces along Braggs Lane’ received the highest Poor/Very Poor ratings (26%).
  - This also received the highest proportions of Poor/Very Poor ratings, compared to the other improvements, amongst those who use a car (56%), residents (36%), those who use active travel (22%), businesses/those who work in the local area (17%) and those who travel along the route (10%).

<b>6. Thinking about these possible improvements, how would you rate them:</b>						
	<b>Very good</b>	<b>Good</b>	<b>Neither good nor poor</b>	<b>Poor</b>	<b>Very Poor</b>	<b>Response Total</b>
Wider footpaths along Braggs Lanes and at crossings by St Matthias Park	52.6% (121)	21.7% (50)	11.7% (27)	4.8% (11)	9.1% (21)	230
Improved pedestrian and cyclist crossings	60.5% (138)	22.4% (51)	7.0% (16)	3.1% (7)	7.0% (16)	228
Segregated westbound cycle lane along Braggs Lane (towards the city centre)	58.5% (134)	17.0% (39)	7.9% (18)	4.8% (11)	11.8% (27)	229
Segregated eastbound cycle lane along Braggs Lane (towards Lawrence Hill)	59.0% (135)	16.2% (37)	7.9% (18)	5.2% (12)	11.8% (27)	229
Removal of parking spaces along Braggs Lane	46.5% (107)	17.8% (41)	10.0% (23)	2.6% (6)	23.0% (53)	230
					answered	230
					skipped	2
Any other comments: (108)						

A total 108 comments were left (47% of total respondents) and these were categorised into seven themes. Comments often covered more than one theme therefore the total number of categorised comments is 186.



The main observations from the comments were:

- Very high concerns from residents (especially those on Braggs Lane) around capacity of current car parking provision, the alternative parking locations and expectations of how removal of parking spaces will logistically work.
- Experience is that Braggs Lane is currently quiet with car and cycle traffic and therefore changes aren't required.
- Suggestions for the cycle lane to be installed on West Street / Old Market, rather than this quiet residential road, as this is a more direct route.

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

<b>Vehicle Use</b> (i.e. parking, traffic)	
Summary of comments	Section along Braggs Lane is already quiet for pedestrians and cyclists - removing on street parking spaces in this section might not be beneficial as the cars will have to be displaced elsewhere and/or potentially parking illegally. Braggs Lane is a highly populated street with residents actively parking their cars on the street - the need for on street parking from residents far outweighs the need for the footpaths and cycle lanes to be improved as Braggs Lane does not have an incredibly high amount of cyclists during the day, especially cyclists going both directions. People who have bought property did so thinking there was parking available - you can't just suddenly remove it. Is there any possibility of reducing the speed of cars/lorries. Totally removing all parking could result in a significant issue from a logistics perspective for all residents (for loading, removals, carrying heavier weights). Allowing some parking spaces could result in a reasonable compromise. As a resident in the area for years, using all modes of

	<p>transport, I believe the proposed plans show a huge lack of understanding of what the area and residents need. For people living on Braggs Lane, getting access to our flats is already a nightmare - given how full the parking spaces are, it shows the real need us residents have to park here, and removing these spaces would making parking even harder anywhere near our properties in the region. Parking is the essential issue here. There is already very limited parking in an a very unsafe area. Walking miles at night to get to a parking space and back to the house would be more unsafe in an already unsafe area.</p>
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<b>Design</b> (e.g. details, suggestions)	
Summary of comments	<p>Dutch kerbs should be used where there is a need for a dropped kerb. Cyclist don't want to travel further and be shunted away from the most direct route - we want to use Old Market and West Street. Considerations need to be made for access from the quietway to West Street (westbound, towards Old Market Roundabout) as Gloucester Lane is very difficult to cycle on as it is a cobbled street. Will there be Belisha beacons at the crossing - visibility around the corner not great and downhill so oncoming traffic will be at higher speeds, speed table. Please make sure the cycle paths are properly fitted with the correct tactile paving - I am a blind pedestrian, and lots of the cycle paths in the city do not have adequate tactile paving to indicate when something has become a cycle path. Please can you use far side indicators and cycle only lights on the cycle part of the crossings. My main thing when walking or cycling along Braggs Lane is that switch from the end onto the crossing towards St Matthias - I'm glad the traffic lights work well when pedestrians and cyclists approach, but the crossing of Braggs Lane to head to the park is awkward. Please at least put some signs up for the cycle route. The cycle path proposed will have a number of crossings and stopping points and isn't a real improvement on how it currently is.</p>

