

Easton Safer Streets - Final Project Report

BRISTOL

A Sustrans Community Street Design Project in partnership with Bristol City Council

February 2017



About Sustrans

Sustrans makes smarter travel choices possible, desirable and inevitable. We're a leading UK charity enabling people to travel by foot, bike or public transport for more of the journeys we make every day. We work with families, communities, policy-makers and partner organisations so that people are able to choose healthier, cleaner and cheaper journeys, with better places and spaces to move through and live in. It's time we all began making smarter travel choices. Make your move and support Sustrans today. www.sustrans.org.uk

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Project Summary

Sustrans and Bristol City Council are working with Easton's residents to increase levels of walking and cycling in the area. By improving street safety in Easton, people are more likely to switch away from private car use and towards sustainable transportation, like walking and cycling.

This community-led process has gathered the views of people living and working in the area, using an on-line portal and on-street events. This report summarises the information gathered, and sets out outline design solutions developed through a co-design process.

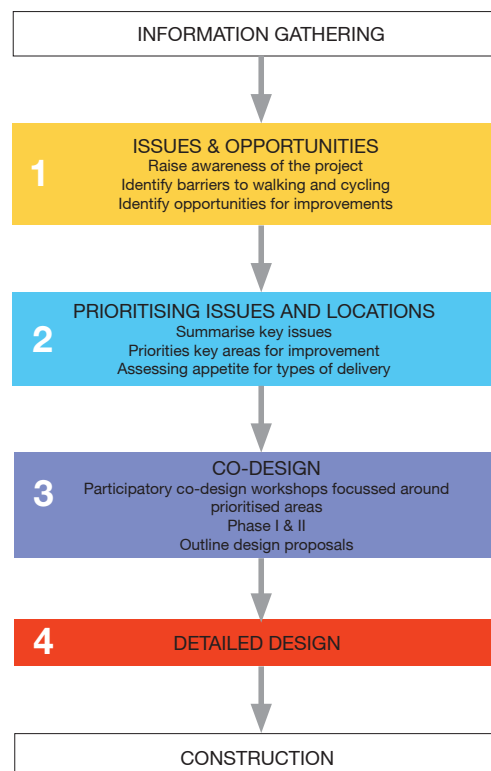
The results show there is a clear demand for action in Easton, with patterns of issues emerging in different areas. For example, concerns over speeding, dangerous roads, driver behaviour and rat-running were commonly raised.

By designing solutions with the community, we hope to deliver a scheme which reflects the needs of Easton's residents, and helps to make their streets safer for all road users.

Project area map:



Engagement approach and stages:



Aims

The aims of the project are as follows:

- Engage the community of Easton, evidencing, and agreeing with the community, the impact of traffic on the quality of people's everyday lives.
- Develop and agree with the community a strategic approach to developing solutions to issues identified as a result of community engagement.
- Assess appetite for the delivery of interventions addressing issues raised through engagement.
- Significantly reduce through traffic.
- Support the community in designing interventions acceptable to local people, and that meet local people's needs.
- Where appropriate, test proposals through street trials.
- Create improved street environments for walking and cycling, that better reflect the surrounding local community's needs, whilst addressing project objectives.

855
Participants
at workshops
and on-line to
date



1094
comments
on-line and from
workshops to date

In addition to this, extensive separate engagement has been held with local stakeholders including:

- Local businesses
- May Park Primary School
- Bannerman Road Primary School
- Whitehall Street Primary School
- Neighbourhood Partnership & Forum
- Disabilities forum

1 Issues & Opportunities

The purpose of this stage was to provide opportunities for people to discuss what would encourage them to walk and cycle more in Easton.

They were asked to identify the barriers to active travel, and opportunities for improvements in the project area.

Pop-up events took place within the area, to capture feedback from the community using maps and a series of themed stickers, as well as collecting open comments.

During this whole process an on-line mapping portal was used to give those who were unable to attend the events an opportunity to participate in the process.

