



Making Roads Safer

BANNERMAN ROAD PTA

ALBION GREEN/ALL HALLOWS DESIGN COMMISSION AND PUBLIC EVENTS PROGRAMME

FINAL REPORT



INTRODUCTION

The junction of Albion Road and All Hallows Road in Easton, Bristol was closed to traffic in 2019, with pedestrian and cycle access only. Bannerman Road PTA worked with designer Bahbak Hashemi Nezhad to produce a new design commission and public event programme to improve the experience and the environment around the school. The designer worked with children from the Bannerman Road Community Academy and residents to generate a dialogue about the area and reflect the diverse community that inhabits this space in the design process. The PTA worked with Easton Safer Streets / Bristol City Council to create the area as part of the construction process to close the junction.

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1. OBJECTIVES

The closure of the junction at All Hallows and Albion Road in Easton was confirmed in 2017. The decision to close the road followed a consultation process led by Sustrans and Bristol City Council with residents of Easton, that had the aim of increasing levels of street safety by encouraging more walking and cycling. The junction, which is directly outside the entrance to Bannerman Road Community Academy, was prioritised due being a key route to school with high numbers of children and families at peak times. Identified issues included speeding and dangerous driving behaviour, poor/difficult crossings, narrow pavements, and rat running/through traffic. The Easton Safer Streets project was supported through the Cycle Ambition Fund to deliver the closure and a speed table to create a better environment for walking and cycling to school.



The junction at All Hallows / Albion Road in 2017

To build on the changes proposed through the street closure, Bannerman Road PTA, with the support of the Road Safety Trust, commissioned artist Bahbak Hashemi-Nezhad as Lead Designer to produce a new design for the area alongside a public event programme, to improve the experience and the environment around the school and initiate dialogue and reflection in the diverse local community. The project aimed to:

- Create a versatile new pedestrian space and change the perception of its use
- Create a safer environment by changing the attitudes and behaviour of road users
- Encourage alternative forms of transport
- Facilitate the opportunities for physical activity on the way to and from school
- Give children greater visibility and sense of belonging in their city and neighbourhood
- Encourage young people to understand how cities are shaped, and the impact of design on public space
- Build community relationships and a greater sense of empowerment and belonging in the local area

- Ensure that the new public space created by the road closure benefits the whole community

2. OUTCOMES

The aims and objectives of the project were addressed through new partnerships, a specialised support structure, collaborative co-design, infrastructure, and engagement, as described in the sections below. Detailed findings from our evaluation regarding the impacts resulting from the project are further outlined in the 'Evaluation' section of this report.

2.1 Partnerships

Easton Safer Streets / Bristol City Council

Easton Safer Streets delivered the road closure. They worked from within Bristol City Council to manage construction, overall budget, and the relationship with contractor ETM.

Sustrans

Sustrans led the consultation process that resulted in the decision to close the road in 2017. Sustrans have continued to support the project through evaluation, running extensive community surveys from baseline to endpoint, and assisting the project team in analysing the results.

Bannerman Road Community Academy

The school supported the commission process through facilitation of workshops and events with children and adults, use of learning time and active communication with parents and families throughout the process. The school has worked with children to track their journeys to and from school using the Living Streets WOW Walk to School Tracker tool, with data collected to indicate the before and after impact of the road closure. The school continues to be actively engaged in future uses of the space and engagement activities and events.

Bristol University

Bristol University's REPLICATE Project was a five-year European pilot project aiming to improve quality of life in the Ashley, Easton, and Lawrence Hill area by working with people to explore how technology could help to tackle local issues. REPLICATE monitored air quality around Bannerman Road Community Academy, and shared data to evidence the impact on the road closure on areas that might be affected by increased traffic (a key concern raised during the 2017 consultation process led by Sustrans).

Network Rail

Network Rail own the bridge over the junction, which became a key element of the design. The

PTA have worked with Network Rail to deliver the changes to the bridge and maintain the area, providing a new opportunity for Bristol City Council to collaborate with Network Rail.

2.2 Support Structure

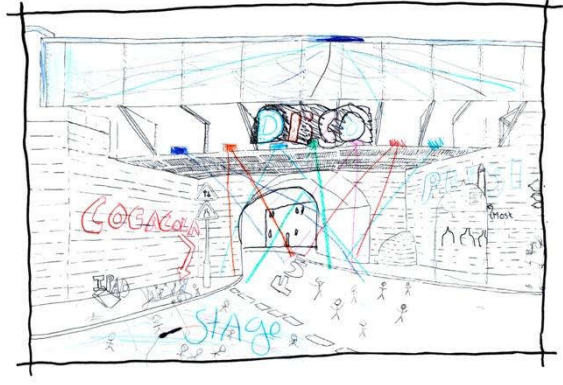
A Steering group was set up to oversee development of the project and support the evaluation process. The group comprised a highly skilled set of professionals, many of whom provided their expertise as an in-kind contribution to the project, as well as bringing in diverse perspectives from the communities and wider stakeholders that they serve.

The steering group was responsible for selecting the artist from a shortlist researched by the Project Manager and overseeing the work of the Project Manager and development of the commission.

2.3 Collaborative Co-design

The proposal for the design of the new pedestrian area was created through a collaborative design methodology. The Lead Designer led workshops for year 5 children at Bannerman Road Community Academy, who were asked to think through the use of the area and how it could be improved, through drawing and making.





For the school's summer fair in 2018, the road was temporarily closed, and the artist and children turned the area into a pizza restaurant; engaging parents and passers-by in the project idea, mapping people's journeys and discussing the future use of the space. This was also used as an opportunity to prototype the space, testing considerations such as footfall flow, capacity, and residents' behaviours to inform the design.



Pizza restaurant / consultation event

The conversations, drawings and notes from the workshops and fair were used as material by the designer to inform the design proposal, which incorporated the following key ideas,

- Safety: clearly defined pedestrian area, cycle ramp, bollards, street lighting and lighting under the bridge
- Identity: a name, helping people to describe the area and value it as a shared space
- Comfort: social spaces with seating, a playful contrasting colour scheme to brighten and define the space



Artist visualisation

2.4 Infrastructure

The road under the bridge was closed in July 2019, a new raised table was built to slow traffic and a roundabout was created at the bottom of All Hallows Road. The design that was created through the commission process was also implemented. These changes included:

- Painting the bridge and painting the new name using an especially designed font by Studio Ard, helping people to describe the area and value it as a shared space,
- New seating for comfort and gathering,
- A stage area, suggested by the children as a platform and performance space,
- New bollards painted to match the bridge, all different creating a playful 'museum of bollards',
- A clearly defined pedestrian area created through a large, coloured surface.



Frog Marsh, west



Frog Marsh, east

The Project Manager and Lead Designer worked closely with Easton Safer Streets / Bristol City Council and Network Rail throughout the process, with support from specialist contractors such as Paintel, who managed the work on the railway bridge, and Mark Harris, an independent artist and producer who built the furniture.

2.5 Engagement

An engagement programme raised awareness of the project and the road safety issues addressed through the road closure; and facilitated the process of sharing and consulting residents on the design proposal. The programme included:

- A street party with Playing Out as part of School Streets Day, with workshops and food from local community group Somali Kitchen,

- A Halloween event with a lantern parade, in partnership with the Friends of Belle Vue and Albion Park group, with an interactive performance from local theatre company Cat and Mouse,
- A Christmas tree sale and market with performance by Reverb,
- A digital campaign to decide the name for the new area, to be painted on the bridge. Frog Marsh was selected – the historical name for the area,
- A series of banners by artist and illustrator Peter Judson for use at events to help communicate the aims of the project and build interest in the commission.



