

Bedminster Green Transport proposals - you said, we did

This document aims to evidence how Bristol City Council is using community feedback from the Bedminster Green Transport consultation in February and March 2021, to inform designs going forward. Common themes found in the responses can be found in the first column, the corresponding feedback and design changes are then found adjacent to each theme.

Theme	Community Feedback Received YOU SAID:	Resultant Design WE DID:
Pedestrian comfort and ease to cross	75% of respondents agreed or strongly agreed that the package of proposals would improve pedestrian comfort and make it easier to cross Malago Rd and Dalby Avenue. This increased to 78% on Whitehouse Lane.	<ul style="list-style-type: none"> All proposed pedestrian crossing points have been retained The proposed wide footways are also retained The two crossings on Whitehouse Lane have now been placed on speed humps (traffic calming) to further increase comfort and safety
	Some respondents stated that the existing crossing at Little Paradise was very responsive to pedestrians, and this behaviour should be retained in the new pedestrian crossing.	<ul style="list-style-type: none"> During the detailed design phase of the project, we are looking at ways to make the light-controlled ('puffin') crossings as responsive as possible to waiting pedestrians, however this will need to be balanced with bus speed and reliability
Cycle safety and comfort	42% of respondents strongly agreed, and 37% agreed that cycle safety and comfort would be improved on Whitehouse Lane. Only 13% disagreed or strongly disagreed.	<ul style="list-style-type: none"> The proposed segregated cycle route on Whitehouse Lane will be retained in the design
	A high level of respondents agreed that cycle safety and comfort would be improved on Malago Rd / Dalby Avenue (70% agreed or strongly agreed), however there was some criticism of a lack of dedicated cycle infrastructure here.	<ul style="list-style-type: none"> A dedicated segregated cycle route is provided on Whitehouse Lane, connecting into Whitehouse Street as an alternative to Malago Rd. The proposed regeneration project for the area around Whitehouse St would investigate options to connecting this towards the City Centre better, over the New Cut. It is assumed less confident cyclists would use this route. Cycles can still use Malago Rd and cycle in the bus lanes, however the project could not find the additional space required to provide a dedicated cycle route here.
Bus Speed, reliability and shelter	Around 65% of people agreed or strongly agreed this would be improved.	<ul style="list-style-type: none"> The proposed bus lanes and bus stops are all retained.
	There was some criticism of the bus stops not being opposite each other on Dalby Avenue.	<ul style="list-style-type: none"> We have assessed the amount of space required to position the new (inbound) bus stop opposite the existing (outbound) bus stop on Dalby Avenue, and this could not be accommodated in the amount of space available between private land either side of the road.

	A small number of respondents (4%) questioned the need for the northbound bus lane.	<ul style="list-style-type: none"> The bus lanes will add resilience and reliability for buses in the area, allowing them to operate even if the roads become congested The bus lanes align with the local Business Improvement District plan (“East St Vision”), which proposes the removal of buses from East St to Malago Rd. This would allow East St to be redesigned to help support the local businesses better.
Air quality	At Malago Rd, most people agreed or strongly agreed the project would contribute to clean air (45%), however 32% of people who neither agreed or disagreed with this.	<ul style="list-style-type: none"> At Plots 1 and 5 frontages with Malago Rd, proposals have changed to provide more trees and space for raingardens. These measures should help to contain pollutants to the road and buffer the footway away from motor traffic.
	At Whitehouse Lane, a greater proportion of people felt the project would contribute to clean air (56% agreed or strongly agreed).	<ul style="list-style-type: none"> The cycle track remains part of the proposals, and this will help to contribute to clean air by providing an alternative transport mode to car use Further trees have been added to Whitehouse Lane through discussions with the adjacent developer
Safety	At Malago Rd, 61% of people agreed or strongly agreed the project would improve safety, with 25% neither agreeing or disagreeing with this. Similar results were given for Whitehouse Lane, although slightly more agreed safety would improve.	<ul style="list-style-type: none"> Following a Road Safety Audit, an additional pedestrian refuge island has been added to the centre of Malago Road to improve pedestrian safety and crossing facilities, and further minor amendments were made to the design The cycle track on Whitehouse Lane remains part of the proposals, and this will help improve road safety as cycles would no longer mix with vehicular traffic For personal safety, a review of streetlighting is currently underway to upgrade lighting levels.
	Pedestrians should have priority over cyclists at pedestrian crossing points, and this will be especially important for blind and partially sighted pedestrians.	<ul style="list-style-type: none"> Priority has now been given for pedestrians where the cycle track crosses the footway, and this is provided with give-way markings.
Noise pollution	For Malago Rd, this was the lowest scoring metric for the highway proposals, however despite this, 30% agreed or strongly agreed the proposals would reduce noise with 24% disagreeing or strongly disagreeing. The remaining 46% neither agreed nor disagreed. For Whitehouse Lane the response was more positive, and most people felt the project would reduce noise.	<ul style="list-style-type: none"> As described above, changes at plots 1 and 5 have been implemented to extend the length of footways on Malago Rd which will now be buffered from the road with a planting strip, and this will help to provide greater distance from road noise and absorb noise. Construction details will be finalised at the latter stages of the project, and during this time options will be explored to potentially use a quieter road surface.
Environment and Public Realm	Most people agreed or strongly agreed that the proposals would improve the environment and	<ul style="list-style-type: none"> The proposals will retain all the proposed new trees and raingarden planting. Further opportunities for more trees and planting have been identified following the consultation, so this has increased.

