Easton Safer Streets - Project Progress Summary

BRISTOL

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

June 2016
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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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 now gathered the views of many people living and working in the area, using an online portal and on-street events. This report summarises the information gathered, and sets out the next steps in the 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 something which is welcomed by Easton’s residents, and helps to make their streets safer for all road users.
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 online mapping portal was used to give those who were unable to attend the events an opportunity to participate in the process.

“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.”
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.

**Preferred Solutions picked by participants for the Top 5 Areas**

1. **Upper St Mark’s Road Solutions**
   - Cycle lane
   - Plants & greenery
   - Filtered permeability
   - Pavement widening
   - Creating street space for community
   - Artwork
   - Speed humps
   - Build-out/road narrowing

2. **Chelsea Rd/Kilburn Solutions**
   - Speed humps
   - Plants & greenery
   - Filtered permeability
   - Cycle lane
   - Creating street space for community
   - Artwork
   - Segregated cycle lane
   - Pavement widening

3. **Greenbank / Bellevue Rd Solutions**
   - Build-out/road narrowing
   - Speed humps
   - Filtered permeability
   - Cycle lane
   - Plants & greenery
   - Pavement restrictions
   - Artwork
   - Segregated cycle lane
   - Creating street space for community

4. **Lower St Mark’s Road Solutions**
   - Cycle lane
   - Pavement widening
   - Segregated cycle lane
   - Parking restrictions
   - Plants & greenery
   - Speed humps
   - Artwork
   - Build-out/road narrowing
   - Filtered permeability

5. **Lansdown Villiers/Felix/Belton/Bannerman Roads**
   - Cycle lane
   - Plants & greenery
   - Pavement widening
   - Segregated cycle lane
   - Parking restrictions
   - Artwork
   - Build-out/road narrowing
   - Filtered permeability

212 Participants in stage
7 Pop-up street events mirroring the previous stage
Next Steps

Focussing specifically on issues around creating safer, more effective streets for walking and cycling within Easton, to date the process has engaged with over 520 participants who have given in excess of 759 comments.

Residents have prioritised the areas most important to them, and demonstrated through selecting their preferred design solutions, that there is a clear appetite within Easton to make changes to the streets that will provide a safer and more effective environment for walking and cycling.

Co-design workshops will be run with the community focussing on the area prioritised by the Top 5 locations from the previous stage. This area can be seen below.

Future project milestones

- Community co-design events will take the form of advertised interactive design workshops facilitated by Sustrans.
- Co-designed concept designs will be drawn up following the workshops, and presented back to the community where appropriate.
- Where appropriate, outline designs can be tested using temporary materials, during short duration street trials. This will allow the community, and other stakeholders to test design elements within a real setting, and amend and adapt designs to meet the needs of the community of Easton.
- Throughout this process we will be looking to recruit Community Champions to ensure the project's legacy.
- Construction will take place followed by legacy celebrations and rides supported by Sustrans.