Street party



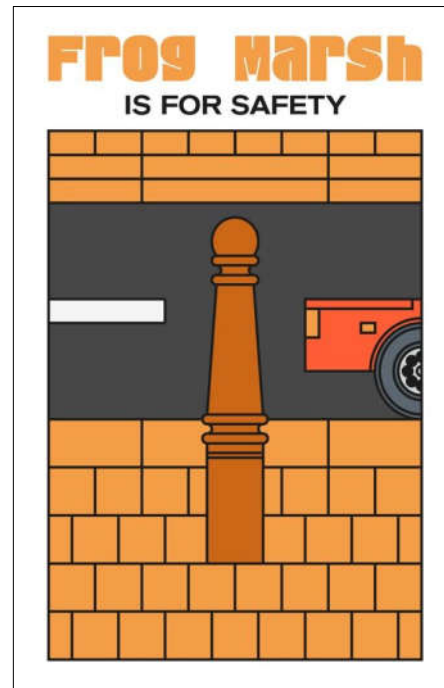
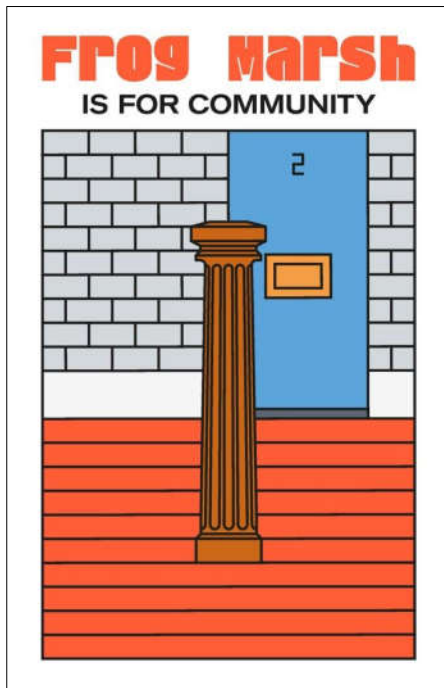
Christmas tree sale



Christmas tree sale



Halloween theatre performance by Cat and Mouse



Banners by Peter Judson

A launch event was planned for April 2020, but this was postponed due to the Coronavirus pandemic. With schools and parks closed, public spaces became more important than ever for children living in urban environments, who had little access to green space. In response to the changing circumstances posed by the pandemic, to engage audiences and support local parents, the Lead Designer produced a downloadable pdf resource of games and activities that can be played in the space (see appendix 7.3).

In July 2021, a day of activity in the space was organised for children at the school. This was the first time since the pandemic that the space was used in this way, and the artist ran a series of workshops for the children with loose play parts. Following this, a consultation event gathered

feedback from parents and residents on the impact of the road closure, the design of Frog Marsh, and people's experience of the area.

3. ACTIVITIES, MILESTONES AND OUTPUTS

Date	Activity	Milestones / Outputs	Notes on changes / delays
Dec 17	Framework	- Project Manager contracted - Partnership agreement in place - Framework for monitoring and evaluation set ^[1] _{SEP}	Delivered on schedule
Jan-18	Framework	- Support structure developed to oversee the project planning including steering and management groups - Artist research (studio visits / discussion)	Delivered on schedule
Apr-18	Artist selection	- Artist selected - Commission process starts	Delivered on schedule
Jul-18	Design development Consultation	- Workshop process starts - End of TRO and Statutory consultation process	Delivered on schedule
Oct-18	Design development	- Final design proposal developed - Commission proposal consultation	Delivered on schedule
Jul-19	Construction	- Road Closure construction starts - Design commission production	The construction works were due to start in Sept 2018, but postponed due to schedule changes by Bristol City Council
Oct-19	Engagement	- Public programme starts	The programme started later due to the postponed construction
Jan-20	Construction	- Construction completed	Construction works took longer than anticipated, so were undertaken in two parts to manage access during term time

Mar-20	Engagement	- Engagement event cancelled	The launch event was cancelled due to the Covid-19 pandemic
Jul-20	Engagement	- Games PDF produced	An additional output that was designed to support people during lockdown and engage them in the project.
Jul-21	Engagement	- Engagement activities - Final evaluation	The launch event was reconsidered due to the pandemic and the risk associated with people gathering. A workshop day for children at the school was run at Frog Marsh, followed by a consultation event and debriefs with the project team and key stakeholders to support evaluation.

4. DISSEMINATION AND NEXT STEPS

Information and updates have been shared through:

- Social media through Facebook, Instagram and Twitter, though dedicated accounts and the PTA accounts. Local networks and individuals have also shared or forwarded posts.
- School communications including regular newsletters and text updates
- Local newsletters such as Up Our Street, Eastside Community Trust.

The project was presented at *Towards the Child Friendly City*, an international conference in Bristol in November 2019. The conference built on the growing international movement for the world's cities to do more to promote the health and wellbeing of young people and to protect children's rights in the urban environment. It highlighted the latest research, policy initiatives and practice innovations from the range of sectors impacting on children in the urban environment, including planning, traffic, transport, and housing, as well as play, youth, parks and leisure. Frog Marsh was included in an exhibition at the event and the PTA hosted two site visits for delegates.

The project has been picked up by local press and was featured in Bristol 24/7ⁱ and Bristol Threadsⁱⁱ. The lead designer was interviewed for Public Art, issue 3 and ICON (due out in Autumn 2021). He has also presented the project for Graphic Design Students at the University of the West of England, the Architecture department of Sheffield Hallam University, and as part of a Co-Designing Innovation workshop designed for the Royal College of Art (<https://www.rca.ac.uk/study/programme-finder/co-designing-innovation/>).

Next steps to disseminate the learning and the project outputs will be:

- A national press release drafted following the sign off of the evaluation and final report, with information about the project and processes and key learning.
- A 'how to' document, aimed at other community initiatives and policy makers.
- A 3–5-minute digital video produced by the artist, including methods, tools and visual evidence from the process and outcome of the project. The film will be playful and engaging, communicating key messages while appealing to a range of audiences.

For further details, please see the Dissemination Plan (appendix 4).

5. ORGANISATIONAL IMPACT

Bannerman Road PTA is a charity committed to working with the school to make positive changes by addressing identified issues, embedding creative thinking and practice, and connecting the school and wider community. It was set up in 2017 following a street party where the road outside the school was closed to traffic, by a group of parent volunteers with specialisms in architecture, design, sustainable transport, curating and youth work. This project has been a key driver in defining and embedding a vision for the work of the PTA. It enabled an ambitious commission that has proved a platform for further work.

The PTA have been successful in two additional grants to support infrastructure changes that will address other areas around the school, creating a 'zone' where road safety and the experience of residents, particularly children, is prioritised. £15,000 was awarded by Ibstock Enover Trust for the rear entrance of the school on Graham Road, and a grant of £100,000 was awarded through Community Infrastructure Levy (CIL) funding in partnership with Felix Road Adventure Playground. The funding was awarded because of the work achieved with Frog Marsh, and will build on the project's legacy, allowing the school to continue to engage with parents, pupils and residents on issues around road safety and the built environment. The changes to the rear entrance of the school are in progress, and Bristol City Council Highways department are in the process of designing the wider infrastructure changes based on the CIL proposal (see appendix 7.5).