	public realm on both Malago Rd and Whitehouse Lane.	<ul style="list-style-type: none"> The footways along Malago Rd remain at the proposed 3m width throughout
Shade and Shelter	Respondents generally agreed the project provided opportunities for shade and shelter on Malago Rd, however this was more mixed on Whitehouse Lane, with 35% of respondents agreeing or strongly agreeing, and 50% of respondents neither agreeing or disagreeing.	<ul style="list-style-type: none"> Further planting opportunities have been achieved on Whitehouse Lane since the consultation by adding new trees between the cycleway and carriageway More trees have also been added to Malago Rd and Dalby Avenue since the consultation, as described in the other theme items
Rat running (through traffic)	Results were mixed for Malago Rd, however Whitehouse Lane showed 59% of people agreeing or strongly agreeing that rat running would be reduced, with 17% neither agreeing or disagreeing.	<ul style="list-style-type: none"> The one-way remains part of the proposals for Whitehouse Lane, and this would remove all southbound through traffic The mixed result for Malago Rd and Dalby Ave (A38) would be due to the proposals having no restriction on through traffic here, as this road is an arterial route
Support local businesses	At Malago Rd, most people felt the proposals would support local businesses, with 43% agreeing or strongly agreeing, and 20% disagreeing.	<ul style="list-style-type: none"> All measures to help people – both new residents and those living in new proposed developments - access East St shopping area remain in the project, and this includes enhanced pedestrian / cycle routes and road crossings to East St.
	For Whitehouse Lane, the picture was more mixed, with 35% of people agreeing or strongly agreeing, 27% disagreeing or strongly disagreeing, and 39% neither agreeing or disagreeing. Feedback from the engagement team showed that many businesses in Whitehouse Lane had concerns over the proposed one-way northbound for vehicles, and the removal of some parking spaces.	<ul style="list-style-type: none"> Many people responding to the survey in the free-text section felt the existing situation on Whitehouse Lane was frustrating and dangerous due to parked vehicles and the narrowness of the road causing an obstruction, and this was exacerbated by two-way traffic. The removal of some parking and one direction of vehicle traffic in the proposals gives space to provide the off-road cycle track and helps to address concerns raised. The off-road cycle track will be an important piece of infrastructure as many of the proposed developments at Bedminster Green are car-free (contain no parking for residents), and there is not enough road space to provide a dedicated cycle route on Malago Rd / Dalby Avenue. Cycling will be an important part of the mix of transport in the city, due to existing high levels of air pollution, congestion and obesity, and research has showed that many people only feel safe cycling on dedicated off-road infrastructure. As many parking spaces as possible have been retained on Whitehouse Lane, and this is covered in more detail in the theme below
Removing parking spaces to provide a protected cycle lane	This question applied Whitehouse Lane and had the strongest positive reaction from respondents, with 42% strongly agreeing, 24% agreeing, and 22% disagreeing or strongly disagreeing.	<ul style="list-style-type: none"> The protected cycle lane remains part of the proposals, however as many parking spaces as possible have been retained in the vicinity. Clarke St is adjacent to Whitehouse Lane, and this is now proposed to retain parking provision for existing residents and businesses.