Key barriers to walking and cycling identified during this stage overwhelmingly related to issues of safety, with participants specifically citing issues of driver behaviour, speeding, parking and through traffic as key.



308
Participants
in the stage



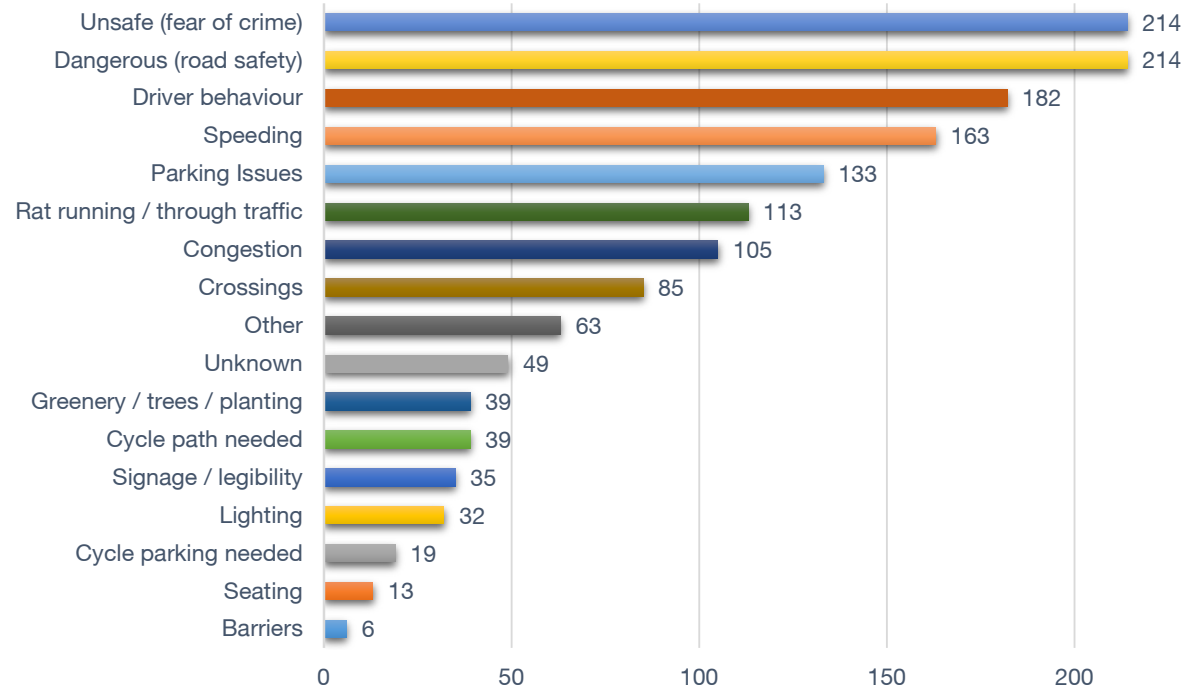
7 Pop-up street
events at locations
across Easton



547
Comments
for the stage



Issues Raised



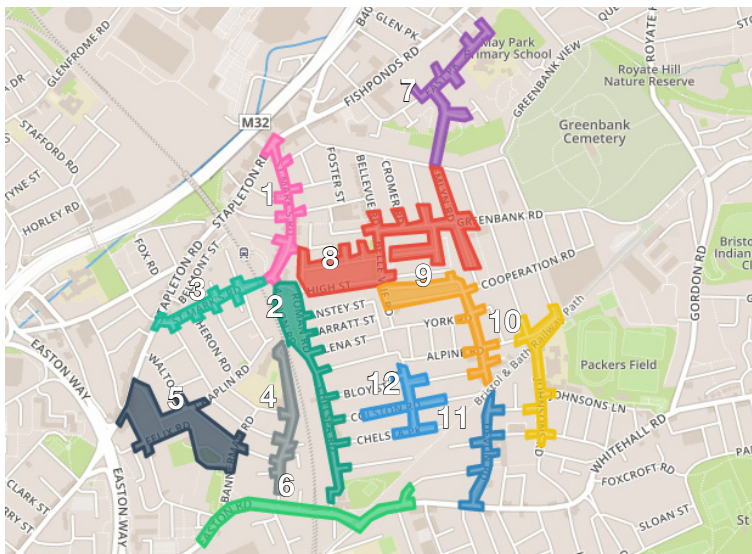
"Too many cars makes walking with children dangerous. Encouragement for cycling and walking is needed"