<b>Reasoning</b> (e.g. funding, demand)	
Summary of comments	<p>Paths are plenty wide. I cycle along this route very regularly and it feels safe - there is no need for lane segregation. The road is quiet, not busy with traffic and spending money on cycle lanes could be better used elsewhere like on West St. As a resident of Braggs Lane, it simply does not get busy enough to justify any of these changes. Don't waste any more money on small projects like this - as a lifetime cyclist the provision in Bristol is good - not so public transport.</p>

<b>Conflict</b> (e.g. between modes)	
Summary of comments	<p>I find it dangerous to cycle along Braggs Lane when going against the flow of traffic or next to parked cars which might open their doors on me. I would urge though that any segregated cycle lanes are clearly segregated and that this is clear for pedestrians and cyclists. Please avoid shared use, cyclists and pedestrians should be segregated.</p>

<b>Supportive</b>	
Summary of comments	I support the wider footpaths along Braggs Lane and at crossings by St Matthias Park - the removal of parking spaces on Braggs Lane will also improve the walking environment which currently suffers from pavement parking. These look like brilliant proposals and will be a huge improvement in provision for active travel. Improving the crossing and linking up the cycle routes is great.

<b>Connectivity</b> (e.g. to other routes)	
Summary of comments	All very good from the perspective of providing a continuous safe route 'through' Old Market but seems a bit of a shame that Old Market itself is bypassed - missing out on opportunity to re-design Old Market more in line with the Old Market Neighbourhood Development Plan. The crossing between Braggs Lane/Trinity Road/Clarence Road/Trinity Street needs to be better connected with Bristol to Bath Cycle Path. Without a pedestrian crossing over Bond Street South at the termination point of the quietway, there is little point in following the full length of the quietway - cyclists and pedestrians heading into town are better served by continuing down West Street and Old Market Street if they are heading for Castle Park, or else using St Matthias Park to access Cabot Circus.

<b>Safety</b> (e.g. personal safety, antisocial behaviour)	
Summary of comments	What would be much more useful is to spend money on CCTV/security to help prevent the ridiculously regular car break-ins and bike thefts (from our own 'secure' bike store in our flats!) on this street. This money could be put towards something much more useful, such as increased CCTV on the street to improve security as this is a high crime area. Is the any possible for improving the lighting in the local area for the well-being of the local residents. I appreciate that there is an issue of antisocial behaviour and have attended a community meeting (May 2023) regarding the issue - however, following that meeting, I feel CCTV cameras and police patrols along Bragg's Lane and St Matthias park would be a far more cost-effective solution to the problem instead of lengthy and disruptive roadworks.

Below is a word cloud of the key words from 'other' comments. The larger the font, the more times the word was used across all comments. Although this should be taken with a pinch of salt, the word cloud can help give an overall idea of the general topics covered in the free text comments.

