

***Bristol Walking Alliance (BWA) supports the Experimental Traffic Regulation Order that has restricted vehicle access at Bristol Bridge and at the west end of Baldwin Street.***

We support the continuation of the Bristol Bridge Experimental Traffic Regulation Order (ETRO) on the basis that it is:

- reducing congestion in the city centre;
- reducing carbon emissions and air pollution;
- improving access for pedestrians;
- reducing bus journey delays;
- contributing to better safety, security and health for residents and visitors to the city centre;
- improving quality of life and creating a healthier environment.

All these things contribute to making the city centre more welcoming, safe, convenient and inclusive for those on foot.

We believe there is immediate further scope for adjusting the timings of the lights-controlled pedestrian crossings to reduce the waiting times for pedestrians, given the reduction in traffic.

We would also urge the signage associated with the traffic restrictions be improved so that drivers are not caught unawares and fined, leading to unnecessary antagonism.

In time, we would like to see further changes to the public realm to make the space feel more welcoming by reclaiming some of the road space to use for street trees and planters, and by reducing the width of Baldwin Street and High Street to provide shorter and more frequent opportunities for pedestrian to cross.

It is unfortunate that, due to further Covid-19 lockdowns, it has not been possible for many people to experience the improved pedestrian environment during the initial six-month period. We believe it is important, therefore, that these experimental changes are continued for a further period of at least six months to enable proper evaluation of their effect when city-centre movements have returned to more typical levels.

Some people will be against the changes because they constrain their travel options, so it is vital to explain the big picture. We would strongly encourage the Council to explain to the public its overall transport strategy and plans, of which these changes are part, particularly in the context of the 2030 zero emissions target. Such an explanation is in the ETRO 'Statement of Reasons', and in the City Centre Framework, but it needs to be promoted more widely.

Bristol Walking Alliance  
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