"As cyclist I am often nearly forced into a parked car as I cycle along as a car tries to overtake me."

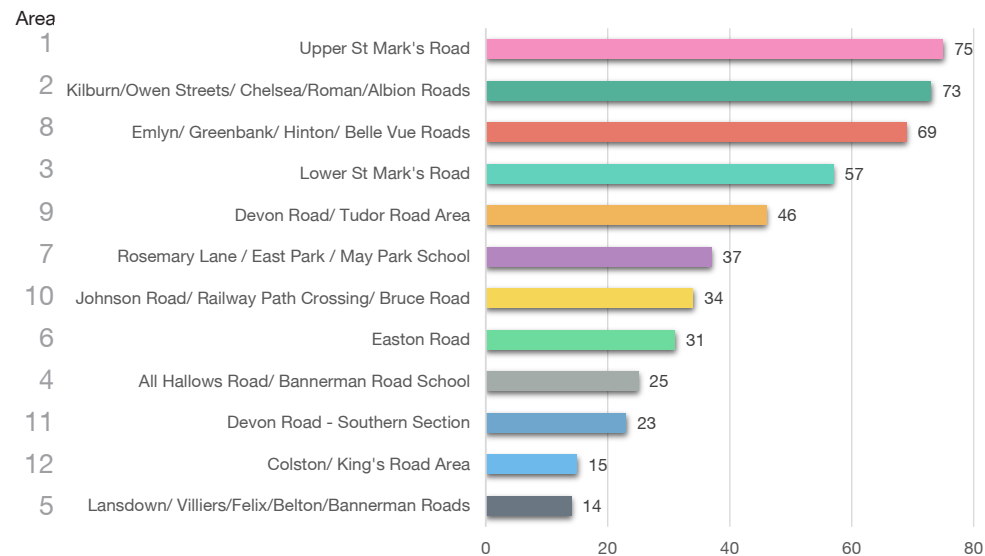
"People drive way too fast along both these streets putting pedestrians, cyclists and themselves at risk."



2 Prioritising



Prioritising Results by Area





The purpose of this phase was to agree a series of focussed priority areas, as well as determining the level of appetite within the community for various design approaches.

Findings from the previous stage were grouped into a series of geographical areas. Participants were invited to select the areas of most importance to them.

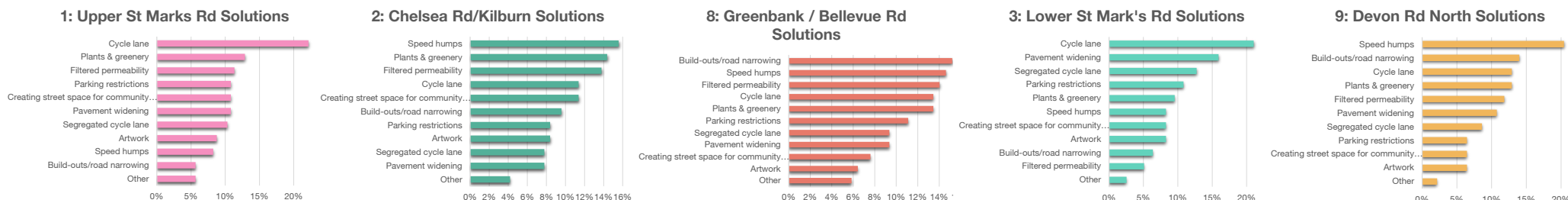
They were also presented a list of potential design approaches, ranging from light touch art, through to filtered permeability, and asked to select which solutions represented their preferred approaches for their selected areas.