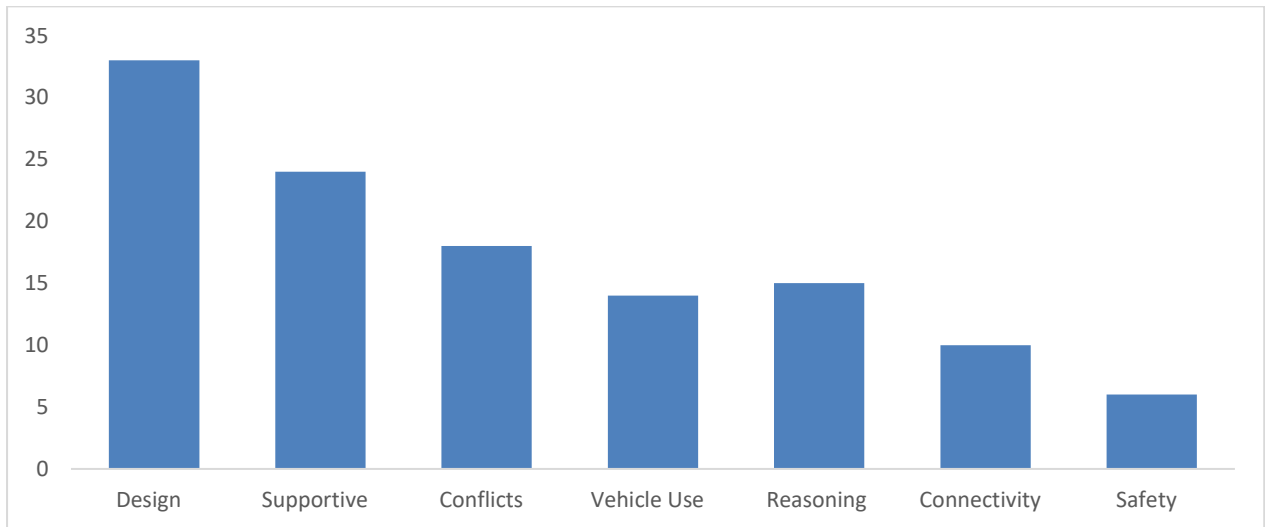


## Summary of Question 7 (Section 2- Clarence Road)

- ‘Providing pedestrian and cyclist crossings over main roads’ received the highest proportion of Good/Very Good ratings (84%).
  - Compared to the other improvements, this also received the highest proportions of Good/Very Good ratings amongst businesses/those who work in the local area (92%) and those who use active travel (87%).
- ‘Crossings over the cycle path’ received the highest proportion of Good/Very Good ratings amongst those who travel along the route (97%), residents (80%) and those who use a car (69%).
- ‘Reduction of traffic lanes from two to one’ received the highest proportion of Poor/Very Poor ratings (18%).
  - Compared to the other improvements, this also received the highest proportions of Poor/Very Poor ratings amongst those who use a car (33%), residents (22%), businesses/those who work in the area (17%), those who use active travel (15%) and those who travel along the route (10%).

7. Thinking about these possible improvements, how would you rate them:						
	Very good	Good	Neither good nor poor	Poor	Very Poor	Response Total
Segregated two-way cycle path running alongside the existing footpath on Clarence Road	64.5% (147)	17.1% (39)	7.5% (17)	4.8% (11)	6.1% (14)	228
Reduction of traffic lanes from two to one	55.7% (127)	14.5% (33)	11.8% (27)	5.3% (12)	12.7% (29)	228
Providing pedestrian and cyclist crossings over main roads	68.0% (155)	16.2% (37)	7.5% (17)	3.5% (8)	4.8% (11)	228
Installing pedestrian crossings over the new cycle path	56.6% (129)	22.8% (52)	9.6% (22)	5.7% (13)	5.3% (12)	228
Widening the footpath by the Lawrence Hill bus stop	59.2% (135)	18.9% (43)	14.0% (32)	3.1% (7)	4.8% (11)	228
					answered	228
					skipped	4
Any other comments: (79)						

A total of 79 comments (34% of respondents) were left and categorised into seven themes. Comments often covers more than one topic within a theme and therefore the total number categorised is 120.



The main observations were:

- Ensuring the cycle path is differentiated from the footpath to reduce conflicts.
- Improved crossings are welcomed.
- Concerns about traffic and congestion due to the reduction of lanes and concerns around vehicle speeds which these improvements will hopefully improve.
- Requests to ensure cyclists using the highway can easily connect on to the cycle path at regular points, to provide ease of use from all directions/other routes.

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

<b>Design</b>	
Summary of comments	<p>The design lacks 'road' markings on the cycle path as it crosses Trinity St telling people to turn right (onto Trinity St) for the Bristol to Bath Railway Path. The crossing of Trinity Street is set back a long way from the desire line, particularly for pedestrians - an arrangement with a partial or no set back would prioritise pedestrians, and potentially remove some conflict between peds and cyclists if pedestrians travelling east follow their desire line. Please make sure all these pedestrian and cyclist crossings are signalised, and without excessive wait times. The bike lane needs to be clearly separated from the footpath - ideally a different colour and at a different height to the pavement. Can any trees be planted in the new turf areas to provide shelter without negatively impacting the ability of all road/path users to see traffic. It should be routed via the A420 where the road is wide enough to accommodate them. In terms of pedestrian crossings over cycle lanes, please make them zebra crossing to avoid conflict.</p> <p>Reduction of lanes could cause (during rush hour) a queue of traffic around the roundabout - it happens now with 2 lanes so reducing to one could cause more tailbacks especially with cars not being let in to merge.</p>

<b>Supportive</b>	
Summary of comments	An excellent set of proposals which will encourage more use of public transport, more walking and cycling and making everyone feel safe as they do so. Improving the pedestrian crossings at the Lawrence Hill roundabout is well overdue and I really like the proposed shared crossings across the St Phillips Causeway junction. Pedestrians and bikes often bump into each other at the bus stop so widening is a good idea. Very good - reduction of lanes will also improve safety by reducing speeds when entering Old Market.