...the collaboration that was formed with Felix Road was invaluable and has longevity. (Cllr. Hickman, Margaret)ⁱⁱⁱ

The Greening Eastside stakeholder group was set up to continue the conversation about local infrastructure changes and ensure legacy and continued buy-in from the community. It has had several useful meetings, including a visioning session and local walk using Placecheck

(<http://www.placecheck.info>) to make notes about the area and changes that people would like to see. The group has also joined Eastside Places and Spaces, a placemaking group run by Eastside Community Trust, set up to increase opportunities for investment and policy change.

The school and PTA are working in partnership with arts organisation Take A Part, experts in socially engaged art and education. Take A Part will support a new programme of projects with artists, with the aim of embedding creative practice and culture in the school and community, facilitating further ambitious commission projects. The programme has been awarded £20,000 in funding from Heritage Lottery Fund and the National Lottery Community Fund.

ⁱⁱ Trevena, Lowie. *Frog Marsh: A New Community Space for Easton*. 22 Sept. 2020. Bristol 24/7. 23 Sept 2020. <<https://www.bristol247.com/news-and-features/features/frog-marsh-a-new-community-space-for-easton/>>.

ⁱⁱ *Frog Marsh: a new community space for easton*. 28 Sept 2020. Bristol Threads. 9 Dec 2020. <<https://bristolthreads.co.uk/home/frog-marsh-a-new-community-space-for-easton>>.

ⁱⁱⁱ 'Frog Marsh evaluation.' Email to Lucy Badrocke. 26 Aug. 2021.

BANNERMAN ROAD PTA
ALBION GREEN/ALL HALLOWS DESIGN
COMMISSION AND PUBLIC EVENTS PROGRAMME
EVALUATION REPORT



INTRODUCTION

This report is produced to accompany the Albion Green/All Hallows Design Commission and Public Events Programme Final Report and includes the data and materials referenced. It is also presented alongside the Road Safety Trust: Bannerman Road Technical Report by Sustrans, which is referenced in this document.

The evaluation process has been supported by partners (Sustrans, Bristol City Council and REPLICATE) and an Independent Evaluator. It has included surveys, data reports, interviews and feedback sessions with residents, students, parents and teachers, the Lead Designer, project partners and stakeholders, and the project organisers to measure impact on:

- Perception of road safety and attitudes towards road safety measures
- Support of active travel
- Perception of local the area
- Dialogue with local community
- Participants experience of taking part in the process
- Environmental changes

The evaluation framework for this project used a 360-degree Theory of Change methodology to track outcomes and changes across stakeholders from the start of the project wherever possible, comparing this baseline with data gathered at endpoint. We received a robust sample of responses to our community survey (canvassing opinions on the Frog Marsh area from a diverse population of parents, residents, and school staff) at both baseline in 2018 (110 responses) and endpoint in 2021(188 responses).

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1. EVIDENCE OF IMPACT

1.1 Perception of road safety and attitudes towards road safety measures

The decision to close the road was contentious and there were significant objections to the proposals to close roads in the area, which were presented to the community by Easton Safer Streets.

Easton Safer Streets as the background to the work proved a very problematic process with communities polarized unnecessarily. In my view, this was a reflection of other deep concerns in the area about poverty, inequality and gentrification which got transferred unnecessarily to the project. There was talk about the road closure creating a 'Great Wall dividing Easton' which was really unhelpful in terms of community development. (Cllr. Pickersgill, Ruth)¹

Despite these challenges, the results of our evaluation indicate that the project was significant in facilitating and improving perceptions of the scheme and growing greater understanding and buy-in around road safety and environmental issues in the area. Sustrans' community surveys on the project (conducted at endpoint in 2021) evidence a success in the perception of safety and changing attitudes towards road safety measures, with 77% of respondents to the community survey 'agreeing' or 'strongly agreeing' that the area is safer for walking and cycling, and 100% of project collaborators agreeing or strongly agreeing. 83.4% of all respondents felt that closing the junction at All Hallows Road and Albion Road has made the area safer.²

It is very interesting to me that there were a significant number of objections and the creation of a local group to oppose the work, and yet once the designs were in place we had no objections at all. Local people I spoke to since were very happy with the design and the new road layout and felt children in the area were definitely safer. I was really pleased with the final result and feel it definitely benefits the area and improves the traffic congestion around the school and makes pedestrian and cycling routes safer. (Cllr. Pickersgill, Ruth)³

There was also an increase in support for the permanent closure of the road, with 79.3% of survey respondents supporting (31.9%) or strongly supporting (47.3%) the permanent closure of the junction, versus 64.5% at baseline.

I'd love to see more closures such as this one. The speeds in the area have increased since Covid and we need to create better infrastructure for walking, cycling and families. (Local resident)⁴

A minority disagreed, although this was significantly reduced at endpoint (10.6% at endpoint versus 25.5% at baseline), and 10.1% of respondents neither agreed or disagreed (no change

from baseline). Some of the survey respondents disagreeing with the road closure and design solution commented that the measure is unfair for motorists and stated that it has created more congestion (though this is not reflected in air quality data, which notes a general decrease of harmful pollutants, see 5.6 Environmental Impact).

1.2 Support of active travel

For surveyed residents, walking is the preferred mode of travel to the school. The survey responses at endpoint in 2021 show a slight increase in respondents walking (2.5% increase) and cycling (0.6% increase), compared to baseline survey responses gathered in 2018. However, there was also an increase in respondents saying they drive to school (0.5% increase), along with a decrease of people saying they take public transport (1.2% decrease).⁵ These results are reflected in data collected by Sustrans, who captured a 40% (72 trips) uplift in walking along All Hallows Road, and a 77% (139 cars) drop in traffic volumes at 8am to 9am and 3pm to 4pm.⁶

1.3 Perception of the local area

The endpoint consultation indicates a considerable increase in positive perception of the local area. In response to the question 'the street is an enjoyable place to be', in 2021 57.8% of survey respondents agreed (37.4% agreed, 20.3% strongly agreed), versus 26.4% at baseline in 2018. The level of disagreement was significantly reduced at endpoint (12.8% at endpoint versus 43.6% at baseline), and 29.4% of respondents neither agreed or disagreed (no significant change from 30% baseline). 67.4% of respondents felt that the design of Frog Marsh has improved the street.⁷

I think that improvements have definitely been made to the Frog Marsh area. The road closure has improved safety and the signage, floor paint and street furniture in bright colours make the area relaxing. (Local resident)⁸

There is some negative feedback noted in the community survey, with some people reflecting that they don't like the design itself (11% disagreed that the design has improved the street) and commenting that the area feels unsafe at night.⁹ Concern and questions about the future maintenance and upkeep of the space were also raised by several stakeholders at endpoint interviews and in surveys. Several survey comments from wider stakeholders point to wear and tear. Bristol City Council are very supportive of the project and the ambitious design but have noted that with bespoke materials come issues around replacement and upkeep.¹⁰ Shifting priorities, such as the prioritisation of measures such as pavement widening to support social distancing, has led to ever more competition for resources, and their capacity to support long term maintenance is reduced.

1.4 Dialogue with local community

Despite challenges related to the impact of Covid-19 pandemic, the project was successful in engaging with an ethnically diverse demographic representative of Easton and Lawrence Hill's community through the design development, consultation, and evaluation.