It was decided that to ensure reasonable impact from a tight budget, the top 5 areas chosen would become the focus for on-going engagement. These were; Upper & Lower St Mark's Road, Chelsea Road, Greenbank/Bellevue Road and Devon Road. Evidencing the level of concern and appetite within the community to address issues around safety associated to vehicle volume and behaviour, all but one of these areas cited filtered permeability within the top 3 choices for preferred intervention choices.

 **7** Pop-up street events mirroring the previous stage

212 Participants in stage 

Preferred Solutions picked by participants for the Top 5 Areas



Aggregation of top 5 prioritised areas



The map above shows an aggregated picture of the top 5 prioritised areas.

Focussing on these areas, information gathered was used to develop a strategic plan. The aim was to create a series of safe, traffic calmed routes connecting key locations; St Mark's Rd, May Park school, Bannerman Rd school, Whitehall Street school, Bellevue Park, Albion Green, Easton Community Centre as well as routes in and out of Easton.

Along the route, a number of key junctions were identified, that would require improvements in order to reinforce this route. These junctions would then form the focus of further co-design workshops aimed at developing specific design improvements at each location.

Strategic Plan - 1st draft



3 Co-Design

Filtered permeability

A small number of locations were proposed, these were; 2 locations at High Street/St Mark's Road, and Rosemary Lane. The closures around St Mark's Road aimed at addressing community concerns around traffic volume and through traffic, particularly of large vehicles. There had been significant concerns related to volume of traffic and driver behaviour around Rosemary Lane. Issues around Rosemary Lane were further reinforced as it is a key route for children traveling to and from May Park School. Pedestrians and cyclists would still be able to pass along these sections of closed road.

Through the co-design process, 2 further closure points were identified; Albion Road railway bridge, and York Road. Albion Road is key route to Bannerman Road School, and parents raised significant safety concerns around the volume of traffic and driver behaviour. Closing York Road at the selected point would remove the potential of vehicles to use it as a cut through from Chelsea Road to Bellevue Road.

St Mark's Road

In addition to filtered permeability at the locations mentioned, the initial strategic plan also included a proposal to change the direction of the existing one-way system, and extend it along the entire length of St Mark's Road. A number of concerns were raised about these proposals by shop keepers relating to access of delivery vehicles. As a result of this, it was agreed not to implement these proposals. Amendments to this proposal will now consider extending the existing one-way system to the junction with Lawrence Avenue. It is still proposed to put filtered permeability on High Street close to the junction with Church Street with another closure at the top of Chelsea Road close to Lena Street.

Schools - Art

A local artist was commissioned to work with May Park Primary School, Whitehall Street Primary School, and Bannerman Road Primary School. The objective was to produce pieces of art representing the community, that will later be used at points along the route to further reinforce both the route and local identity.

What you told us

- Speeding and dangerous driving behaviour
- Pavements are too narrow
- Parking on pavements and at corners forcing people onto roads
- Poor/difficult crossings
- Cycle parking needed
- Often congestion & rat running

Outputs from workshops

- Physical traffic calming to reduce speed and improve driver behaviour - speed table (budget allowing)
- Increase pavement width where possible with bollards to protect pavement and stop pavement parking
- Crossing points with informal designs and artwork
- Parking restrictions at corners
- Loading bays for shop and pub
- Cycle parking serving the shop and pub
- Planting - built-in
- Cycle parking for pub/shop

What you've told us

- Great shopping street
- Behaviour of drivers making junction and area around feel unsafe
- Too car dominated - more priority for pedestrians & cycling would improve the feel
- Narrow pavements - not enough room for pedestrians
- Exacerbated by unrestricted & inconsiderate parking - delivery vehicles particularly are an issue
- Cycling contraflow works badly - poorly marked
- Congestion and rat-running
- Safer crossing points needed