<b>Conflict</b>	
Summary of comments	Not sure about shared area for pedestrians and cycling paths - these should be avoided if possible - this would apply to all proposed shared spaces as not good for both pedestrians and cyclists/wheeled vehicles (scooters and like). Pedestrians and bikes often bump into each other at the bus stop so widening is a good idea. Forcing pedestrians to cross cycle paths places them at risk as there is no enforceable way to make cyclists give way.

<b>Vehicle Use</b>	
Summary of comments	Reducing the traffic from two lanes to one is a ridiculous idea and will cause traffic to back up back to the Lawrence Hill roundabout and further up towards Redfield. St Philips Causeway, Lawrence Hill (the road) and Clarence Road all need traffic calming.

<b>Reasoning</b>	
Summary of comments	There is already a cycle path running parallel to this proposal - the walkway is generous and multiple traffic lights already work well for crossing the road. I am very concerned with the cost of this and how it will be paid for and who will pay for it.

<b>Connectivity</b>	
Summary of comments	It is possible to have some sections of dropped kerb along the cycle way so cyclists can access the cycle path from the carriageway after the roundabout heading towards the centre. Could the northern spur be continued around the corner into Thrissell Street to provide a connection to Easton Leisure Centre, this would be very valuable as a lot of people cycle to the leisure centre. We just want the most direct route from Lawrence Hill roundabout down to Old Market roundabout - straight up and down West Street and Old Market.



### Summary of Question 8 (Section 3 – Lawrence Hill Roundabout)

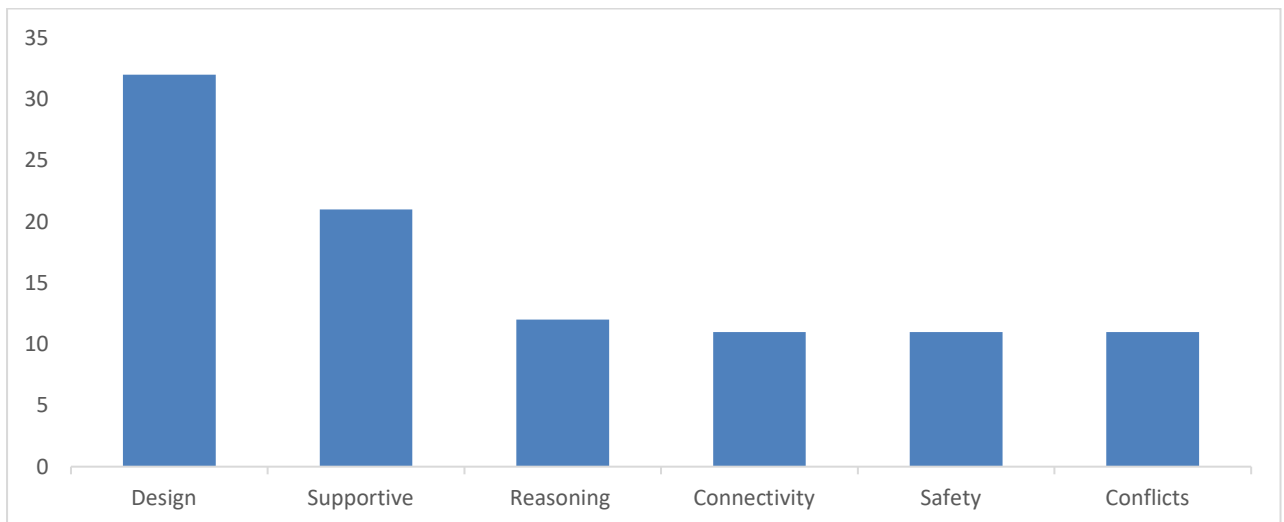
- ‘Upgraded pedestrian and cycle crossings’ received the highest proportion of Good/Very Good ratings (89%).
  - Compared to the other improvements, this also received the highest proportions of Good/Very Good ratings amongst those who travel along the route (97%), businesses/those who work in the local area (92%), those who use active travel (90%), residents (82%) and those who use a car (76%).
  - ‘Segregated two-way cycle path’, ‘pedestrian crossings over new cycle path’ and ‘relocation of bus stop into lane’ also received the highest proportion (92%) of Good/Very Good from businesses/ those who work in the local area.
- ‘Segregated two-way cycle path’, ‘Pedestrian crossings for pedestrians over new cycle path’ and ‘Widening of the existing shared use path by Bristol and Path Cycle Path’ received the highest proportions of Poor/Very Poor ratings (9%).
  - These improvements also received the highest proportion of Poor/Very Poor ratings from those who use a car (18%).
  - 11% of residents rated ‘Segregated two-way cycle path’ as poor.
  - 8% of businesses/those who work in the area rated all but one (upgraded pedestrian and cycle crossings) improvements as Poor/Very Poor.
  - 7% of those who travel along the route rated ‘Relocation of bus stop into bus lane’ as Poor/Very Poor.

