

South Bristol Liveable Neighbourhoods

Engagement Report
May 2025



Funding secured by
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OF ENGLAND | COMBINED
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Background

The South Bristol Liveable Neighbourhoods (SBLN) project aims to make local streets healthier, more accessible, and more pleasant by:

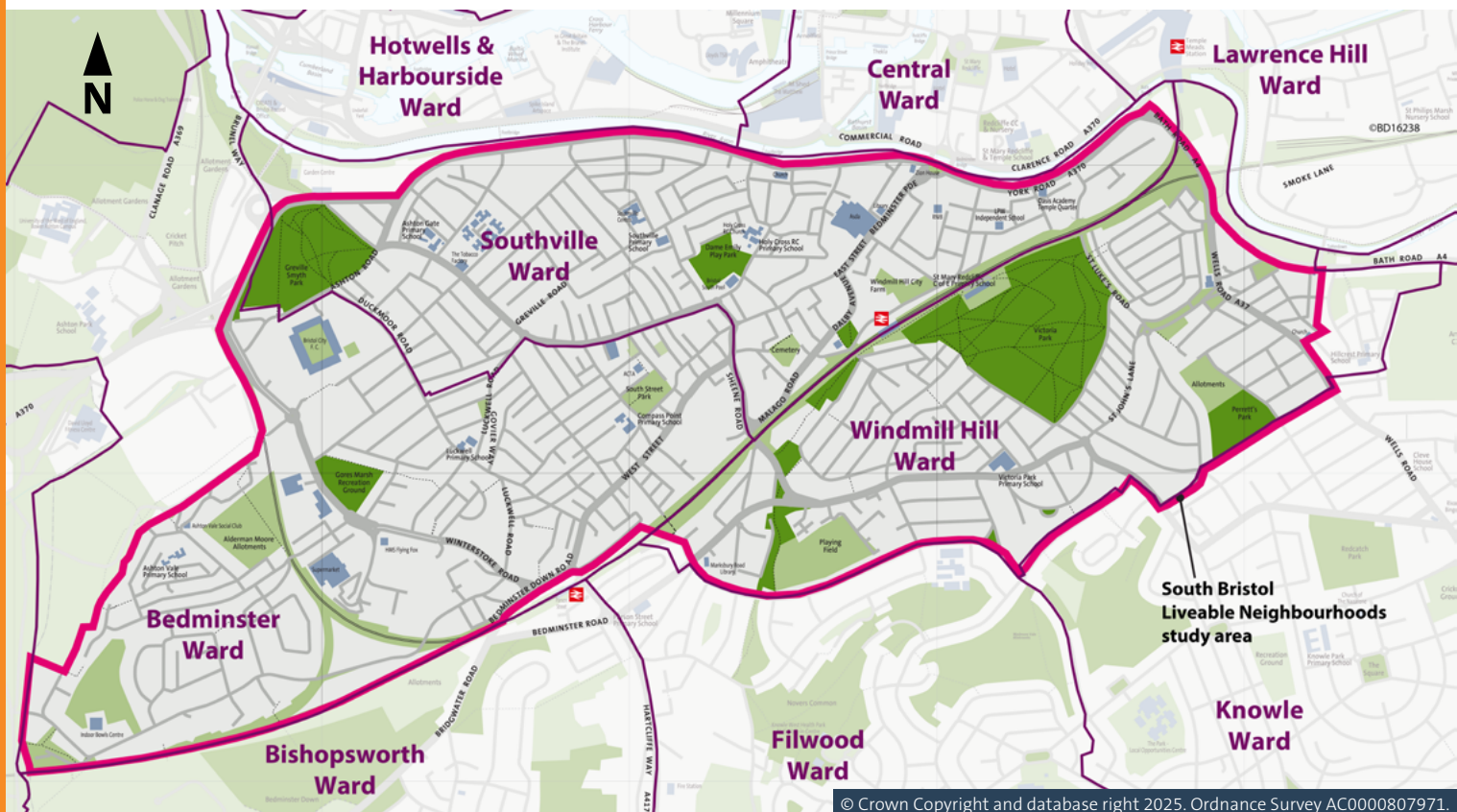
Putting people first - less traffic and slower vehicle speeds, streets will be safer and more accessible, there will be greater consideration for pavement space and condition.

Prioritising health - so everyone can breathe cleaner air and have the opportunity to choose physically active travel options like walking and cycling and be safe doing so.

Enabling better spaces for communities - so people have calmer streets and green spaces to enjoy and play, and children can have safer routes to school.

The project plans to deliver Liveable Neighbourhoods (sometimes referred to as Low Traffic Neighbourhoods, Active Travel Neighbourhoods, or Mini Hollands) in South Bristol, covering the boundary area marked in pink below. The area covers the wards of Bedminster, Southville and Windmill Hill. The following map shows the area covered by the South Bristol Liveable Neighbourhoods (SBLN) project:

Figure 1. Map of the area for the South Bristol Liveable Neighbourhoods (SBLN) project



Policy & Objectives

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.

Further information regarding the ambition and objectives Bristol City Council has for Liveable Neighbourhoods can be found in the [Liveable Neighbourhood Handbook](#).

The [Local Cycling and Walking Infrastructure Plan \(LCWIP\)](#) identifies cycling routes six, seven and eight through South Bristol and core walking routes along North Street as a priority for investment.

Similar types of schemes across the country have also shown outcomes including less traffic, fewer safety concerns, increased active transport and improved sense of community.

Project area

In and around the area there is significant development and regeneration already taking place or proposed, such as Bedminster Green, Mead Street, Temple Quarter, and Ashton Gate Stadium. Since 2010 in the BS3 area, there have been 3,250 new homes approved. This is a 20 per cent increase in homes.

We want to make walking, cycling and public transport safer and more desirable. By investing in the area we will allow for new and improved infrastructure that the community can benefit from, enabling them to have the option to enjoy a range of safe ways of getting around their area. This will improve accessibility to local high streets, green spaces and the many schools in the area.

Engagement and Project Plan

As part of our Engagement Strategy, we followed the process as per Figure 2 on page 7.

During stage one of the engagement phase, which took place from July – October 2024, we asked the public to identify and prioritise what local communities want to focus on. Alongside this, we offered potential solutions and welcomed all the possibilities raised by the public during the engagement period.

This project has now completed the engagement stage, with consultation on proposals to commence later in 2025.