Outputs from workshops

- Physical traffic calming at junction including road closure - wide support.
- Wider pavements where possible, and protection from pavement parking particularly under the bridge.
- Restricted parking on corners
- Introduce new re-aligned and extended one-way system.
- Improve crossings - informal, including informal artwork
- Clearer cycling route
- Cycle parking
- Planting - not planters

There were a number of concerns from businesses related to access of delivery vehicles, therefore these proposals are being re-considered

Outputs from workshops

- Rosemary Lane - key route to school & park key destination
- Busy rat running route - making roads and crossings difficult and dangerous - particularly for children
- Behaviour of drivers making junctions and area around feel unsafe
- Exacerbated by unrestricted & inconsiderate parking (Hinton Rd/Greenbank Rd Jct) - delivery vehicles particularly are an issue
- Speeding along Rosemary Lane
- Safer crossing points needed

Outputs from workshops

- Physical traffic calming including raised table at Robertson Rd/Emlyn Street junction and closure to traffic at Rosemary Lane.
- Restricted parking around corners
- Improved crossing points - block colour
- Wider pavements where possible
- Planting - built in
- Artwork working with the school

Strategic Plan - Final

KEY:

- Quiet route
- Focus Junction
- Workshop Area Focus
- Proposed filtered permeability
- Proposed one-way traffic
- Existing one-way traffic
- Workshop Location

What you've told us

- Speeding and dangerous driving behaviour
- Key route to school - lots of children
- Poor/difficult crossings
- Pavements are too narrow - especially with prams
- Rat running
- Albion Green is great

Outputs from workshops

- Physical traffic calming - close bridge to traffic.
- Raised crossing to provide clear safe crossing point - block colour or paved.
- Wider pavements where possible
- Increased cycle parking
- More planting - built in, not planters
- Filtered permeability at railway bridge and Chelsea Road/Lena street.

What you've told us

- Fast and dangerous driving behaviour making the road feel unsafe - more priority for pedestrians & cycling is needed
- High levels of through traffic & rat running - congestion or speeding, depending on time of day
- Poor/dangerous crossings - key route across the area including school
- Narrow pavements - not enough room for pedestrians
- Parking at junctions blocking paths and crossing points

Outputs from workshops

- Physical traffic calming - raised tables around Bruce Road and at point where road turns into lane at northern end of Devon Road.
- Introduce pavements where currently none exist and widen at other points where possible.
- Improved crossing points - important
- Restrict parking at corners
- Planting - built in

Outputs from workshops

- Road closure to prevent opportunity for traffic to cut through from Chelsea Road to Bellevue Road

Co-Design Phase I

243
Participants
in stage

5 Workshops
at locations
across Easton

5 Workshops were held, in or around each of the focus junctions. The purpose of the workshops was to discuss the general strategy, and develop and begin to agree a more refined approach to improvements at each of the focus junctions. Participants were asked to consider specific issues at each junction, indicating their preferred design approach. These included; traffic management, crossings, pavement width, planting and bike parking.

Co-Design Phase II

92
Participants
in stage

5 Workshops
at locations
across Easton

Comments captured during the previous workshops were developed into a series of sketch proposals. The sketches aimed to address key, prioritised issues previously identified at each location, as well as preferred design approaches.

Participants were asked for general feedback and asked to contribute to the development of the designs and the updated overall strategy. They were also again asked about acceptable design approaches aimed at addressing specific issues, such as raised tables, filtered permeability, use of bollards etc.

As well as responses and contributions to the designs developed to date, a number of additional outputs were suggested. These included 2 additional locations for filtered permeability; at Albion Road railway bridge close to the entrance to Bannerman Road School, and the junction of York Rd and Lena Avenue to reduce opportunities for alternative rat-running routes.