8. Thinking about these possible improvements, how would you rate them:						
	Very good	Good	Neither good nor poor	Poor	Very Poor	Response Total
Upgraded pedestrian and cycle crossings	67.3% (152)	22.1% (50)	6.2% (14)	1.3% (3)	3.1% (7)	226
Segregated two-way cycle path	67.7% (153)	15.0% (34)	8.0% (18)	5.3% (12)	4.0% (9)	226
Pedestrian crossings for pedestrians over new cycle path	57.5% (130)	25.7% (58)	8.0% (18)	4.9% (11)	4.0% (9)	226
Widening of the existing shared use path by Bristol and Path Cycle Path	68.1% (154)	15.0% (34)	8.0% (18)	3.5% (8)	5.3% (12)	226
Relocation of bus stop into bus lane	50.9% (115)	23.9% (54)	17.3% (39)	4.0% (9)	4.0% (9)	226

**8. Thinking about these possible improvements, how would you rate them:**

	Very good	Good	Neither good nor poor	Poor	Very Poor	Response Total
Shared use pavements to maintain access to properties	45.4% (103)	26.9% (61)	19.8% (45)	3.1% (7)	4.8% (11)	227
					answered	227
					skipped	5
Any other comments: (70)						

A total 70 comments were left (30% of total respondents), and these were categorised into six themes. Comments often covered more than one topic within a theme therefore the total number categorised is 98.



The main observations were:

- Calls for better connectivity to other routes such as Bristol to Bath Cycle Path, East Bristol Liveable Neighbourhood, north side of the roundabout and Easton Leisure Centre.
- Concerns over the designs of the crossings to ensure safety of pedestrians crossing the cycle path and conflicts between pedestrians and cyclists in the shared-use spaces.
- Concerns about the impacts the changes in lanes, new crossings and relocation of bus stop may have on car traffic/congestion/air pollution.
- Supportive of the improvements which will remove the need to use the roundabout underpasses, which currently feel unwelcoming and unsafe.

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

<b>Design</b>	
Summary of comments	<p>It would be great to have pedestrian/cycle priority crossings (un-signalled) along the path as waiting for the lights will be what makes most cyclists continue to use the carriageway. The design of the upgraded cross on crossing on Lawrence Hill by Croydon Street needs to be thought about quite carefully as I've seen multiple cyclists (and cars) nearly get T-boned coming out of that junction. Crossing of the cyclists and pedestrians of St Phillips Causeway and the A420 will need to be well prioritised to minimise stop-start nature of cycle and walking route. Wish there could be a continuous foot and cycle way across Kingsmarsh Way junction. What's not in the proposal is pedestrian and cycle path crossing across Croydon Street (south end), to connect north pavement along Lawrence Hill Road and to connect with ramp leading towards Bristol Bath Cycle Path. I am concerned that relocation of the Croydon Street bus stop will cause widespread traffic problems UNLESS BCC can agree with First Bus Bristol that this bus stop will cease to be one where drivers can wait for several minutes to adhere to timetabling. If there was some way after the upgraded crossing on Laurence Hill that cyclists were able to have a safe slip road onto the segregated lane. I would like to know more about the bus stop, as I can't sit / stand very well or do a big step into the bus.</p>

<b>Supportive</b>	
Summary of comments	<p>This is a desperately needed way across the Lawrence Hill roundabout. I'm pleased that this will connect with the Bristol to Bath cycle path. The pedestrian paths in this area are occasionally awkward to navigate as a pedestrian, so having a segregated cycle path with designated crossing points would help with that.</p>

<b>Reasoning</b>	
Summary of comments	<p>Poor value for money, don't think this is necessary. This strikes me as a waste of money to install a dedicated cycle path skirting around the roundabout, when the Bristol to Bath bike path already provides a nicer, safer, traffic avoiding (no road crossings required and therefore quicker) route to Lawrence Hill. Bristol now has a lot of wide expanses of concrete paving slabs which just don't age well - it's ugly, and a waste of space.</p>