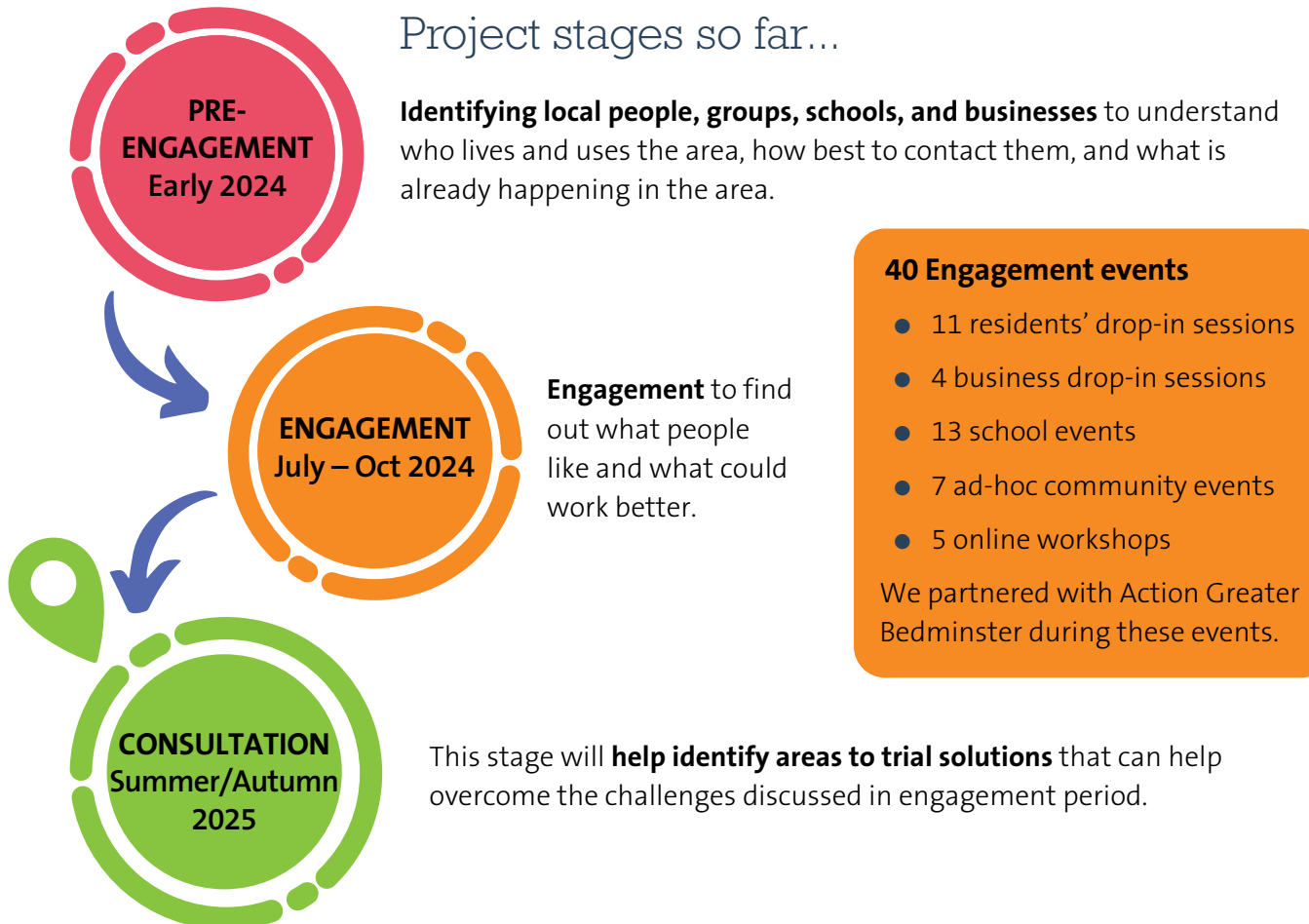


Figure 2. Project stages

Engagement and Project Plan: The Conceptual Framework

We have now completed the Engagement stage. The next stage is consultation on proposals.

Project stages so far...



Next stages...



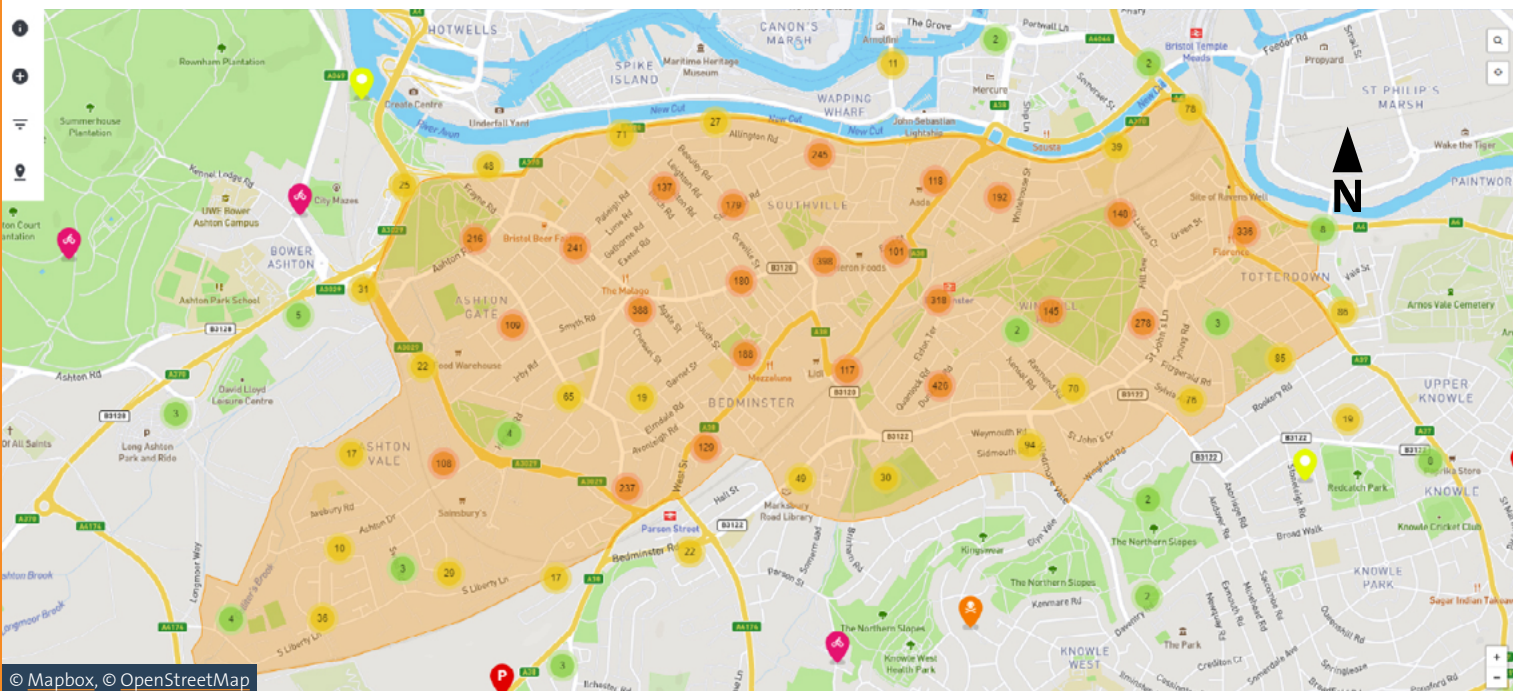
Engagement tools

Interactive map

The main tool used for engagement was an interactive map. All the tools and methods of engagement led to the comments being added to the interactive map.

The map was designed to allow contributors to add comments outside the boundary of the project to take on feedback from surrounding areas.

Figure 3. Interactive map with comments



On this map, there was a choice of 14 different pins designed to help users express what idea, opinion or issue they wanted to raise for a specific location. They could then write additional information and/or comment in a free text box. They then had the option to put their comment in a category and choose from a range of solutions.

Within the choices of pins and solutions, we designed an option for “other” to allow users to submit comments that might not have fallen within the available categories. These comments were then processed by Bristol City Council staff to categorise them more specifically.

Survey

Alongside the interactive map, a survey was available to fill in. The survey was designed to be very similar to the interactive map.

The questions on the survey were the same questions the contributors answered when placing their pins. People submitting the survey were asked to name the street for the issue they were reporting.

This survey did not ask for any personal details to facilitate access to leaving feedback.

An equality survey was offered designed alongside the interactive map and the feedback survey, to ensure contributors could raise specific concerns and demographics could be recorded.



Improvements toolkit

We used an improvements toolkit that was produced in the style of 'Top Trumps' cards outlining 19 possible solutions to the issues raised during stage one of engagement. When these solutions are combined, they allow to balance how streets are used for people and traffic.

They were categorised in the following three themes:

- **main roads:** priority for pedestrians and people cycling at side road junctions, safe crossings and junctions, protected cycle tracks
- **local streets:** wider/clearer pavements, modal filters, pocket parks, school streets
- **community assets:** street trees and planting, parklets, cycle/e-scooter parking, street lighting, street art

The improvements toolkit can be found on the [South Bristol Liveable Neighbourhoods consultation website](#).

The cards provided information on what the different types of possible measures, how they could help, what the drawbacks may be and whether they could be temporarily trialled to give an understanding of how they would work. These cards also provided an 'at a glance' rating of how well the suggested solution would perform in terms of road safety, walking and cycling and community value, to allow respondents to compare different options with each other.



Physical map

We used the physical map shown below during in-person events. This helped the public better understand and engage with the project as they were able to discuss with the project officers' particular issues with the support of the map for location points. Alongside the map, we used post it notes for the members of the public to be able to write their comments in their own words. The comments were then added to the interactive map.

Figure 4. Physical map printed for in-person events



About the roadshow team

All year long, a team of Travel Advisors work in various locations across Bristol and in South Gloucestershire, North Somerset and Bath and North East Somerset.

The role of the Travel Advisors is to advise the public on the Bristol City Council and West of England transport offers and solutions. They have information and sustainable transport related freebies to encourage behaviour change towards active travel.

During stage one of the engagement, the Travel Advisors (also known as the Roadshow team) attended events and booked free bike checks (Dr Bike) for the public and businesses. They also attended the drop-in sessions for the stage one co-discover phase of engagement to encourage and promote various public travel offers from the Council. Additional events and Dr Bike sessions also took place before and after stage one of engagement.

How we engaged

Key stakeholder engagement

There was an early round of key stakeholder engagement at the start of 2024, to help shape the wider public engagement.

A perceptions survey was sent to key stakeholders in early January 2024 with two reminders. 17 responses were recorded.

In terms of ambitions for the project, the below three categories were seen as most important to respondents (either 'essential' or 'high importance'):

- streets that are easy to cross
- good access to local shops and amenities
- easy, convenient and safe to walk

There was an additional online workshop held with 24 key stakeholders on 17 January 2024. The list of stakeholders engaged can be found in the [appendix](#) of this report.

The engagement phase conducted between July and October also integrated four online workshops in mid-October 2024. One was aimed at engaging with key stakeholders while the others were public and area-specific — one for Bedminster, one for Southville and one for Windmill Hill.