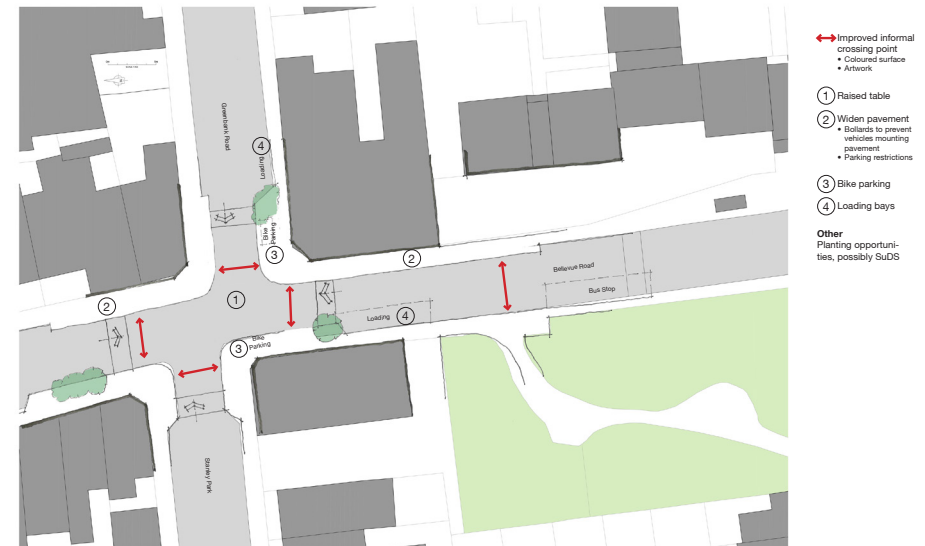
Another key location that became a focus during the last 2 engagement phases, was Devon Road, and the demand for a crossing between Alpine Road and railway bridge. This crossing is an existing Neighbourhood Partnership priority, and is being developed by Bristol City Council Highways Officers. Engagement delivered through Safer Streets has further reinforced the demand within the community for traffic calming measures and better crossings along Devon Road. It is still envisaged that this crossing will be delivered through the Neighbourhood Partnership.

The proceeding drawings summarise the design outputs for each focus junction, as developed through co-design stages I & II. These sketch designs have now been submitted to Bristol City Council highways engineers, who will develop these sketch solutions into a series of detailed designs. Once developed, the detailed designs will be displayed at a series of community events currently being planned.