<b>Connectivity</b>	
Summary of comments	<p>Seems like a missed opportunity to not have the segregated cycle path along Lawrence Hill extend eastwards as far as Ducie Road, from which cyclists could then go along quieter streets in the proposed East Bristol Liveable Neighbourhood to continue east. Why does this path end just like that on the right? Where does it go? What integrated, continuous system of bike lane network is this part of? We have too many isolated infrastructures that doesn't go anywhere just ends abruptly instead.</p>




## Demographics Analysis








### Questions 12-21

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

11. What is your age?				
			Response Percent	Response Total
1	0-10		0.00%	0
2	11-15		0.00%	0
3	16-17		0.00%	0
4	18-24		7.76%	17
5	25-34		35.16%	77
6	35-44		29.68%	65
7	45-54		12.33%	27
8	55-64		8.68%	19
9	65-74		3.65%	8
10	75-84		0.46%	1
11	85 +		0.46%	1
12	Prefer not to say		1.83%	4
			answered	219
			skipped	13









12. Do you consider yourself to be a disabled person?				
			Response Percent	Response Total
1	Yes		9.55%	21

12. Do you consider yourself to be a disabled person?			Response Percent	Response Total
2	No		85.00%	187
3	Prefer not to say		5.45%	12
			answered	220
			skipped	12

13. What is your ethnic group? (Please select one only)			Response Percent	Response Total
1	Asian or Asian British		3.20%	7
2	Black, Black British, Caribbean or African		0.91%	2
3	Gypsy, Roma or Traveller		0.00%	0
4	Mixed or multiple ethnic groups		2.74%	6
5	White British		68.04%	149
6	Other White background		15.07%	33
7	Prefer not to say		9.59%	21
8	Other ethnic background (please specify):		0.46%	1
			answered	219
			skipped	13




\*other includes 'British'

#### 14. What is your religion/faith?

			Response Percent	Response Total
1	No Religion		71.69%	157
2	Buddhist		0.46%	1
3	Christian		10.96%	24
4	Hindu		0.46%	1
5	Jewish		0.46%	1
6	Muslim		1.37%	3
7	Pagan		0.00%	0
8	Sikh		0.00%	0
9	Prefer not to say		13.70%	30
10	Other (please describe):		0.91%	2
			answered	219
			skipped	13

\*other includes 'Humanist'

#### 15. What is your sex?(If unsure you can use the sex recorded in your official documents.)

			Response Percent	Response Total
1	Female		30.59%	67
2	Male		60.27%	132
3	Prefer not to say		9.13%	20
4	Other (please describe):		0.00%	0
			answered	219

**15. What is your sex?(If unsure you can use the sex recorded in your official documents.)**

	Response Percent	Response Total
skipped		13

**16. Do you consider yourself to have a gender identity different from your sex recorded at birth?**

	Response Percent	Response Total
1 Yes (e.g. trans or non-binary)	1.83%	4
2 No	86.24%	188
3 Prefer not to say	11.93%	26
answered		218
skipped		14

\*others include "non-binary"

**17. What is your sexual orientation?**

	Response Percent	Response Total
1 Bi	7.87%	17
2 Gay / Lesbian	11.57%	25
3 Heterosexual / Straight	56.02%	121
4 Prefer not to say	23.15%	50
5 I use another term (please specify):	1.39%	3
answered		216

**17. What is your sexual orientation?**

	Response Percent	Response Total
	skipped	16
I use another term (please specify): (3)		

*\*I use another term' includes 'queer', 'asexual' and 'grey asexual'*

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

	Response Percent	Response Total
1 Yes	0.00%	0
2 No	93.52%	202
3 Prefer not to say	6.48%	14
answered		216
skipped		16

**19. Are you a carer?**

	Response Percent	Response Total
1 Yes	4.23%	9
2 No	87.79%	187
3 Prefer not to say	7.98%	17
answered		213
skipped		19

20. Are you a refugee or asylum seeker?				
			Response Percent	Response Total
1	Yes		0.00%	0
2	No		92.59%	200
3	Prefer not to say		7.41%	16
			answered	216
			skipped	16

### **Question 22: Protected Characteristics**

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

Main observations:

