

Bristol Bridge Feedback for Redcliffe & Temple BID – July 2021

Following the decision to permanently close Bristol Bridge to private motor vehicles, the Redcliffe & Temple Business Improvement District (BID) contacted employers in the Redcliffe and Temple Quay areas to gauge their opinion and seek advice on whether there were further actions the BID or the council could take to mitigate against the changes. 13 businesses came forward to offer their feedback.

Overall, businesses noted that relatively few of their staff/customers drive to work and they welcomed efforts to reduce private car use and improve walking, cycling and public transport facilities. This fits with many businesses' sustainability goals. Businesses did however raise concerns that the signage could be improved, and that traffic was being pushed onto to other roads in the city, namely Park Row and Coronation Road.

Feedback from businesses focussed on the following themes:

- Signage
- The impact on the wider road network and journey times
- Possible exemption for delivery vehicles
- An improved walking and cycling experience
- The timing of the consultation
- Comments regarding other movements and issues in the area

Signage

A number of businesses expressed concerns that the signage is not clear and that the number of vehicles being fined reflected this. Points were raised that the official signage is not intuitively obvious that it means 'no private cars', acknowledging that the signage is of course correct according to the Highway Code! Businesses in Bath Street also raised the point that the right run from Victoria St to Bath St is behind the signage and hidden by the central reservation and has therefore been made more confusing for those that are new to that junction. (Appendix A)

Impact on wider road network

Anecdotally, people we spoke to were concerned that traffic had been pushed from Baldwin Street/Bristol Bridge to other roads in the city, namely Park Row and Coronation Road. Businesses were concerned at the pollution levels that these roads would be facing as well as impact on journey times. It was felt that BCC could publish data on pollution and journey times on these roads to mitigate some of these fears.

Possible exemption for delivery vehicles

Points were raised about the prospect of an exemption for delivery vehicles (especially electric vehicles), possibly during set hours of the day. It was felt this would speed up journeys for deliveries and therefore improve efficiency, especially within the city centre. One business with a café in Clifton and Redcliffe explained how much time the restriction was adding to that particular journey. On this note, the BID is happy to promote the use of cargo bikes as an alternative to other vehicles if this help would be appreciated by BCC/WECA.

An improved walking and cycling experience

Respondents felt that the restrictions in vehicle movements have led to an improved walking and cycling experiences, even without any public realm or infrastructure improvements. This is particularly welcome by businesses where employees are encouraged to use their lunch break and get some fresh air! Businesses are keen to support further efforts to improve cycle safety as this is a growing concern for staff that cycle and want to cycle.

Timing of the consultation

Concern was expressed that given the Covid restrictions, the impact of the Bristol Bridge restriction couldn't be assessed in isolation. Respondents wondered whether allowing the consultation and decision-making process to extend into the Autumn would have given more of an opportunity to compare traffic movements with pre-March 2020 (lockdown) data. As above, could the council share more data regarding this to ease these concerns.

Comments regarding other movements in the area

Finally, the following issues/comments were raised regarding other movements in the area:

- Businesses would welcome improvements to Victoria Street including improved crossings, continuous footways, public realm spaces and a separated cycle lane.
- It is believed that since the Temple Gate and Bristol Bridge changes, more vehicles are making the Counterslip > Victoria Street > Redcliff Street movement. This is causing increased traffic levels on Redcliff Street, with cars backing up due to challenges getting out onto Redcliffe Way/Hill
- The width of the junction at Redcliff St / Victoria St and the number of vehicles making this movement is a major safety issue, especially for pedestrians. Could something be done, even as a short-term fix, to reduce the radius of this left turn at the junction. (Appendix B)



Appendix A



Appendix B