Initial engagement drop-in sessions



11 drop-in sessions



13 school events in 10 different schools
(flyering and drop-in sessions)



Seven ad-hoc/ community events



Four business drop ins



Five online stakeholder workshops

Details of in person events

Bedminster drop in events:

Location	Date	Attendance
Luckwell Primary School	13 July 2024 and 13 September 2024	32
Chessel Centre	14 August 2024	60
West Street business drop-ins	2 September 2024	35
Bedminster Methodist Church	11 September 2024	25
Compass Point Primary School	20 September 2024	29
Ashton Vale Primary School	27 September 2024	33
Ashton Vale Community Centre	7 October 2024	25
Marksbury Road Library	10 October 2024	12

Southville drop in events:

Location	Date	Attendance
Southville Centre/BS3	5 August 2024	71
North Street business drop-ins	7 August 2024	82
ASDA Bedminster	29 August 2024	48
Holy Cross Catholic Primary School	9 September 2024	25
Bedminster Library	18 September 2024	15
Southville Primary School (Merrywood and Myrtle)	25 September 2024	48
Ashton Gate Primary School	4 October 2024	31
Southbank Club	9 October 2024	25

Windmill Hill drop in events:

Location	Date	Attendance
Luckwell Primary School	13 July 2024 and 13 September 2024	32
Chessel Centre	14 August 2024	60
West Street business drop-ins	2 September 2024	35
Bedminster Methodist Church	11 September 2024	25
Oasis Academy Temple Quarter	17 September 2024	25
Compass Point Primary School	20 September 2024	29
Ashton Vale Primary School	27 September 2024	33
Ashton Vale Community Centre	7 October 2024	25
Marksbury Road Library	10 October 2024	12

During these in-person events, the aim was to gather the comments from many different groups and to gather feedback, which project officers added to the interactive map afterwards.

At in-person events people added their own comments on post-it notes to the physical map. This gave wider access to the interactive map for people who might not have been able to access it otherwise.

Leaflets at the event had links to the interactive map so attendees could share information about the project with others and add more comments at a later date.

During these sessions, we partnered with **Action Greater Bedminster** to better engage with communities. With their knowledge and presence throughout the engagement period, we were able to connect with groups and individuals we otherwise would not have been able to reach.

School events

As part of the in-person engagement sessions, we engaged with schoolchildren, parents and staff, both about active travel and the SBLN project specifically. In total, we held:

- 13 SBLN specific school events in 10 different schools (flyering and drop-in sessions)
- 28 Active Travel school events as part of our ongoing Modeshift STARS programme
- we engaged with 3,703 children in total through this engagement.

There were Modeshift STARS Active Travel events as well as SBLN specific events in the following schools:

- Ashton Gate Primary School
- Hillcrest Primary School
- Victoria Park Primary School
- Oasis Academy Temple Quarter
- Compass Point Primary School

These schools are already taking part in the Modeshift STARS scheme which encourages children and their families to travel actively to school and aims to reduce car use.

Examples of some of the active travel events and activities run through the Modeshift STARS include but are not limited to:

- benefits of active travel classroom sessions and assemblies
- air quality classroom sessions and assemblies
- 'Be Bright Be Seen' road safety sessions
- Dr Bike cycle maintenance events
- scooter skills and Bikeability sessions

We also engaged with the following schools specifically regarding SBLN plans:

- Holy Cross Primary School
- St Mary Redcliffe and Temple School
- Luckwell Primary School
- Southville Primary School
- Ashton Vale Primary School
- LPW Independent School (this school declined the opportunity to hold a parent drop-in and flyering event)

These schools hosted SBLN related events but were also contacted to encourage them to sign up to Modeshift STARS as part of the ongoing SBLN process.

Schools Streets are a solution described in the improvement toolkit for Liveable Neighbourhoods. A School Street is a timed road closure at drop off and pick up times to enable children and their families to choose to walk and cycle safely in a car-free environment near the entrance of the school.

Bristol has several active School Streets including two in the SBLN area at Victoria Park Primary School and Ashton Gate Primary School which launched in October 2024.

Inclusive in-person engagement

When engaging in-person, the team made sure to cover all the areas the project proposes changes in. Out of the 35 in-person engagement sessions, nine were held in Windmill Hill, eight were held in Bedminster and 13 were held in Southville.

To engage with communities that may be less likely to respond to Bristol City Council surveys, Action Greater Bedminster held specific drop-in sessions using their local knowledge and networks.

They engaged with the following groups on behalf of the council:

- Monday Club for Older People
- Stroll & Chat
- BS3 LGBT
- BS3 Jammin'
- BS3 Disabled People's Voice

This is not an exhaustive list of groups with protected characteristics within the boundary. However, the knowledge and experiences of those who attended has added depth in terms of the quality of the data collected during the initial engagement phase.

Survey and stakeholder feedback

During the engagement period, alongside the interactive map, there was also a survey that asked similar questions as the interactive map. The survey was offered for completion to both stakeholders and the public.

513 survey submissions were made. The responses have been incorporated in the feedback separately and will be considered for the proposed designs of the scheme.

Equality Survey

Our main engagement tool used and we encouraged the public to use, was the interactive map. We designed it to let people express their comments in a very direct way with limited personal information required.

We designed a separate equality survey to gather equality information and offer an opportunity for people to raise specific concerns.

We also identified equalities and disability groups as part of our engagement with key stakeholder groups.



Roadshow engagement and travel offers

Our travel advisors (also known as the Roadshow team) go out across the city and engage people in conversations regarding their travel behaviour.

The team engaged with the public across the SBLN area, post codes BS3 and BS4 throughout the financial year.

From April 2024 to late November 2024, across BS3, there were 15 roadshows (including 13 SBLN specific ones), nine Dr Bikes and three school engagement activities. Across BS4 there were seven roadshows and 15 Dr Bikes.

Alongside roadshow events and free bike checks, Bristol City Council promotes travel offers for people living or working in Bristol to promote behaviour change. From April to December 2024, across the BS3 and BS4 postcodes 437 travel offers have been requested. These offers allow locals to have access to the loan bike scheme, discounted bus tickets, cycle training, a discounted train ticket, discounted car club memberships, free bike checks at home or in a workshop for free.

Communication campaign

Supporting communications

The team created a communications plan which included social media adverts, paid advertorials with local press outlets and leaflet drops to postcodes in the SBLN area and neighbouring SBLN area. A newsletter for those wanting regular updates on the project was created and promoted to increase subscribers.

- Promotion in newsletters – project information was shared in ward newsletters and in business and regeneration specific newsletters

Project launch

We contacted stakeholders by email on the day the project website, survey and interactive map went live. A press release announced the launch of the survey.

Stakeholder engagement

Our partner Action Greater Bedminster promoted the in-person drop-in sessions on Facebook and WhatsApp groups with local residents.

For businesses, engagement was conducted through a business transport champions newsletter and door knocks on main streets to talk with businesses.



Public space engagement

- Lamppost wraparounds
- 28,000 leaflets sent in July 2024 to all BS3 and BS4 addresses to around 24,000 households
- 19,000 were within the SBLN border and remaining 9,000 sent to addresses in neighbouring the SBLN area
- SBLN newsletter – as of October 2024, we had 390 people signed up to the newsletter which is used to send out regular updates about the project
- 2,000 more leaflets were handed out at drop-in events and to businesses
- 100 posters in and around event locations