- 28% of respondents said that the improvements would have either a positive or negative effect on them because of their protected characteristics.
- Those aged 64yrs+ made up the highest proportion (40%) of those who said there would be a positive effect (slightly + very).
- Those with a different gender than the sex assigned at birth made up the highest proportion (25%) of those who said there would be a negative effect (slightly + very).
  - *It is worth noting the group size is much smaller than the other groups (a total of 4 respondents).*
- Females were slightly more likely to say the improvements would have a positive effect (slightly + very) (30%) compared to men (20%). For both these groups, 3% said the effects would be negative (slightly + very).
- Across all Ethnic Groups, a higher proportion said the improvements would have a positive effect (slightly + very) on them, compared to a negative effect (see Table 2).
- Those who preferred not to say their ethnic group had a higher proportion of negative effects (19%), compared to positive effects.
- Across all three age groups (based on the population age profile from census 2021), more respondents said the improvements would have a positive effect (slightly + very) on them (19%, 26% and 40%) compared to negative effects (4%, 3%, 10%).

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






			Response Percent	Response Total
1	Very negative effect		2.93%	6
2	Slightly negative effect		0.98%	2
3	No effect		72.20%	148
4	Slightly positive effect		8.78%	18
5	Very positive effect		15.12%	31
			answered	205
			skipped	27

Table 1.

This table shows the make-up of respondents who said the improvements would have either a Positive Effect or a Negative Effect.

	% of total who said Positive Effects	% of total who said Negative Effects
<b>Sex</b>		
Female	41%	28%
Male	53%	62%
Prefer Not to Say	4%	10%
Different gender to sex at birth	2%	0%
<b>Ethnic Group</b>		
Asian or Asian British	0%	5%
Black, Black British, Caribbean or African	0%	1%
Mixed or multiple ethnic groups	4%	3%
White British	69%	68%
Other white background	23%	14%
Other ethnic background	0%	0%
Prefer not to say	4%	9%
<b>Age Group</b>		
18-34yrs	35%	45%

35-64yrs	57%	52%
65+yrs	8%	3%

Table 2:

This table shows the % of each group who responded to say the improvements would have a positive effect and the % of each group who said the improvements would have a negative effect.

% of Total Group	Positive Effects	Negative Effects
<b>Sex</b>		
Female	30%	3%
Male	20%	3%
Prefer Not to Say	10%	10%
Different gender to sex at birth	25%	25%
<b>Ethnic Group</b>		
Asian or Asian British	0%	0%
Black, Black British, Caribbean or African	0%	0%
Mixed or multiple ethnic groups	33%	3%
White British	22%	3%
Other white background	33%	0%
Other ethnic background	0%	0%
Prefer not to say	10%	19%
<b>Age Group</b>		
18-34yrs	19%	4%
35-64yrs	26%	3%
65+yrs	40%	10%