It was really positive that the ideas for the project came from local people and the parents from the school etc were all involved in the design process, and so it was a good example of co-production. (Cllr. Pickersgill, Ruth)¹¹

For Bannerman Road [road closure], it was a challenge bringing people along with us. Working with Bahbak, taking the design that he had created as an artist with the community and turning that into reality was a new process for me. (Sam, Project Manager, Easton Safer Streets)¹²

Easton and Lawrence Hill have large diverse populations of migrant/refugee communities with 32,000 residents of which 48.75% are BAME. There are 345 children attending Bannerman Road Community Academy, 50% have access to pupil premium, 76% have English as a second language and 89% are BAME. Our endpoint survey indicates that the % of BAME respondents at 46.1% is slightly lower than the census for Easton and Lawrence Hill (46.1% versus 48.75% census data), but broadly reflects the diversity of the wider community. This was recognised as a particular strength of the initiative, as a result of the co-creation process with the artist, also identified by the local authority in our evaluation.

I personally felt that Albion Road was the most successful project in the Easton Safer Streets scheme and I think it is the one with the longest impact... It had the most buy-in from the community in terms of what we were trying to deliver in the rest of Easton as well. (Sam, Project Manager, Easton Safer Streets)¹³

Covid-19 has posed challenges in achieving the full scope of the community engagement programme, which was planned to take place following the completion of the space.

It's a shame we haven't been able to have so many events there as of yet. Hopefully more there in the future! (Local resident)¹⁴

1.5 Participants' experience of taking part in the process

The project offered skills development opportunities for stakeholders as well as professionals involved in the project in devising road safety and environmentally focused work and engaging with diverse communities on the vision, design, and stewardship of the space. This led to increased understanding of the tools and strategies to engage with communities and

stakeholders at local level.

It was really positive that as local councillors we were kept fully informed throughout the process and saw the designs as they emerged and were able to feed into the process. (Cllr. Pickersgill, Ruth)¹⁵

The learning curve was particularly positive for Bristol City Council, who have adopted new ways of working as a result of participation in the project. Sam Kirby, the Easton Safer Streets Project Manager, commented on the project's particular strength in engaging with local communities and stakeholders, stating that the process of collaborating with an artist and external project manager was valuable and created a positive 'stretch' in terms of the ambition for the space.

It was really interesting working with an external artist, as it is the opportunity to look at things another way...It opened my mind to the different ways you could do things... I have taken this on into the other projects that I work on and it would be great to work with artists again. (Sam, Project Manager, Easton Safer Streets)¹⁶

It was a collaborative approach and I thought this worked well. Lucy was fantastic at getting the scheme installed and managed some things that are quite difficult for the council. (Sam, Project Manager, Easton Safer Streets)¹⁷

The Lead Designer also responded positively in relation to his increased understanding of devising road safety and environmentally focused work:

It has been a stepping stone for other projects and I feel a lot more confident with projects of this nature as a result. (Hashemi-Nezhad, Bahbak)¹⁸

I think it was really important to have an artist involved and having the project lead who is knowledgeable about environmental issues and national best practice, but also who knew the area and the local issues well as this was all fundamental to getting the right design. (Cllr. Pickersgill, Ruth)¹⁹

This was the first time the school had worked in this way with an external project manager (Lucy Badrocke). The Principal also positively commented on the school's increased understanding of tools and strategies to engage with communities and stakeholders, as an outcome of this project.²⁰ Through the support of the Road Safety Trust, as well as the opportunity to collaborate with partners such as Bristol City Council, the project provided the school with external capacity, funding and support to facilitate this kind of work.

As a school we don't have the capacity to do it ourselves, but you can get great projects done by involving someone else in order to facilitate them.

(Prewett, Lynsey, School Principal)²¹

The project also offered new learning opportunities for children in the design of public space and long term, as the school continues to use the area as an extension of the classroom, will support students in understanding the public realm and engaging with their community.

... the space can be supervised by teachers but also to give the students a sense that they are now in the public realm and they have a different set of responsibilities. We created a small stage as it recurred in some of the children's drawings and we included elements like this that the children had come up with.

(Hashemi-Nezhad, Bahbak)²²

The parents' planning group also positively commented when asked about learning / gaining new skills as a result of their involvement, further stating that the learning from this project gave the community of the school a legacy to build on and the confidence to continue engaging in this kind of environmentally and road-safety focused work.²³ When asked to describe their experience of the project, the PTA and parents planning group used the terms "Child led/ Child friendly / Child centred", "Inspiring", "Interesting", "Fun' and 'Safety / Safer" as the most recurrent words to describe the project - indicating positive engagement with the themes and outcomes set out in the project's aims.²⁴

The success of the project relied on the contribution of volunteers, both from the PTA and steering group, and there is a question over how sustainable this way of working is, particularly in light of the extended schedule for the work. The parents planning group reflected that the design development required lengthy and challenging conversations with Bristol City Council, and the amount of time required for project management and consultation was underestimated. They acknowledged that public realm projects can be difficult, 'going above and beyond' can impact on the mental health and wellbeing of participants.²⁵