Outputs from Co-design phase 2

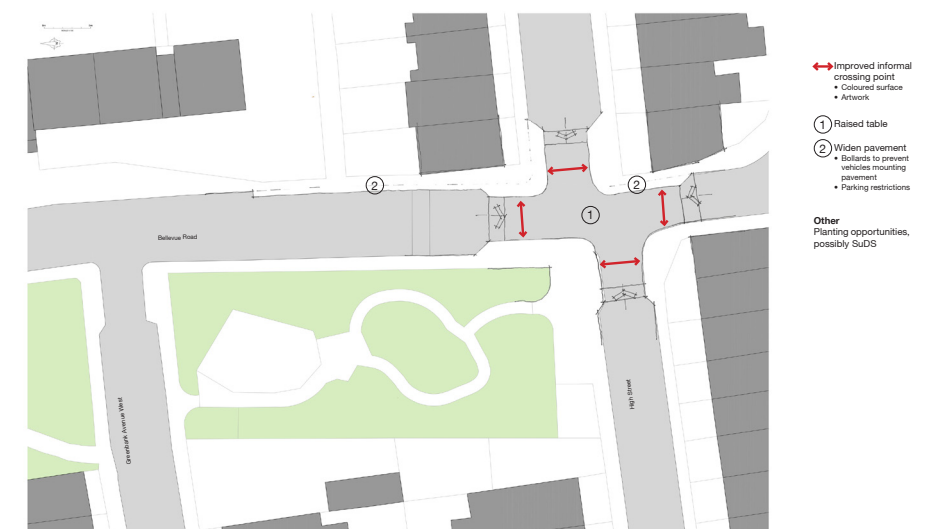
Easton Safer Streets

• Bellevue Rd & Greenbank Rd



Easton Safer Streets

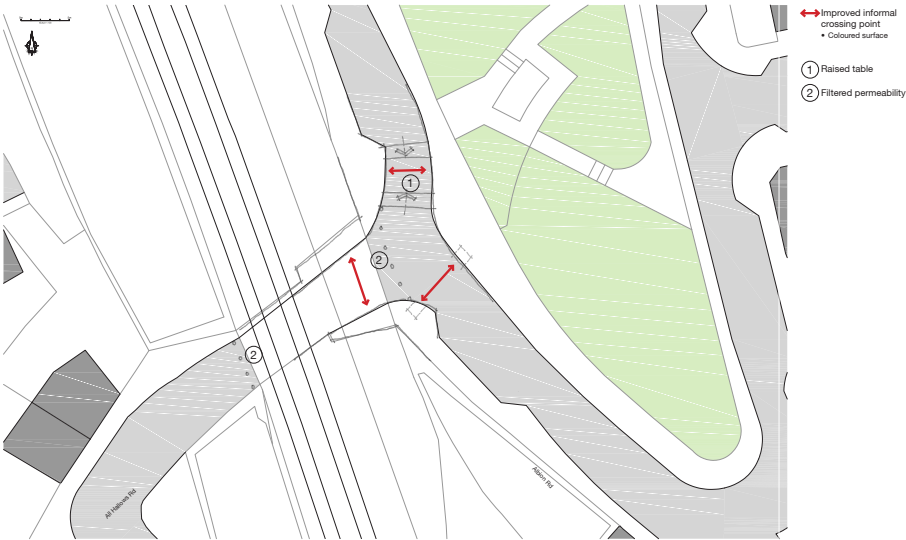
• Bellevue Rd & Washington Av



Outputs from Co-design phase 2

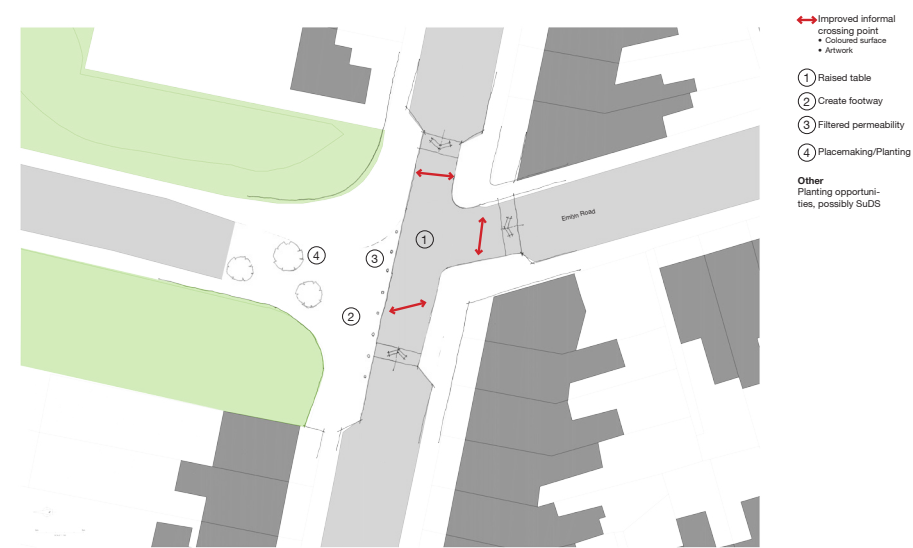
Easton Safer Streets

• Albion Green



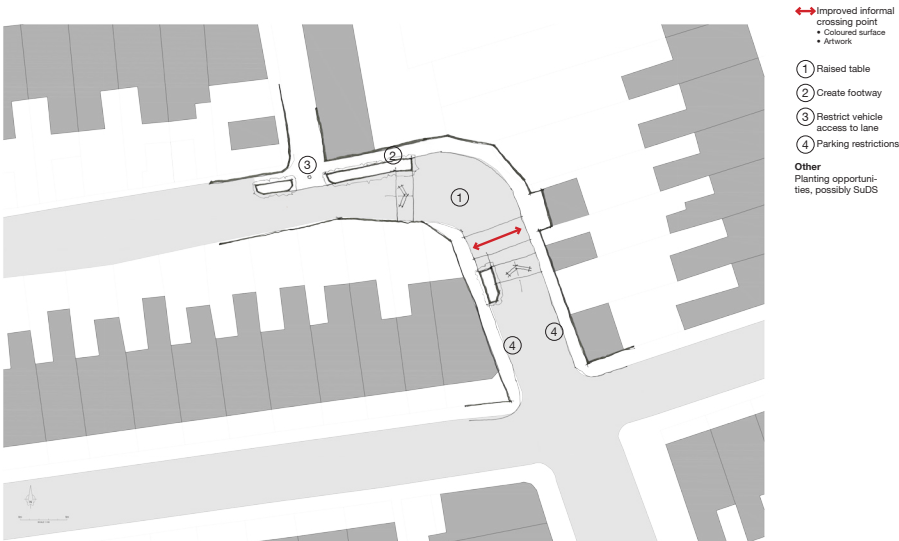
Easton Safer Streets

• Rosemary Lane / Robertson Rd / Emlyn Rd



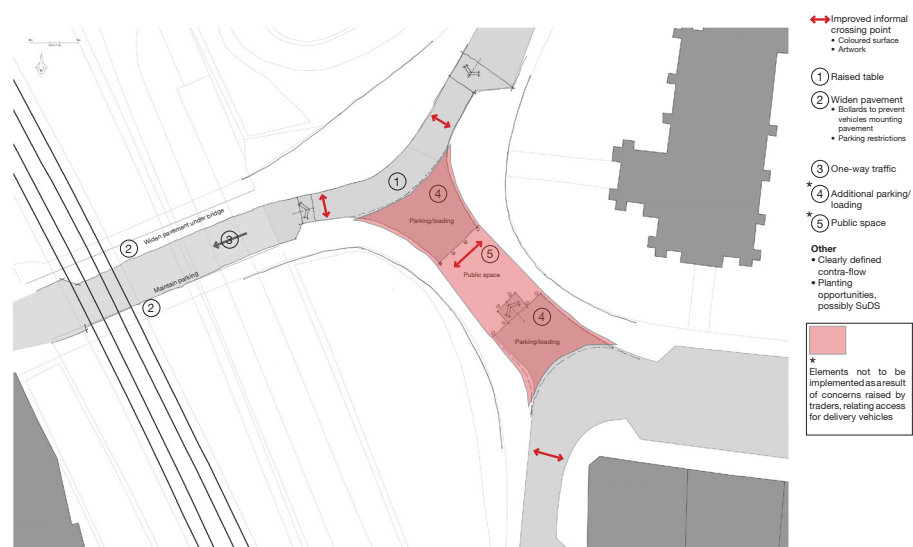
Easton Safer Streets

• Devon Rd



Easton Safer Streets

• St Mark's Rd



4 Conclusion

Over a 12 month period, Easton Safer Streets has engaged with in-excess of 855 residents and captured over 1000 comments.

24 accessible and interactive workshops held across Easton have identified key issues related to walking and cycling throughout the area, and residents have demonstrated a demand and a clear appetite to address these issues by means of a series of interventions throughout the area.

In addition to the on-street workshops and on-line mapping, meetings and workshops were held with:

- May Park Primary School
- Whitehall Street Primary School
- Bannerman Road Primary School

Presentations have been given to the Neighbourhood Partnership, the local sub traffic and transport group and disability forum. Local businesses have been extensively engaged, and Sustrans will continue to engage and deliver events until April 2017

The geographical extent of project delivery has been prioritised and agreed, and a series of co-design workshops have developed and agreed outline proposals, providing a series of community led design solutions meeting the needs of the Easton Community.