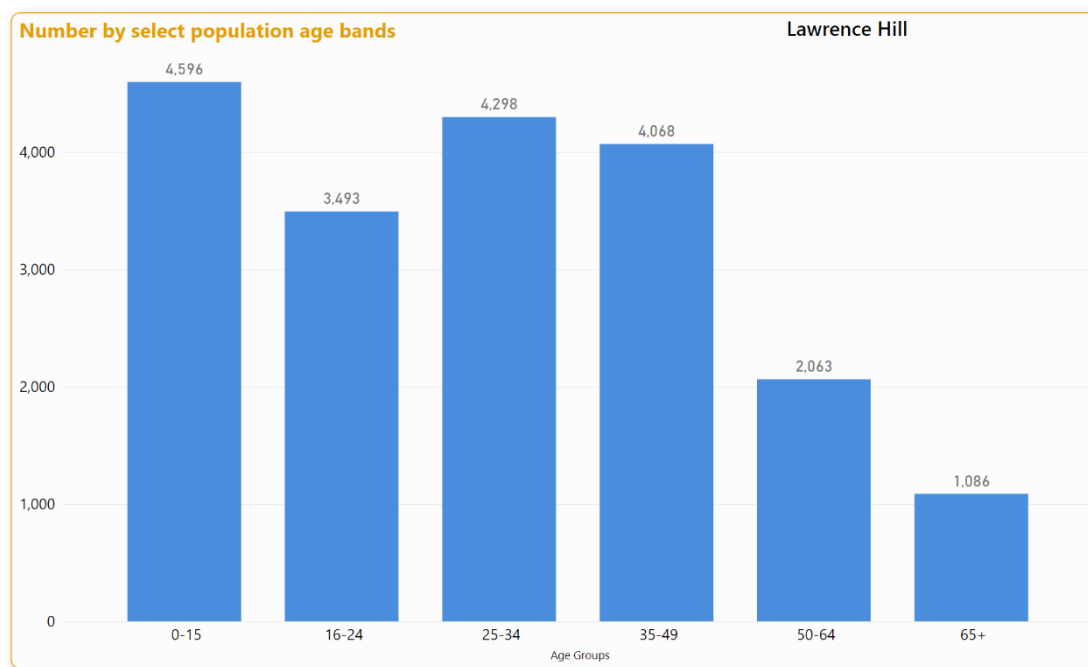


Figure 1. Population Age Profile in Lawrence Hill Ward, Census 2021

## Question 22: Free Text Themes

If you think the proposals would affect you because of your protected characteristics, please say how: (24)

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

<b>Very Positive and Slightly Positive Effect</b>	<b>15 comments</b>
Safer and quieter cycling routes reduce anxiety. Active travel will benefit the health of local communities. Making cycling safer and more accessible is really important for encouraging more women to cycle for commuting / getting around town. As a person with severe hearing loss better pedestrian/cycle routes are important, because I can't hear bicycles, scooters, electric vehicles, approaching, nor can I hear the bells, so an area where segregated transport is possible makes me feel greatly safer when walking. As I get older, I really want to continue to use bike as my main form of transport, but it gets harder to cycle on busy roads and navigating complex and dangerous junctions, so these changes (and the other two proposals in this consultation which relate to places I have to cycle through regularly) will make a big difference now that I am over 65.	

<b>Very Negative and Slightly Negative Effect</b>	<b>6 comments</b>
Yes being poor and because of my health I need a vehicle to get around. Due to my line of work, and my disability, the only mode of transport I can use is a car and pedestrianising these areas will mean I won't be able to park close enough to where I live and I struggle to walk long distances so I would not be supportive of this proposal. Until Cyclists are required to give way to pedestrians in an enforceable way, they will dominate shared space to the detriment of pedestrians - cycling speeds on the Railway Path show this, 13% of Cyclists found 20+ mph is intimidating for all other users (speed measurements by Sustrans). I am a young professional working long hours in the city. I walk and cycle everywhere for my commute - but because of a lack of services in the area, I have to use my car for shopping, and these plans negatively affect my ability to do this.	

<b>No effect</b>	<b>3 comments</b>
Just that it'd be good as part of these changes to add cycle parking (haven't see any proposal anywhere); I go to Piloxercise on Lawrence Hill and there is not bike parking near these places. I like the proper pedestrian crossings over the cycle paths, much less scary than in Denmark - but I have questions around the ease of crossing them, it's really hard to tell.	

#### 4.2.2 Public emails

Three members of the public submitted their thoughts via email to [transport.engagement@bristol.gov.uk](mailto:transport.engagement@bristol.gov.uk). A summary of the topics covered is below.

Emails	
Summary of comments	Questions about construction and further funding timeframes. Belief that these improvements won't encourage cycling due to other issues that deter cycling (hills, theft). Supportive of the improvements being mostly beneficial but concerns over residents parking opportunities on Braggs Lane as already experience issues with limited capacity for parking.

#### 4.2.3 Drop-in Session

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

Date	Time	Location	Total attendees
01/03/2024	1000-1400	Trinity Community Arts	7
BCC Team	Officers: Beth Dury, Juliet Gardner, Tom Yiangou Roadshow: Nico and Tom		
<p><u>Comments and Questions</u></p> <ul style="list-style-type: none"> <li>• Concerns over parking removal, unloading heaving items outside residential, value of property if no parking available, high negative impact on businesses.</li> <li>• Positive about cycle lanes on Clarence Road and Lawrence Hill roundabout.</li> <li>• Safety concerns and lack of lighting on Braggs Lane. Including experience of antisocial behaviour.</li> <li>• Cyclists mainly in the morning and evening.</li> <li>• Crossings on Braggs Lane to Lamb Street are really poor.</li> <li>• West Street improvements would be preferred.</li> <li>• Question opportunity for EV charging for residents.</li> </ul>			

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

#### 4.2.4 Social media engagement

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

##### General Posts

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

Below is a breakdown of engagement from each post:

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

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

#### Targeted Posts

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

Length of Ad	Post Shares	Page Engagement	Link clicks	Cost per click	Total Cost
21-29 February	7	478	416	0.12	£49.92