Results



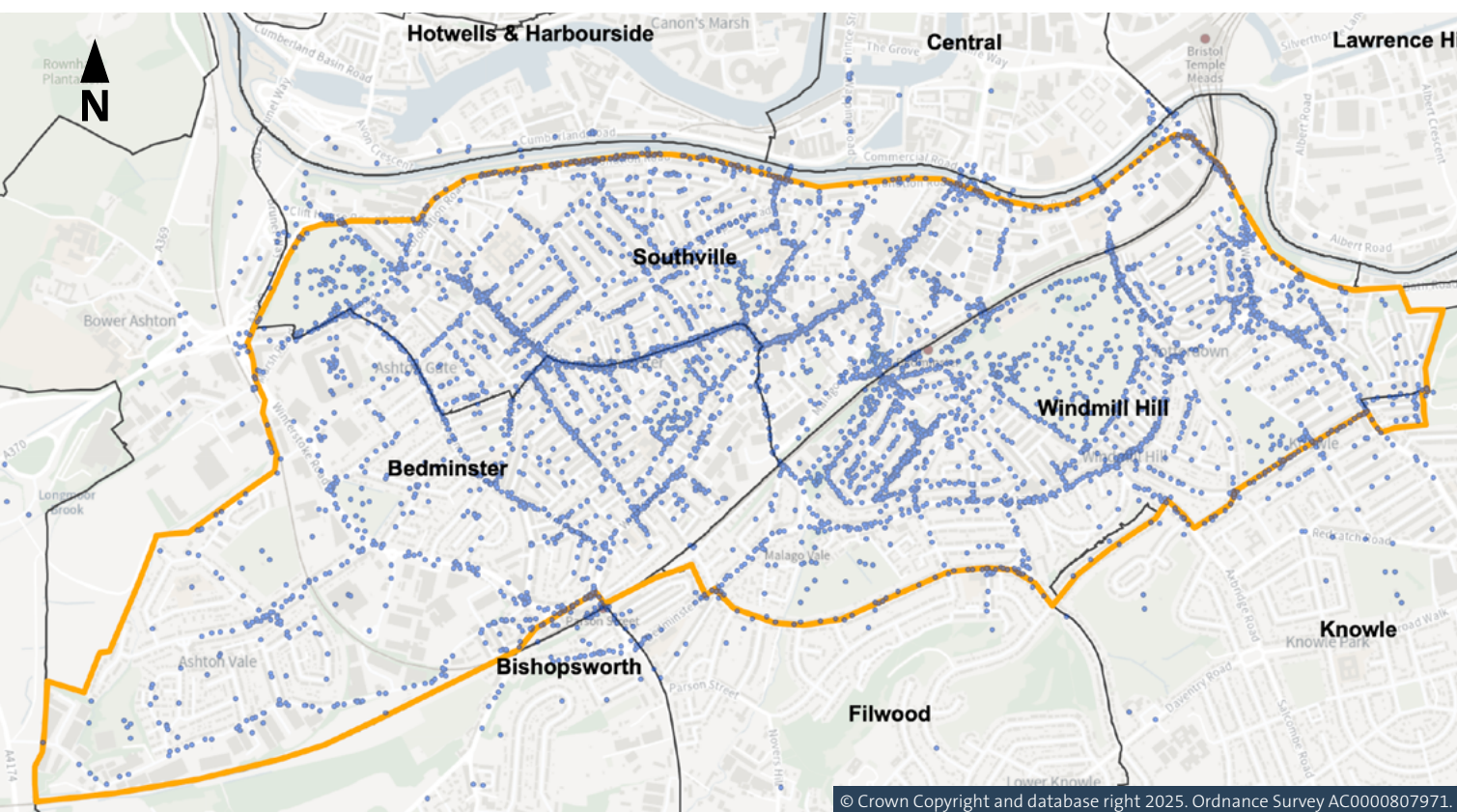
Interactive map comments



The interactive map received 6,081 comments from 1,562 different users between 5 July and 30 October 2024. On a separate survey, we received 513 submissions. These have been considered separately but have been reported to the relevant designing team.

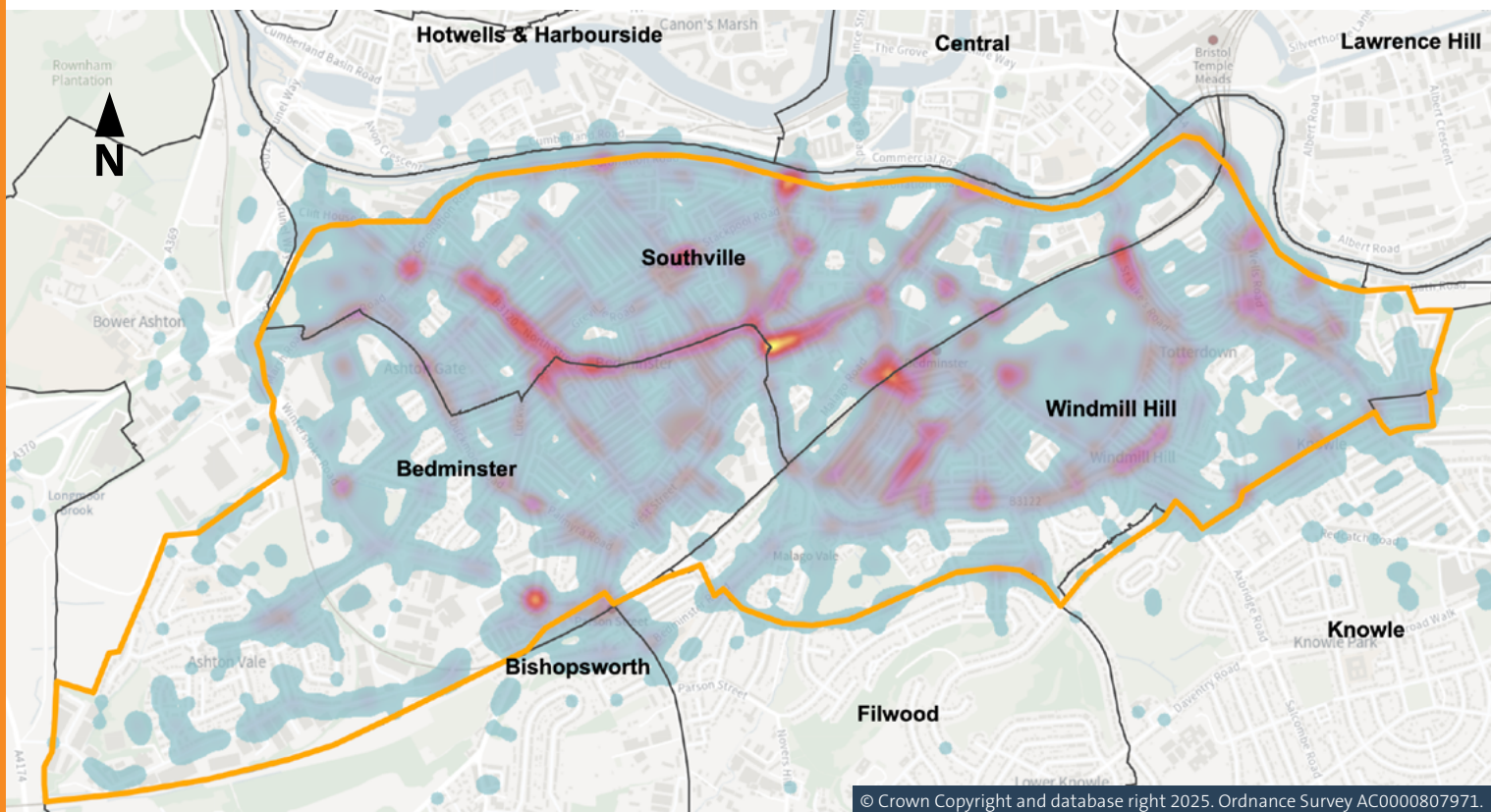
The points plotted on the map are as follows:

Figure 5. Map of plotted points on SBLN interactive map



On this map, the plotted points give an indication on the number of comments left by users about each road. We can see that a lot of comments have been added to the map on main roads such as North Street, East Street, St John's Lane and Duckmoor Road. The map shows that the southern part of the SBLN project area and Ashton Vale received fewer comments during the engagement phase.

Figure 6. Heat map of plotted points on SBLN interactive map



On this map, like the plotted points map, we can see that there are high levels of comments around North Street, East Street and across Victoria Park. We can also see that the southern border of the SBLN project area, the Totterdown residential areas and Ashton Vale received fewer comments than the roads and areas mentioned above.

Interactive map comments categories

How have people categorised their comments?

This shows how contributors categorised the comments they added to the interactive map. In total, there was a choice of 14 categories: speeding traffic, problems with car parking, not safe for people cycling, something I like about area, lack of crossings, personal safety/security concerns, narrow pavements, poor accessibility for wheelchairs, prams and pushchairs not enough cycle/e-scooter parking, not enough cycle/e-scooter parking, air pollution, not enough green space, lack of bus services, problem with road signs and other issues. The ‘Interactive map comment analysis’ on pages 27-33 includes what people said when specifying the ‘Other issues’ category.