		<ul style="list-style-type: none"> A new multi-storey car park was given planning permission to be built at Little Paradise containing 91 general car parking spaces, and this is approx. 3-4 minute walk from Whitehouse Lane. The new proposed developments at Whitehouse Lane will contain disabled blue badge parking spaces on site.
Contra flow cycle lane on Stafford St	All respondents who commented on this provided negative feedback	<ul style="list-style-type: none"> We have worked with the Developer to modify the design for Stafford St, and this will now feature a kerb-segregated contra-flow cycle lane, which will run behind loading bays to minimise interactions with motor vehicles.
General parking provision around Malago Rd and Dalby Avenue	Some respondents were concerned about the loss of parking provision in the area, and possible displacement to Windmill Hill	<ul style="list-style-type: none"> The loss of 133 parking spaces at Hereford St and Little Paradise car parks will be mitigated by a new 91 space multi-storey car park at Little Paradise. The multi-storey will become available before the Hereford St car park is removed to provide continuity of parking provision, and the same amount of blue badge spaces are provided.
Additional vehicles parking in Windmill Hill	Concerns were raised that displaced parking, and parking by residents in new developments (which contain no on-site parking) would cause more parking in Windmill Hill. This was raised despite the consultation stating that parking measures for Windmill Hill would be subject to a later consultation.	<ul style="list-style-type: none"> Subject to approval of the 'Liveable neighbourhood strategy' (public consultation scheduled to start December 2021), and on support from local councillors and residents, Windmill Hill could be considered as a pilot area for a Liveable Neighbourhood. A separate consultation specific to Windmill Hill and the Liveable Neighbourhood would then start in early 2022, and views will be collected from residents on a range of issues and possible improvements.
Vehicle speeds at Whitehouse Lane	Some people observed that the proposed one-way on Whitehouse Lane may mean that vehicle speeds increase	<ul style="list-style-type: none"> A series of speed tables have now been introduced into the design in order to ensure vehicle speeds do not increase at Whitehouse Lane Speed tables are placed at crossing points over the road, and this will improve safety and comfort when crossing the road
Changing the access into Windmill Hill, with: Option 1: No motor vehicle access under the railway bridge Option 2: One way southbound into Windmill Hill under the railway bridge Option 3: Do nothing	The majority of respondents supported measures to reduce or remove through traffic from Windmill Hill, with 76% supporting at least one of the options. Of this: <ul style="list-style-type: none"> 45% preferred option 1 31% choosing option 2. 24% did not like either of the options to remove through traffic and change access.	<ul style="list-style-type: none"> Subject to approval of the 'Liveable neighbourhood strategy' (public consultation scheduled to start December 2021), and on support from local councillors and residents, Windmill Hill could be considered as a pilot area for a Liveable Neighbourhood. A separate consultation specific to Windmill Hill and the Liveable Neighbourhood would then start in early 2022, and this would further discuss measures to reduce through traffic and build upon the results from this survey. The Liveable Neighbourhood project could deliver a range of measures to reduce through traffic, if favoured by the community.
How the options above for Windmill Hill	The consultation asked which of the Windmill Hill access option would most positively impact:	[see answer above]

<p>may/may not provide positive impacts</p>	<ul style="list-style-type: none"> • Sustainable travel to Bedminster Station • Reduction of rat-running traffic • Decisions to travel more sustainably in general <p>In all the above questions, the responses closely mirrored the results in the row above, with option 1 performing more strongly (by around 6%) on questions related to reducing rat running and traveling more sustainably in general.</p>	
<p>One-ways in Windmill Hill</p>	<p>The majority of people would like the one-ways to be changed within Windmill Hill. Many people either didn't know, or had no preference about one-ways.</p>	<ul style="list-style-type: none"> • Windmill Hill is characterised by long residential streets with parking either side, providing only enough space for one car in the road at a time. If cars meet in the middle of the road, one vehicle is likely to need to reverse to the other end of the road as there is no space to pass. Streets most affected by this (e.g. Dunkerry Rd, Quantock Rd) stated that one-ways were needed to mitigate driver aggression and inconvenience from being unable to pass. The need was increased if proposed access changed to Windmill Hill went ahead. • Subject to approval of the 'Liveable neighbourhood strategy' (public consultation scheduled to start December 2021), and on support from local councillors and residents, Windmill Hill could be considered as a pilot area for a Liveable Neighbourhood. A separate consultation specific to Windmill Hill and the Liveable Neighbourhood would then start in early 2022, and this would further discuss proposals for one-ways. The Liveable Neighbourhood project could deliver the one-ways, if favoured by the community.