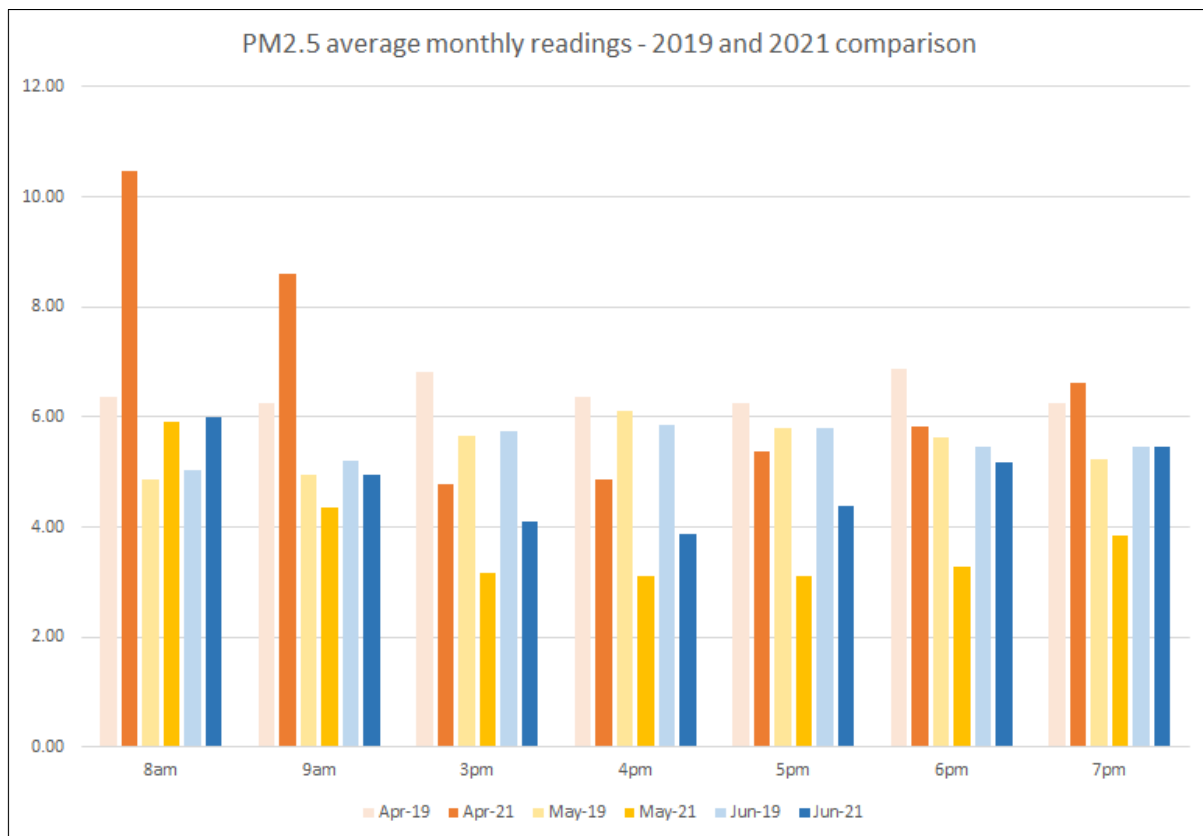
1.6 Environmental changes

Air quality at the rear entrance to the school on Graham Road was measured using a Luftdaten monitor, to indicate whether there had been an increase in harmful pollutants with traffic diverted due to the road closure.

Based on current evidence, PM2.5 is thought to be the air pollutant which has the greatest impact on human health. Both short and long-term exposure to PM2.5 increases the risk of mortality from lung and heart diseases as well as increased hospital admissions. Children

growing up exposed to PM2.5 are more likely to have reduced lung function and develop asthma. The UK government's Committee on the Medical Effects of Air Pollution (COMEAP) estimate exposure to PM2.5 attributes to 29,000 premature deaths in the UK every year.

Comparative data on levels of PM2.5 was recorded over three months (1 April to 30 June) in 2019 and 2021, and analyzed at peak times for road traffic pollution (8 am, 9 am, 3pm, 4pm, 5pm, 6pm and 7pm). The months were chosen to reduce the impact of domestic heating (wood burners). Other factors which have impacts on PM2.5 are humidity and temperature.



The results suggest that there was a general decrease in PM2.5 in 2021, except at 8am and 7pm during April and June 2021, where there were increased readings. The high April readings could be due to people still using wood burners to heat their homes at that time, during which temperatures dropped to -2 Celsius (the average temperature for Bristol in April is 11Celsius) ²⁶. Other factors that might influence the readings are cars idling and passing freight trains. Further analysis and research would need to be undertaken to draw concrete conclusions from the data.

2. DISCUSSION

A recent report by the Bristol Somali Forum and Bristol Somali Youth Voice has shown that the BAME communities of Bristol have been disproportionately affected by the Covid-19 pandemic.²⁷ The Somali community in particular, an estimated 10,000 people living predominantly in

Lawrence Hill, Easton and St Paul's, have been impacted through high infection rates, housing issues and low-paid precarious jobs. The school struggled to maintain contact and engagement with parents over the course of the pandemic, with families dealing with unemployment, isolation, mental health/wellbeing, and language barriers. The parents planning group commented on this at a focus group session at endpoint, noting that parents had been overall more removed from school life due to the pandemic.²⁸

Bannerman students have participated in workshops as part of the engagement programme to support them in learning to ride bikes, with trained instructors and free use of hire bikes, but there is clearly more that could be done to support local people to cycle or 'park and stride' rather than drive to school. The Lead Designer as well as the School Principal felt that engagement with the children was positive, but more engagement work could be done with the parents, noting it will take time and the school's continued support to change parents' attitudes towards parking / driving to school.²⁹

The pandemic reduced opportunities for parents to gather informally and at specific events and continues to have an impact on the ambition for the area to be a space for social gathering. The engagement programme was adapted so that the aims and objectives of the project could be shared, but the long-term impact of the pandemic on people's behaviour and the use of the area is difficult to predict.

3. CONCLUSION

Overall the community is very supportive of the road closure, but it will take time to change attitudes and ensure continued engagement with the community. The school is already taking ownership of the space and they will be an important stakeholder moving forward to ensure future sustainability, however support from the wider community/residents would be preferable as noted by the School Principal.³⁰ A possible solution currently in discussion is a 'Friends of Frog Marsh' group that would be responsible for maintaining networks and social media accounts, holding information about the area and the process for organising events, and managing a contact list of relevant stakeholders.

More could be done in the future though to engage the diverse community of the school following the impact of Covid through targeted engagement. The PTA and school are addressing this through a further engagement programme supported by Heritage Lottery and the National Lottery Community Fund (see Final Report, 6. Organisational Impact) that seeks to create opportunities for parents/carers to participate, building better relationships between the school, PTA and local families; and connecting and supporting vulnerable families for whom English is a second language.

Relying on volunteers and specialist freelancers to deliver work has given insight and brought new skills to the project, however the energy and effort required to see the project through to conclusion has been challenging. Added to this is the capacity of Bristol City Council to maintain the area during a period of reduced resources. In the future, resources should be allocated to remunerate the contribution of participants taking on specific responsibilities, and further contingency allocated to allow for schedule changes.

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5. APENDICIES

5.1 Living Streets Travel Tracker

Bannerman Road Community Academy April to July 2019

Trips	Base	Transport
83	4	Bus
1418	50	car
759	13	Cycle
325	0	Hop Off
2900	6	Park & Stride
39	1	Rail
569	10	Scooter
20270	195	Walk
92	0	Other

Bannerman Road Community Academy April to July 2021

Trips	Base	Transport
18	2	Bus
268	47	Car
270	11	Cycle
35	0	Hop Off
272	3	Park & Stride
4	2	Rail
254	11	Scooter
2621	170	Walk
5	0	Other

5.2 Interview, Lynsey Prewett

RST 52_3_17
Bannerman Road PTA
December 2021

**Albion Green/All Hallows Design Commission and Public Events Programme Interview,
Lynsey Prewett, Principal Bannerman Road Community Academy**

Date: 18 July 2021

Interviewer: Gaia Rosenberg Colorni, Independent Evaluator

1. Please tell me a little bit about your involvement with the Frog Marsh project.

- I was already in my post at the time, as Principal of the school.
- We wanted to make that space a community space and utilise what was going on in order to do that, working with the council.
- I was involved in little bits of planning at the beginning, and certainly involved in conversations about the space outside the children's centre building - what it would look like in terms of the road, and safety element down there.

2. Thinking of your experiences around the Frog Marsh project, how confident do you currently feel in dealing with projects of this nature? Has this changed since the start of the project in 2018?

- I don't think it has impacted in any way in terms of my confidence, as it was more of a case of being consulted as a stakeholder in the project - being asked what we thought of it.
- There was the element of the school working together on what it would look like inside.
- I didn't lead on anything as such so it hasn't had an impact in that way.

2. What have you learnt through the project? What skills, knowledge and/or experience have you developed as a result of the project?

- Again I don't feel this applies to me (as per above).

3. Have your learning, skills and experiences gained through the project had an influence on other areas of your professional work, and the work of the school? How so?

- We are still working with Lucy but on other project.
- As a school we don't have the capacity to do it ourselves, but you can get great projects done by involving someone else in order to facilitate them, and that is Lucy's role.
- I had worked in this way at a previous school with a facilitator who we had brought in, that worked well so I had experience of working in this way before.

4. Would you say your expectations around the project been met? What have been the most and least successful elements of the project in your opinion?