**“Other issues”
982 comments**



**“Problem with
road signs”
99 comments**



“Speeding traffic”
791 comments



**“Problems with
car parking”**
771 comments



**“Not safe for
people cycling”**
625 comments



**“Something I like
about the area”**
485 comments



“Lack of crossings”
430 comments



**“Personal safety/
security concerns”**
378 comments



“Narrow pavements”
296 comments



**“Poor accessibility for
wheelchairs, prams
and pushchairs”**
215 comments



**“Not enough cycle/
e-scooter parking”**
197 comments



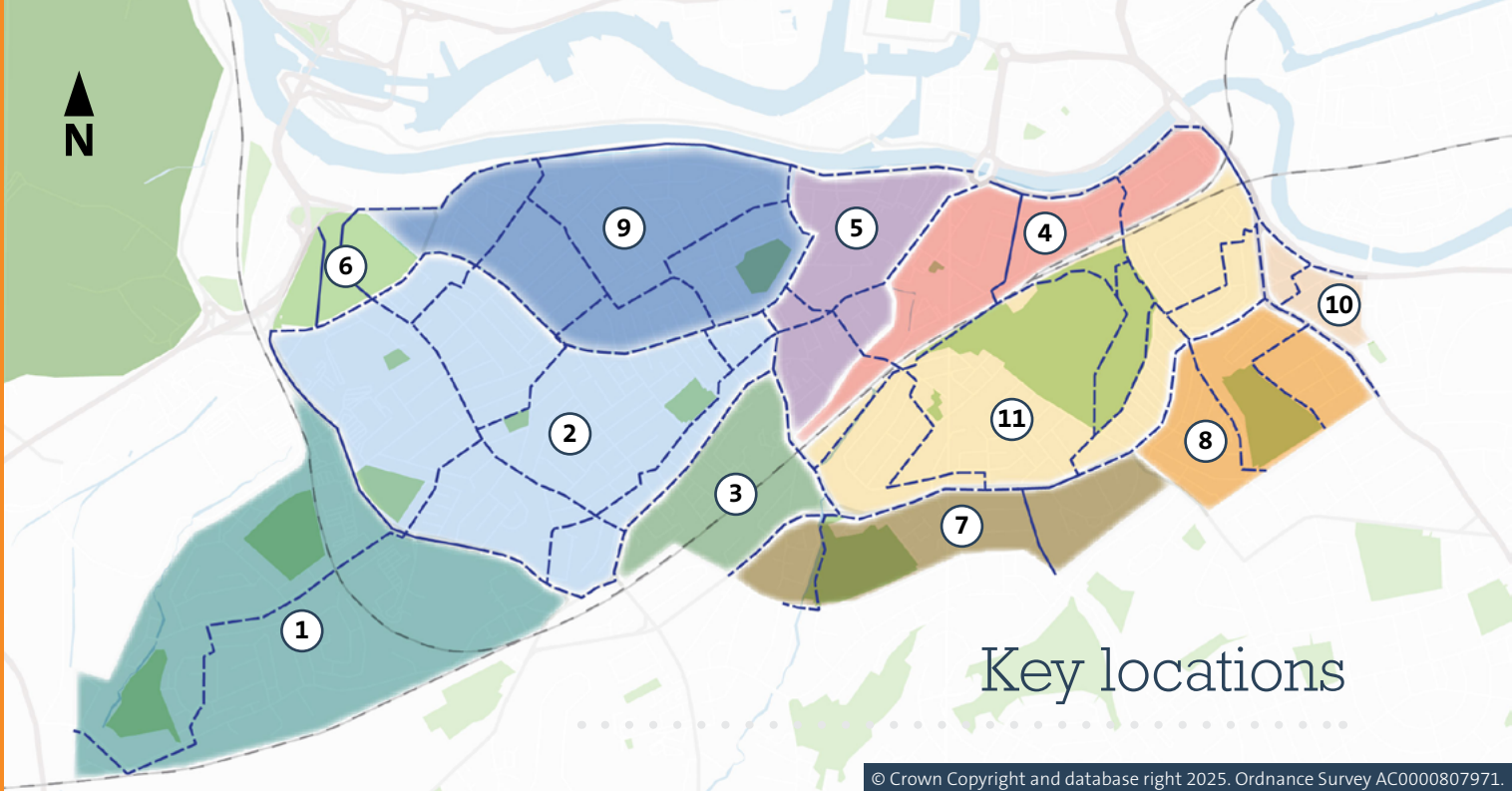
“Air pollution”
194 comments



**“Not enough
green space”**
180 comments





“Lack of bus services”
165 comments



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Figure 7. Map diagram on most used comments categories per key locations

Key

-  Air pollution
-  Lack of bus services
-  Lack of crossings
-  Narrow pavements
-  Not enough cycle/e-scooter parking
-  Not enough green space
-  Not safe for cyclists
-  Personal safety/security concerns
-  Poor accessibility for wheelchairs, prams and pushchairs
-  Problem with road signs
-  Problems with car parking
-  Speeding traffic

1. Ashton Vale

- Ashton Drive   
- S Liberty Lane   
- Winterstoke Road   

3. Bedminster South

- West Street   
- Argus Road   
- Bedminster Road   

5. Bedminster East 2

- East Street   
- St Johns Road  
- Bedminster Roundabout  

7. Malago Vale

- St Johns Lane   
- Marksbury Road  
- Bedminster Road   

9. Southville

- Coronation Road   
- Dean Lane   
- Stackpool Road   

11. Windmill Hill and Totterdown

- Cotswold Road   
- St Johns Lane   
- St Lukes Road   

2. Bedminster

- Ashton Road   
- North Street   
- Duckmoor Road   
- Luckwell Road   

4. Bedminster East 1

- York Road   
- Philip Street   
- Bath Road   

6. Greville Smyth Park

- Greville Smyth Park   
- Frayne Road   
- Clift House Road   

8. Perrett's Park

- Redcatch Road   
- Wells Road   
- Sylvia Avenue   

10. Totterdown East








- Bath Road   
- Stanley Hill 
- Wells Road   

Figure 7 shows the top three selected categories of pins in different neighbourhoods across the SBLN project area. We can see here that Southville comments have a focus on speeding traffic, lack of crossings and cycling safety for Coronation Road and Stackpool Road and mention narrow pavements on Dean Lane.

In Windmill Hill and Totterdown, the comments mostly mention speeding traffic for St John's Lane and Cotswolds Road, parking issues on Cotswolds Road, cycling safety for St Luke's Road and St John's Lane safety concerns on Cotswolds Road and St Luke's Road and pollution concerns on St John's Lane.

In Bedminster, we find mentions of lack of crossings for all main roads: Ashton Road, North Street, Duckmoor Road and Luckwell Road. Parking issues are frequently mentioned for Ashton Road and Luckwell Road, speeding traffic is a focus for Ashton Road, Duckmoor Road and Luckwell Road. North Street highlights safety concerns and narrow pavements, while Duckmoor Road frequently mentioned lack of accessibility.

In Ashton Vale, we see speeding traffic on Ashton Drive and South Liberty Lane. There is a lack of crossings for Winterstoke Road and Ashton Drive there are mentions of lack of buses on Ashton Drive and South Liberty Lane. Narrow pavements are a focus on South Liberty Lane. Winterstoke Road comments highlight cycling safety and parking issues.

Alongside the original comments, contributors have been asked to provide potential solutions to the issues they were raising.


Page 24 shows the categories selected by contributors when plotting their comment alongside Figure 8 showing the most frequent category of pin selected and the solution offered by contributors per areas.





Pedestrian safety: 3,353 comments

- “Safe crossings and junctions”:
1,268 comments
- “Wider/clearer pavements”:
944 comments
- “Priority access to walking”:
934 comments
- “School Streets”: **207 comments**



“Other”: 1,457 comments



Vehicle management: 2,204 comments

- “Managing unsafe vehicle speeds”:
1,151 comments
- “Managing on-street parking”:
966 comments
- “Electric vehicle charging”:
87 comments



Greenery and public space improvements: 1,311 comments

- “More street trees and planting”:
616 comments
- “Parklets and pocket parks”:
341 comments
- “Street lighting”: **215 comments**
- “Street art”: **139 comments**



Cycling infrastructures: 1,137 comments

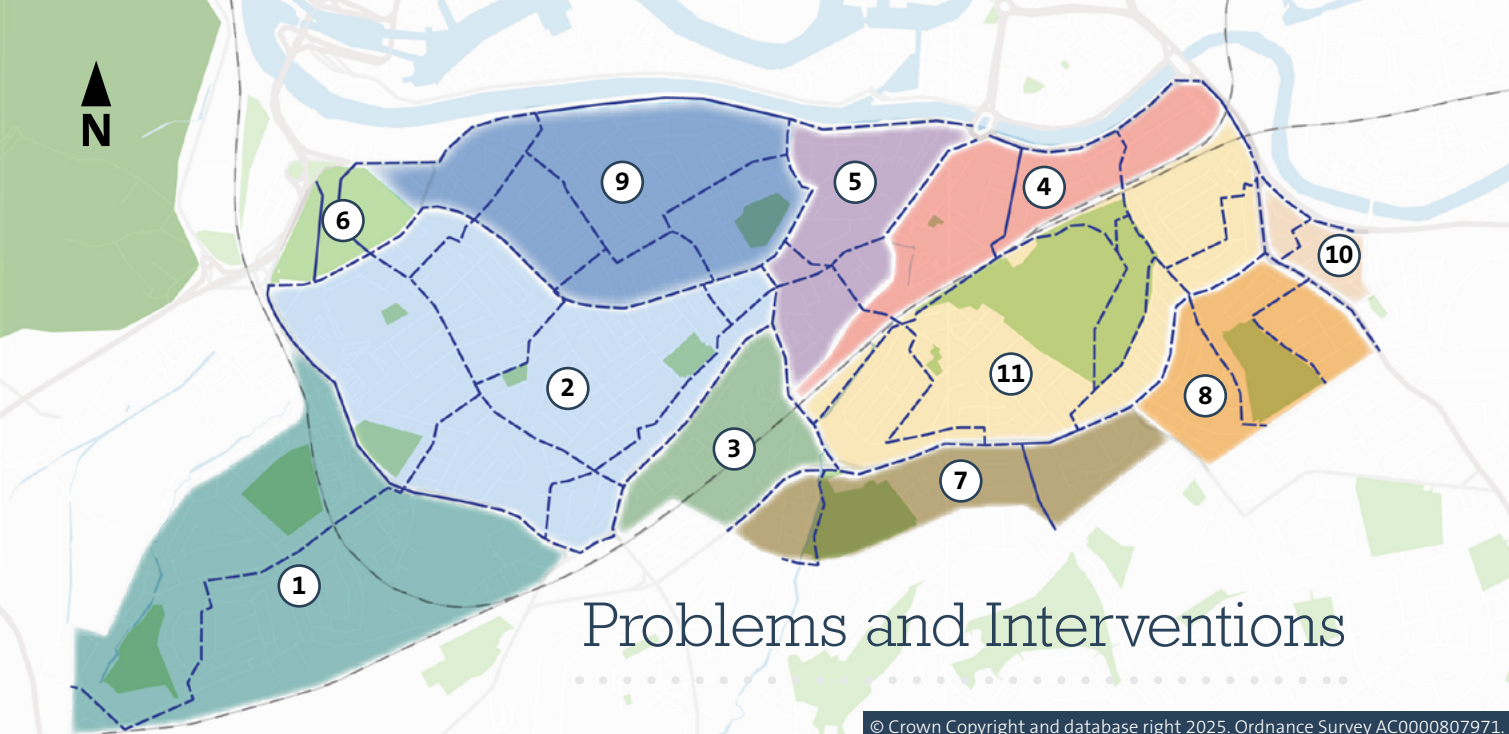
- “Protected cycle tracks”:
716 comments
- “More cycle/e-scooter parking”:
216 comments
- “Cycle hangars”: **205 comments**
- “Priority to people cycling and
pedestrians at side roads”:
684 comments