- It has had the effect of reducing traffic outside the front of the school as there is no route through, which has helped with the navigation for lorries as they aren't led down this way now.
- It has had the desired effect in terms of the road closure and what that needed to be.
- From a school perspective, there is still some work to do with parents not parking down there at pick up and drop offs. But even if you stopped that, they would park somewhere else.
- It is hard to gauge whether it is successful in terms of use as a community space, and even more so because of Covid as it's affected the events we had planned for engagement.
- I wonder about the future sustainability of the space. But Easton is a big community anyway, so hopefully they will think about that space and how they can use it. I think those links need to continue, for example in terms of the pigeon issue. Lucy has been doing a lot of coordinating with Network Rail to make sure it is kept tidy, but how is this now sustained as the project itself is coming to an end, is a question. The space won't be used if it is covered in pigeon poo.

- The community does use the space to walk through and I have seen skateboarders there. The space was also used during lockdown by people exercising, particularly in the first lockdown.
- I thought the pumpkin parade that took place when it first opened was very successful, but then the pandemic hit so it hasn't been used quite so much since.
- People need to remember the space when they are coordinating events, and without Lucy, I wonder whether people will. We as a school will always use it, and hopefully we can have a successful road closure and carry on with these types of activities. It is a good extension of the school if we can close the road.

5. *What will you take away from this project a school? What do you expect the impact / legacy of the project will be over the coming years?*

- For us, it will be the extension of the school and the use of that space for different events. I think we had a bit when it was our school fair and the space was used as well, but we felt it was better using one or the other as having too many spaces doesn't work.
- We need to make sure the community knows they can use it for things also (as mentioned previously, in terms of ensuring the future sustainability of the space).

6. *In relation to your experience of the project, please rate the following statements from 0 to 10 (0= strongly disagree 10 = strongly agree)*

- "It is relevant to the local area" 8*
- "The artist and project organisers responded well to the needs of the project stakeholders" 9*
- "The artist and project organisers really challenged themselves with this work" 8*
- "It gave me an increased understanding of tools and strategies to engage with communities at local level" 7*
- "It gave me an increased understanding of devising road safety and environmentally-focused work" 5*
- "I gained new skills" 5*
- "I would take part in something like this again" 10*
- "The Frog Marsh area is safe for walking and cycling" 9*
- "The design of the Frog Marsh area has improved the street" 8*

7. *Is there anything else that I haven't asked you about that you would like to talk about?*

- It will be lovely when we can tie this all together with the pieces Lucy has been doing so we can see the project in its entirety.

5.3 Interview, Sam Kirby

Albion Green/All Hallows Design Commission and Public Events Programme Interview

Sam Kirby, Easton Safer Streets / Bristol City Council

Date: 29 July 2021

Interviewer: Gaia Rosenberg Colorni, Independent Evaluator

RST 52_3_17

Bannerman Road PTA

December 2021

1. Please tell me a little bit about your involvement with the Frog Marsh project.

- I am one of the Project Managers in the Transport service for Bristol City Council.
- I started on the Easton Safer Streets project just as we started engaging with the community in 2016. At the time I was working on a programme called *Cycle Ambition Fund*, and we had a Programme Manager and two other Project Managers on the programme. It was a city wide programme of works, mainly walking and cycling focussed, so I had a number of projects including Easton Safer Streets. There was a project in London called *Waltham Forest Mini-Holland*, and Easton Safer Streets was a similar (scaled-back) project. They are also called 'little neighbourhoods', 'low traffic neighbourhoods' or 'active neighbourhoods', essentially you take a kilometre square area and you look at how people and traffic are moving within that and you see where the 'rat-running' is. This looks at what people are doing instead of using the main roads which are designed to carry traffic and cars. Over the last 10 years or so, around 80% of people are using a Sat Nav whilst they are driving which shows the quickest routes and diverting people through residential areas and streets. You close a number of streets to stop those through movements, so as a resident, business owner or visitor you can access the area by car, you just can't cut through it. The principle here is that you reduce the level of through traffic which make conditions better for walking and cycling.
- We went through a co-design process for Easton Safer Streets with an external consultancy, I project managed this process as well. This followed a 4 step process which included engagement events to collect input from the community about how we could improve the street and we went back several times with designs for further input.
- Lucy Badrocke got in touch and she had won some funding through the Road Safety Trust, and that is when we started working together and we went through our design process with the wider Easton Safer Streets programme. Then, Lucy and Bahbak started the engagement on what Frog Marsh could look like. Lucy and I worked quite closely to progress the physical measures to close the road, as in the legal work, and Lucy had engaged on how it would look. We then co-delivered it there using the Road Safety Trust funding and the Easton Safer Streets funding.
- It has been a long journey and things have changed a lot, not only because of Covid, but also because of the climate change agenda - Bristol was the first major city to declare a climate and ecological emergency. We are working in a very different world now, compared to when we were engaging in Easton Safer Streets. A number of other cities have done similar projects, some more successfully as well. The conversation has changed from 2016 to what it is now, not just in Bristol.

2. What were your expectations of the project? Would you say your expectations around the project been met - how so, or how not so?

- I didn't expect to work with someone with a creative background for this project, it is Lucy who proactively got in touch with the council with this opportunity to collaborate. It was amazing because we were engaging people on the idea of closing it to traffic to allow for people walking and cycling. We would have gone for a less ambitious design without this external involvement - it was really interesting working with Lucy and Bahbak on what the space could be like.
- It was really important for the ward councillors that the community were owning that design process, I think that was good for councillors to see their community getting involved like that. The councillors at the time were also very involved in the project with Lucy and the process there.
- I work in transport so you end up being engineering focussed, so usually we work with colleagues in urban design rather than artists. It was really interesting working with an

external artist, as it is the opportunity to look at things another way and to 'sell' this idea. Technically, to get the effect of a low traffic neighbourhoods is quite simple, you can close a road with planters - it's the engagement side that takes more work.

- From a personal point of view, I felt that Albion Road was the most successful project in the Easton Safer Streets scheme and I think it is the one with the longest impact. The issue we had in the other Easton areas was we had done a lot of engagement with the community, but I don't think we did this as successfully as Frog Marsh. You always miss opportunities and find that those who are really interested get involved, and those that aren't interested don't become interested until you say you are making changes.
- The main lesson I have taken from it is the importance of trialling measures. With Easton Safer Streets, because of the timescales of the projects, it was externally funded by the Department of Transport's Cycle Ambition Fund so we needed to get the projects either complete, substantially complete or committed by 2017. If we looked to do similar projects, once you've looked at those stages of co-design with the community and you have the broad principles of the project, then you would introduce things like planters to temporarily close the road for a period of time. If you had the closures in place for 6 to 8 months, you usually get a lot of disruption in the first month or so, and then traffic patterns settle down. People either change their routes or use another local street, people may also change mode of transport. It would have been great to have trialled all the proposed interventions at one time so people could see and experience it. You can make educated guesses, but until you close the streets, you don't know how it will work.
- For Bannerman Road, it was a challenge bringing people along with us. Working with Bahbak, taking the design that he had created as an artist with the community and turning that into reality was a new process for me.
- I was keen to see what the outcome was, but perhaps if I had communicated to Bahbak earlier in the process what our red lines were and what we couldn't do as a council, that may have helped his design process as well to make things smoother.
- It was a collaborative approach and I thought this worked well. Lucy was fantastic at getting the scheme installed and managed some things that are quite difficult for the council. For example, I wouldn't have thought it was possible to paint the bridge with the words 'Frog Marsh' up there because it would mean working with external partners, such as Network Rail. Network Rail had been working in the area for quite some time doing structural repairs to the track and retaining walls. I think they wanted to work with the community, so I think this was a good opportunity.
- The main thing that is difficult for councils is bespoke materials, and as an artist that is what you do as they tend to create individual pieces. The ongoing maintenance is going to be difficult and that is something we can't always afford to do because it is a specific and unique material. There are some bits from an aesthetic point of view that work really well, like the concrete benches, but from a maintenance point of view don't work so well. That can be difficult if you go in and say this is the only material we can use, and it is the same metal bench we use throughout Bristol, then it takes away from the individuality from the scheme. That is the good thing about working with collaborators though, they ask why they can't do something, and it does make you think 'actually why can't we do that'.

3. What have been the most and least successful elements of the project in your opinion?

- It was the most successful element of the Easton Safer Streets project in my point of view and what we were trying to achieve throughout the area. It had the most buy in from the community in terms of what we were trying to deliver in the rest of Easton as well.

- It is a shame that we were only successful with one site and we had to scale back our plans for the others. Because of this you don't get the holistic approach or the whole effect of the traffic reduction isn't felt.

4. What will you take away from this project, personally and/or as a local authority?

What do you expect the impact / legacy of the project will be over the coming years?

- As mentioned earlier, the maintenance of the space may be challenging. Once you have generated community buy-in, we do try to encourage the community to help with this maintenance - for example, with planters we would encourage the community to water and maintain them, as the council often don't have the funds to do so ourselves. It would be good to have the community painting and maintaining the space.
- The difficult thing about legacy is that people move away and it is hard to keep that momentum going. It would be interesting to see if there is scope of working with the school, local residents and the PTA as this would be the best way forward for this. The difficulty is just time as I can imagine schools have a lot on their plate, it is hard getting people's time. This is why using general stock material is easier as it is more straightforward to replace. It is important to consider this for future schemes, to ensure this is all in place as part of the project.
- It would be brilliant if the space was used as an extension of the school.
- When we build anything, we take it through the quality assurance test, and colleagues across different technical roles comment on plans or proposals. Another learning would have been to involve a wider project team with Bahbak so there was constant feedback. I am not sure about Lucy and Bahbak's perception of this, but I was the go between as I would run things by the internal team and then I would go back to Bahbak, and Bahbak would come back to me about something which I would run past the internal team. Something like this would need its own project team to make it more efficient to deliver.
- It was really good to be taken out of the purely traffic perspective, and it opened my mind to the different ways you could do things. It is always disruptive when you build something, so rather than just making it functional why not make it a space as well. I have taken this on into the other projects that I work on and it would be great to work with artists again.
- In a perfect world, both streams of funding would come in at the same time. I would get the artists or designers in at the start of the project rather than trying to marry the two up. It was difficult because we were trying to balance two funding constraints, but we got there.
- We would also ensure that we align the works themselves, it wasn't too difficult to get the materials in but to make sure we do it at the right time of year. We finished the last section a bit later in the year than we would have liked because of the weather.

5. In relation to your experience of the project, please rate the following statements from 0 to 10 (0= strongly disagree 10 = strongly agree)

- "It is relevant to the local area"* 9
- "The artist and project organisers responded well to the needs of the project stakeholders"* 9.5
- "The artist and project organisers really challenged themselves with this work"* 10
It was great working with Lucy and Bahbak. I worked closely with Lucy as she was managing the external work and she did amazing. Certain parts of the project would have been quite difficult without her.
- "It gave me an increased understanding of tools and strategies to engage with communities at local level"* 9
This was very new for me.

- e. *“It gave me an increased understanding of devising road safety and environmentally-focused work” 7*

In principle, I am very familiar with the methods to deliver these types of projects but it has emphasised the importance of the public realm, particularly in a neighbourhood setting. This is where you get the buy-in and the community wants it to happen. If you just stick a couple of bollards in the road, even though it achieves the same thing for a fraction of the price, no-one is going to thank you for it necessarily.

- f. *“I gained new skills” 8*

It was one of the first times we have tried an area wide approach which was explicitly trying to reduce through traffic with things as controversial as closing roads to traffic so I learnt a lot through the project.

- g. *“I would take part in something like this again” 10*

Definitely.

- h. *“The Frog Marsh area is safe for walking and cycling” 8*

It is interesting, I don't tend to go there that often myself. There is more we could do and I think, on a personal note, we have another project called School Streets where you temporarily close the road outside schools and the next logical step for me is to have a timed closure around the whole of the school. And picking up on some of Bahbak's points about continuing that design throughout, we couldn't paint the whole road blue as we couldn't maintain it, but if you had different sized blue spots along the area that might be closed would be great. At pick up and drop off points, you close the roads to traffic.

- i. *“The design of the Frog Marsh area has improved the street” 8*

Yes, I think so.

5.4 Interview, Bahbak Hashemi-Nezhad

Albion Green/All Hallows Design Commission and Public Events Programme Interview

Bahbak Hashemi-Nezhad, designer

27 July 2021

Interviewer: Gaia Rosenberg Colorni, Independent Evaluator

1. Thinking of your experiences around the Frog Marsh project, how confident do you currently feel in dealing with projects of this nature? Has this changed since the start of the project in 2018?

- Yes, it is a good question because I have worked on public space projects before but Frog Marsh was one where I had the most creative direction and it is the most permanent.
- I learnt a lot during the process and I have been able to use Frog Marsh as an example for other public space projects I have done as part of my portfolio. It has been a stepping

stone for other projects and I feel a lot more confident with projects of this nature as a result.

- That is also because we managed to successfully work within the budget to deliver in time, and to involve the different people we wanted to involve throughout the whole process. I would like to call it a success, and because of that I have become more confident working in projects of this nature. I think if it was problematic in that we had to really compromise on ideas or budget, then perhaps my confidence would be less. I would like to attribute my confidence to the overall project's success and due to everyone involved, especially Lucy who was very supportive.
- Of course, I am in a different position because I am reacting to the framework as it changes based on what Lucy was communicating to me. I am sure being local and having to deal with the changes and disruptions might have been challenging and a less smooth process than it was from my perspective. I don't think we compromised on the design or process, I am sure we could have delivered it earlier but from my point of view I think it was smooth.
- I think there was a success in engaging the children and also when we had the event with the pizza restaurant and consultations, those were very positive.
- I do wish we had more of a deeper engagement with the parents in a more focused environment because we ran a couple of small sessions with parents, and we didn't have their full attention or response as they were part of bigger initiatives.
- Other stakeholders, such as Bristol City Council and Sam Kirby in particular, were very helpful in allowing us to intervene within their processes in the groundwork. Another reason this project was made possible was because we could strategically specify and jump on the back of other works Bristol City Council was doing. We were able to incorporate the necessities from their side and integrate them into the project.
- That engagement was positive, but greater engagement with the public would have been great.
- It was a bonus that the department we worked with, and Sam, had a real understanding of the project and didn't treat it as another standard local authority project.

2. What have you learnt through the project? What skills, knowledge and/or experience have you developed as a result of the project?