“Do not change anything”: 261 comments

How could we make this better?

Figure 8 on the next page shows the solutions proposed that contributors selected after they added comments to the interactive map. In this section, of the interactive map, contributors were given the possibility to choose more than one option to offer more potential solutions to the issue they were raising. This explains why there is a difference in numbers between these two diagrams.



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Problems and Interventions

Figure 8. Map diagram on challenges raised and proposed interventions per key areas

1. Ashton Vale

- Speeding traffic
- Problems with car parking
- Not safe for cyclists
- Safe crossings and junctions
- Wider / clearer pavements
- Managing unsafe vehicle speeds

4. Bedminster East 1

- Not safe for cyclists
- Personal safety / security concerns
- Speeding traffic
- Priority access to walking, cycling and public transport
- Safe crossings and junctions
- Wider / clearer pavements

7. Malago Vale

- Speeding traffic
- Not safe for cyclists
- Air pollution
- Managing unsafe vehicle speeds
- Safe crossings and junctions
- Protected cycle tracks

10. Totterdown East

- Speeding traffic
- Not safe for cyclists
- Problems with car parking
- Managing unsafe vehicle speeds
- Priority access to walking, cycling and public transport
- Safe crossings and junctions

2. Bedminster

- Problems with car parking
- Speeding traffic
- Lack of crossings
- Safe crossings and junctions
- Managing on-street car parking
- Managing unsafe vehicle speeds

5. Bedminster East 2

- Not safe for cyclists
- Personal safety / security concerns
- Lack of crossings
- Safe crossings and junctions
- Protected cycle tracks
- Priority access to walking, cycling and public transport

8. Perrett's Park

- Speeding traffic
- Air pollution
- Problems with car parking
- Managing unsafe vehicle speeds
- Safe crossings and junctions
- Priority access to walking, cycling and public transport

11. Windmill Hill and Totterdown

- Problems with car parking
- Speeding traffic
- Personal safety / security concerns
- Managing on-street car parking
- Managing unsafe vehicle speeds
- Priority access to walking, cycling and public transport

3. Bedminster South

- Problems with car parking
- Speeding traffic
- Not safe for cyclists
- Managing on-street car parking
- Managing unsafe vehicle speeds
- More street trees and planting

6. Greville Smyth Park

- Poor accessibility for wheelchairs, prams and pushchairs
- Problems with car parking
- Speeding traffic
- Wider / clearer pavements
- Safe crossings and junctions
- Managing on-street car parking

9. Southville

- Problems with car parking
- Speeding traffic
- Lack of crossings
- Safe crossings and junctions
- Wider / clearer pavements
- Managing unsafe vehicle speeds

This map goes alongside “How could we make this better” in showing the largest challenges highlighted but also includes the most popular solutions that were put forward by the users. On the interactive map, there were pre-existing categories of solutions people could choose from. There was also the option to tick the category “other” to allow them to add their own solutions.

In Greville Smythe Park, people have identified accessibility, car parking and speeding traffic as issues in the area, offering safe crossings and junctions, managing unsafe vehicle speeds and wider/clearer pavements as solutions.

In Bedminster South, where contributors have identified car parking, speeding traffic and cycling safety as the main issues, they have offered safe crossing and junctions, managing unsafe vehicles speeds and wider/clearer pavements as solutions.

In Bedminster East 1 and 2, cycling safety and personal security concerns were the main issues raised with Bedminster East 1 having mentions of speeding traffic, while Bedminster East 2 had a focus on lack of crossings. Both these areas pushed for safe crossing and junctions, managing unsafe vehicles speeds and wider/clearer pavements as solutions. These solutions were of the same importance for Totterdown and Perrett’s Park where the issues raised were speeding traffic and car parking issues. Totterdown had comments regarding cycling safety and Perrett’s Park had mentions of air pollution.



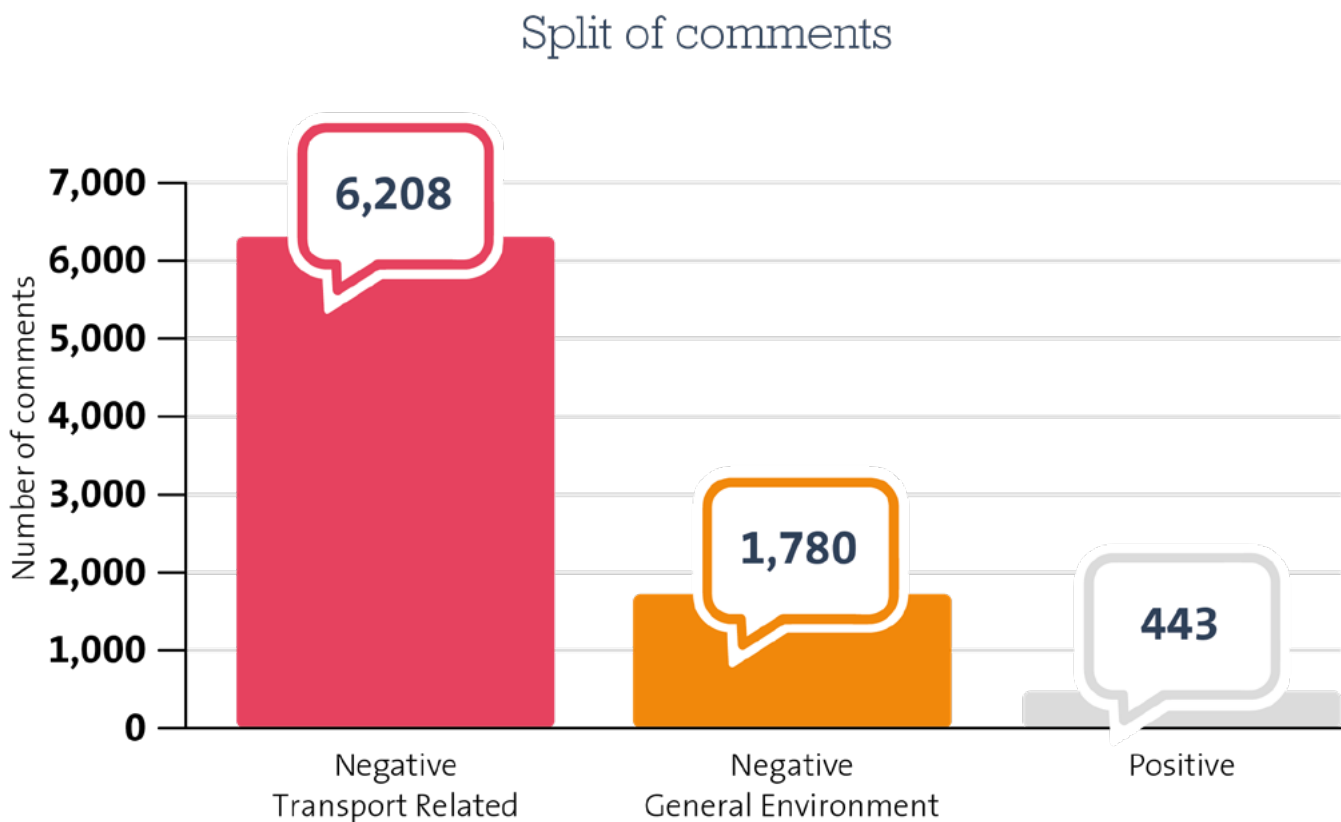
Interactive map comments analysis

We completed a free text analysis of the comments left in the free text boxes by users.

It is important to note that some of these comments fall into different categories. We received 6,089 comments in total but 6,208 were reported to be related to transport negatively. The first number is smaller than the second because some comments mentioned separate subcategories were accounted several times as transport related. For example, if a comment mentioned cycling safety and parking issues, the comment would be accounted twice within the category of negative transport related.

We have separated the comments in three main categories: negative transport related comments, negative general environment comments and positive comments. The split is as follows:

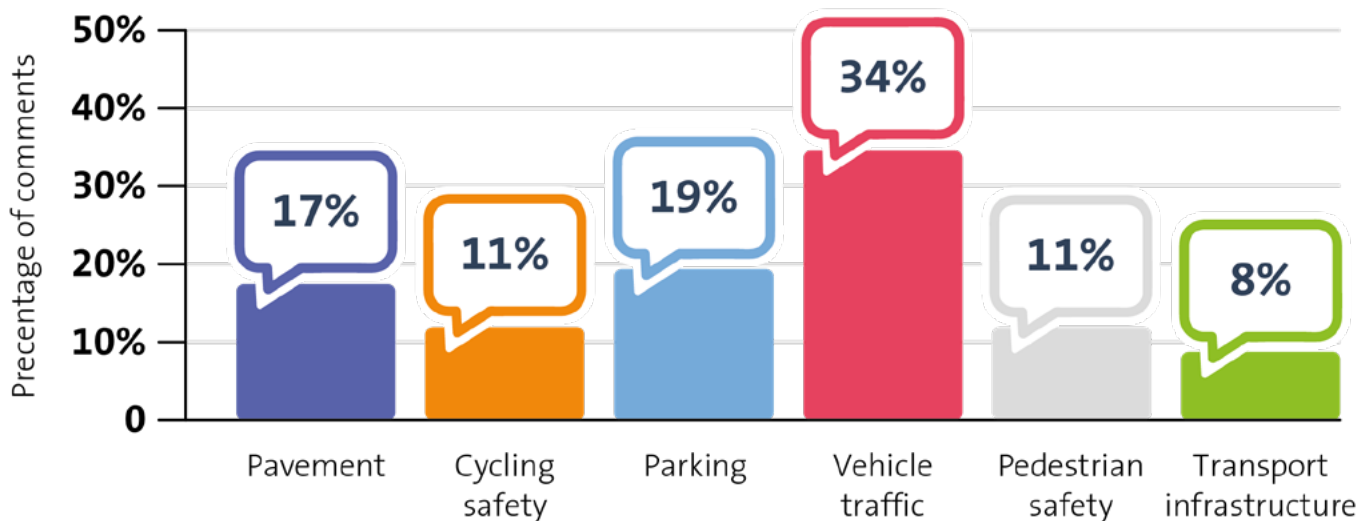
Figure 9. *Split of comments from free text analysis*



95 per cent of these comments had a negative issue to raise. 5 per cent of overall comments had positive feedback on already existing infrastructure in the area.

Figure 10. Free text comments categories: Negative Transport related comments

Free text comments categories: Negative transport related



It is important to note that some comments have been categorised in multiple subcategories as they mentioned different matters that fell into different categories.

From the 6,081 comments that were added to the interactive map and after the analysis of the text box comments represented by figure 10, we found that:

- 34 per cent or 2,251 comments mentioned car traffic including speeding cars and traffic issues such as congestion.
- 19 per cent or 1,219 comments discussed car parking issues with cars parked on the pavement, lack of parking in some areas and residents requesting Resident Parking Schemes.
- 17 per cent or 1,112 comments mentioned the accessibility and state of pavement for safe walking and pram and wheelchair accessibility.
- 11 per cent or 707 of comments submitted mentioned cycling safety.
- 11 per cent or 692 comments focussed on pedestrian safety with a demand for safer junctions and an increase in school streets around South Bristol.
- 8 per cent or 515 comments mentioned a lack of public transport infrastructure from lack of buses and trains to a lack of cycle and e-scooter parking.

From these groups of comments, we have selected some quotes from comments made to give an understanding of how we categorised our findings:

Car Traffic

“Routine speeding over 20. Smyth Road is also a rat run for people dodging the Clean Air Zone, so often large lorries and skips drive down at speed. There is a park and many families live on the street.”

“Cars travel way too fast, despite this being a 20mph road and 30mph in parts, it’s not uncommon to see 40-50mph. More traffic calming measure are needed, speed bumps, chicanes etc.”

Car parking

“I am concerned that the liveable neighbour scheme will reduce availability of on street parking. As parking is already tight in this area [Upper Perry Hill].”

“As with others, bonkers parking! Have had to drive for 10 mins around the Chessels to wait for a space to open up before when the school run is on. Needs RPS here and enforcement of parking on double yellows.”

Pavements

“Pavement parking a constant problem. Dropped kerb essentially turns whole area into a car park making area unpleasant and unsafe for pedestrians.”

“Very narrow pavements on one side of this street [Greenway Bush Lane]. Hedges often overgrown. Not enough room to pass anyone without moving into the road and into traffic. Used by many parents taking their children to school. Unpleasant.”

Cycling safety

“There’s a great cycle path for one half of st john’s lane, but it abruptly ends and this portion of the road doesn’t have one. A cycle path here would make it much safer to commute into the centre via bike”

“Majority of roads are car dominated and contain lots of through-traffic and are largely unsafe for cyclists”

Crossings and junctions

“Coming down the steps [of Victoria Park onto St Luke’s Road], the closest crossing is around 100m away. This is an ideal location for a crossing.”

“As a pedestrian it is really hard and dangerous to cross here [North Street, Dean Lane and Cannon Street junction], as there is no clear pedestrian crossing cars just ignore you.

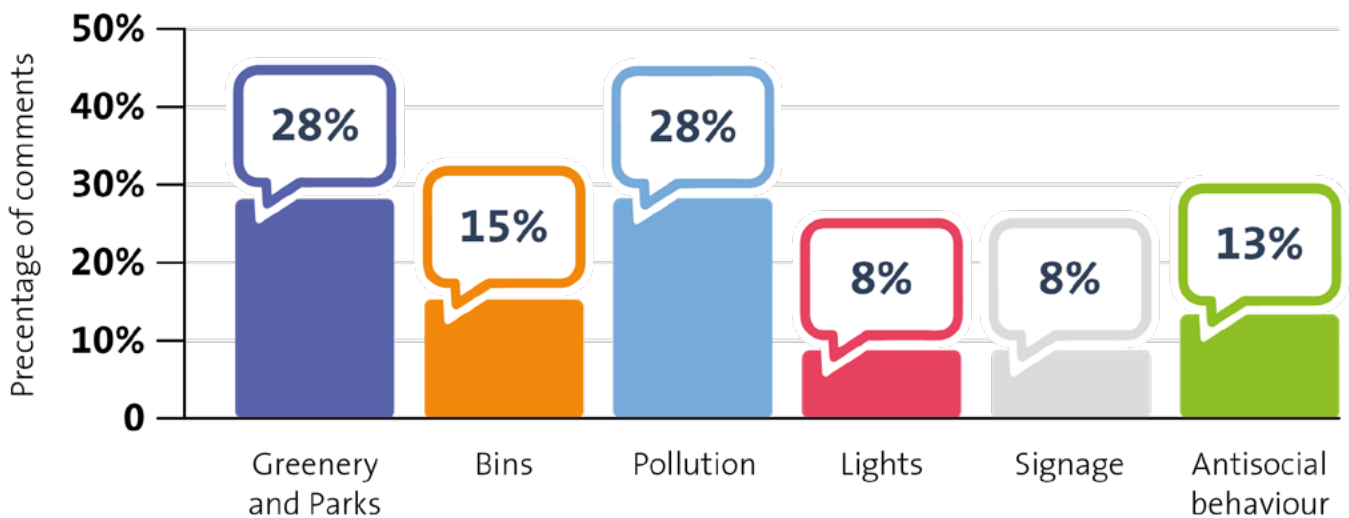
Sustainable transport infrastructure

“Hill Avenue is a public transport desert. There are no useful bus stops going into the City Centre from nearby parts of St Luke’s Road or St John’s Lane. It is over a 10-minute walk up the hill to the nearest useful bus stop on Wells Road. This means residents rely on cars and they often fill up both sides of the road.”

“No bus stop for a whole mile between Luckwell Road and Langley Crescent”

Figure 11. Free text comments categories: Negative General Environment related comments

Free text comments categories: Negative general environment



The comments made also identified issues not directly related to transport but that have a link to how people use the public space. In total, there were 1,780 comments made that mentioned the environment.

- 28 per cent or 418 comments have mentioned more greenery and better access to parks.
- 28 per cent or 423 comments mention air pollution linked to road traffic and congestion.
- 15 per cent or 217 comments relate to the presence of bins on pavement or lack of public bins to decrease litter in the public realm.
- 13 per cent or 114 comments focus on anti-social behaviour in the SBLN area.
- 8 per cent or 123 comments mention a lack of lighting for better walking safety.
- 8 per cent or 114 comments discuss a lack of clear signage on roads.

Greenery and Parks

“More trees please! Marksbury road is definitely wide enough for lots of trees, please can we have some here and in the wider area.”

“We need more tree lined streets, they improved the air quality, reduce Summer heat and make an area 100% more enjoyable. There is space for trees to be planted all the way down East Street. It’s badly needed.”

Air Pollution

“Because the road [Greville Street] is not wide enough for two cars to pass you get a lot of traffic jams with cars having to reverse up the hill and idling for long periods. This can cause more pollution and noise disruption. It’s a real rat run for people coming from north street over to coronation road.”

“Air pollution around the school. St John’s Lane is so busy with traffic, much busier since the clean air zone. Please push the zone out further so it doesn’t put all the traffic past the school.”

Lighting

“This is a very heavily used route [through Victoria Park] for people commuting into the city (both walking and cycling), but as a woman I have to resort to avoiding in the evenings, and paying for a bus or driving during autumn/winter because there’s no lighting.”

“Lack of sufficient street lighting on pedestrian/cycle paths around the bottom of the park [Victoria Park], feels unsafe to enter after dark.”

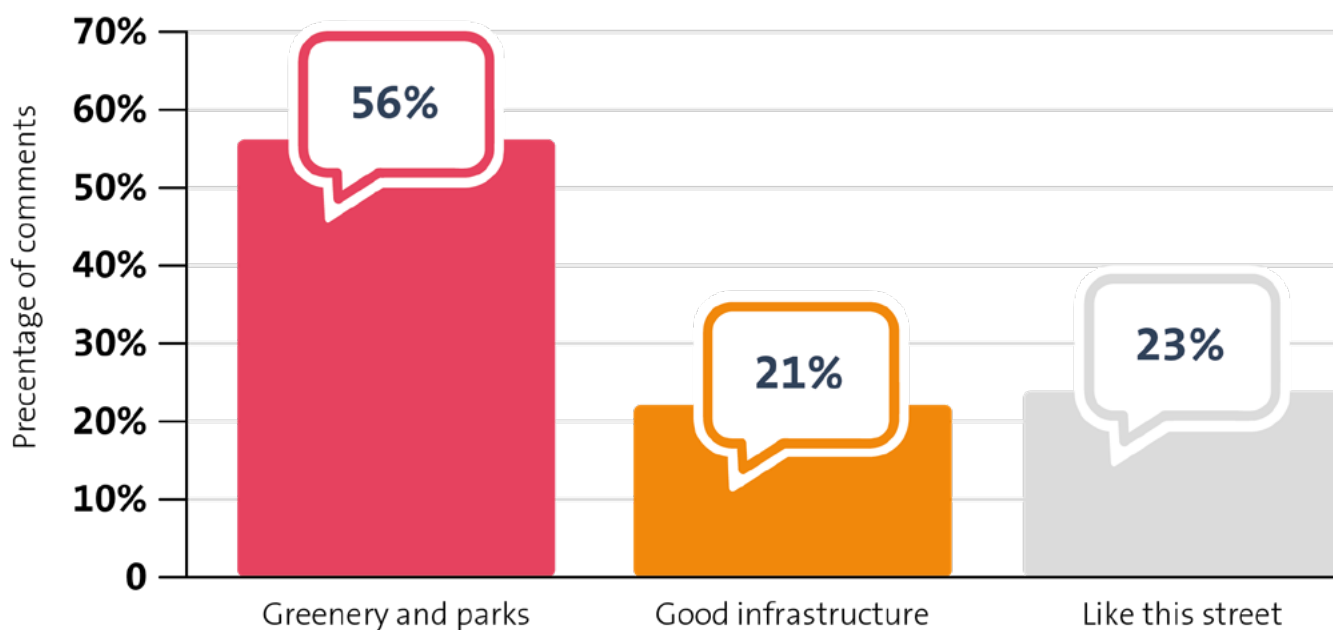
Anti-social behaviour

“Public drinking and drugs and antisocial behaviour. Appreciate this is a complex, wider issue and people need help, but I feel very unsafe here, across the road at the bus stop and at a few points along north street. Please disperse groups drinking, and address/homelessness and maybe some public police presence or similar.”

“Support to help addicts and homeless in order to avoid antisocial behaviour.”

Figure 12. Free text comments categories: Positive comments

Free text comments categories: Positive comments



There have been 443 positive comments about already existing infrastructure in the SBLN area.

- 56 per cent or 244 comments mentioned good greenery and parks in the area.
- 23 per cent or 101 comments expressed liking a particular street by the contributor.
- 21 per cent or 91 comments focussed on good already existing infrastructure.

Good infrastructure

"I love that this is already a school street [Raymend Road]."

"The [City] farm is a green hub for the community. Would love to see green, playful, safe and well signposted routes connecting this to nearby destinations - e.g. library, park, bus stops."

Stakeholder responses

Petition from residents of Beauley Road

We received a signed petition from 35 residents on Beauley Road requesting that Beauley Road be part of the SBLN scheme, asking for the introduction of some traffic calming measures. The residents highlighted that Beauley Road is home to a community centre, a retirement home, a primary school and a nursery. They asked to for the road to be considered for the SBLN project to make sure the community living there can thrive with increased safety for more vulnerable people with traffic management.



Interactive map visitors

Figure 13 shows the summary of visits to the interactive map webpage during the period the map was open to the public. These visitors came from different channels as plotted on Figure 14.

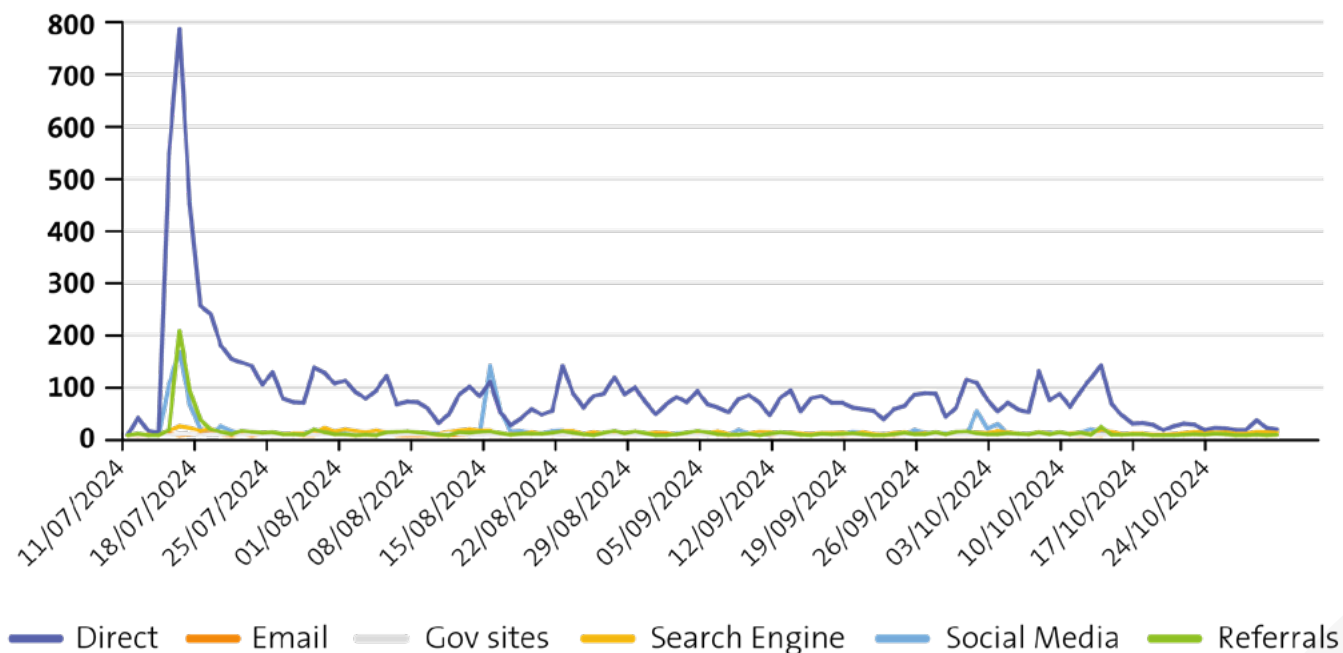
Figure 13. Visitor Summary graph



There was a peak around 15 July 2024 at the launch of the scheme and then a rather consistent flow of visitors until the closure of the interactive map in mid-October.

Figure 14. Visits by channel graph

Visits by channel



This graph shows the number of visits on the interactive map by channels with a peak for direct, social media and referral channels at the start of the engagement period. Social media had a second peak in mid-August.





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