- On a technical level, I have learnt a lot about how local authorities deal with public space infrastructure. I often collaborate on all of my projects, and my team expands and shrinks depending on the project. I learnt about the technicalities, the bureaucratic and the logistical process of public space working and the budget constraints.
- I developed my workshop skills because no matter how old you are or experienced, social processes like working with members of the public are things that you can never perfect, but only develop. I developed my workshops and engagement skills with the children, parents and teachers which was an important development.
- It was interesting that I could bring on collaborators who also expanded their practices, for example the graphic designers I work with are extremely experienced, they had never worked on typography for a bridge and for it to be painted and installed at that scale. So it was an important point for my collaborators and how that ties in with the whole space.
- The project being an expansion of my practice is really important, and it doesn't just sit within my practice but it has allowed me to expand my practice and a designer who works across many different scales.

3. Was this your first project in Bristol?

- It was my first project in Bristol, and not the last as I am working on Graham Road which is the other entrance to the school.

- I visited Bristol in 2016 and gave a talk at Spike Island, I think this is where Lucy became aware of me and my work.
- Now I'm working on another project on the other side of the school, so my work in Bristol is continuing.

4. When we first spoke at the start of the project (Oct 2018), these are some of the things you said about your previous experience, skills development and expectations around the project. Upon reflection, how have these expectations been met, or otherwise? What have been the most and least successful elements of the project in your opinion?:

- I think this first point is satisfied to a degree within the process. Throughout the design process I try to become closer to the reality of those who exist within these spaces, so local people in this case, a designer can only get closer and they can never take that position of a local resident unless I lived there.
- The problem with being too close to a situation is we lose sight of things, so I develop methods to distance people from their reality so they can critically assess and review it.
- I did this to a degree but if I had as engaging workshops with the adults as I did with the children, I think my design process would have been further developed. Deeper engagement with the adults, teachers and residents would have positively affected the outcome, although I am happy with it.

Given the fact that you learnt from local residents and that you are new to Bristol, do you think that you learnt insights on local context, Easton and Bristol?

- I think so, although 'insights' are sometimes problematic to talk about because they isolate ideas. Sometimes all we need to do is understand the atmosphere as this is a form of insight, the local politics and observations of how one might use a space. You cannot isolate these insights as they may seem quite unremarkable, but if you look at them as whole, then you can say that Bristol has a slightly different attitude compared to London and that space has a different sociability as parents.
- I would be more comfortable to talk about those 'observations' as insights. There were different insights that came out from the workshops, there was an understanding that the space could be seen as an extension of the school throughout the day which was interesting for me. There was an idea that the space can be supervised by teachers but also to give the students a sense that they are now in the public realm and they have a different set of responsibilities. We created a small stage as it recurred in some of the children's drawings and we included elements like this that the children had come up with.
- Another insight was to keep the space playful without being childish, we are yet to see its possibilities because of the restrictions but I would love to see community events, car boot sales, poetry slam, christmas tree sales etc. I would like to see the space activated so I can get a better understanding of its capacity because a lot of it is still in my imagination.

What you said about the creation of the stage links this of your expectations initially: Creating the conditions for collective imagination to see the everyday and transient space anew through spatial prototyping and collage visualisations.

- Yes, I think that was more within the process. When the children drew those images together of what we imagined the space to be, that was a very interesting way to understand how the space can be imagined and what questions they have.
- The pizza event was also important for prototyping, one of the most important things for me was on a practical level to see how many people you can fit under the space and still have people walking past. It was a consultation event and a great study of understanding

the capacity of that space. It was an important part of designing the other elements in the space and the type of programme it can have in the future. There is no point imagining a community event if the space can't accommodate it.

- It is important that the space is a community asset that can be used for different purposes by the community, and I would love for it to be seen like that.
- Maybe a bulletin board is what is missing, then people could use it for different events around the year.
- When I talk about investment, that's not necessarily financial investment, but if the public find it as an asset then perhaps one day a year they can maintain the space on a simple level or invest in it by activating it by organising small events. If it attracts people on that level, then I find that to be an important quality of the space.
- If the school uses it as an extension, this offers a different type of education. I would love to see some of the education programmes included in the outside space as a site and an extension of the school.
- As I said, the quality of the engagement is always important and determines success. I think we had good quality engagement with the children but we could have had more engagement with parents and residents, not to say we had bad engagement.
- There are definite aspects of the process that I would repeat, the road closure event we had was very successful as a process as it had multiple functions at the same time. It was a convivial event, a way to clearly study the capacity of the space, a way to make consultation tolerable and enjoyable. Those aspects of the process were important and successful.
- With any public project, there has to be a degree of ambiguity that allows for multiple interpretations and that also means having a non-prescriptive design, it is quite an empty space with a few things scattered around it so it allows itself to be interpreted by different people.
- I have heard about people socialising or exercising in the space, so you interpret it on a different level and it has that degree of flexibility. Children use the space before and after school with their parents. It doesn't have instructions, it is non-descriptive and I think that is a positive thing. Perhaps it is a success.
- I agree mostly with all of those previous comments re: measures of success, and I feel they have been achieved.
- It is a shame though because I should probably say some negative things, but I wonder what they would be... One of the things I am struggling with now is we are trying to make a short video to show all the possibilities of the space as a piece of communication, to support and offer imagination to the public in how they can use the space. It is possible, however because of the timing with Covid, this is becoming more and more difficult. The space also looks more run down because of natural wear and tear, and so it feels like we have missed the opportunity to do this. This is our challenge now, to present the project as something lively without it being necessarily fresh. It is a shame as it is an opportunity to further the project, there is now an Instagram which may be a way to compensate for that so I may suggest this.

5. Has the participation in the programme had an influence on your networking potential, increasing your profile, or gaining other employment opportunities?

- Yes, I think so, for example I recently had an interview with a magazine in China and they were really interested in this project and it is featured in the magazine.
- An architectural journalist got in touch with me for an article for ICON magazine, it's an established architecture and design magazine, and this journalist was doing a piece on

playful public spaces. They heard about Frog Marsh so they got in touch and we did an extensive interview which is coming out in the Autumn addition.

- Each time I do a presentation, I like to show current projects and so I always show Frog Marsh - there is always more emphasis and interest in more collaborative processes. This project has offered those possibilities, it has become part of the practice I like to show people.

You also mentioned that Lucy spotted you at your talk at Spike Island, and now you are continuing to work in Bristol so potentially this will have a continued impact on your work and the people you may meet...

- Absolutely, and a continued impact on Bristol hopefully.
- I think it was important that Lucy understood my practice, not many people do. A lot of people see that I do so many different things, and they can't necessarily make the connection between them but I think Lucy understood a major part of my practice is social. It is front heavy with engagement and workshops, I don't start producing ideas, I design the ways in which I engage people. The initial part is creative social engagement and that process is the first thing I design. If that is done well, then I can inform the final design. But first, I had to think about designing the consultation under the bridge and a workshop with the children. There are all these kinds of processes in the design process that aren't highlighted or identified because everyone can see there is a design process when you begin on the final design, but it begins a lot earlier and is not visible to those that aren't process concerned.

...Yes, that is the hidden cost of social practice, it is much harder than it appears.

- ...Yes, and the benefits of course. It is about the quality of that engagement. Anyone can speak to people, but how do you speak in a way that bridges trust and sensitivity? You learn these things, the first time you do it in a new environment isn't the best but each time it will get easier.

6. In relation to your experience of the project, please rate the following statements from 0 to 10 (0= strongly disagree 10 = strongly agree)

- a. "It is relevant to the local area" 9*
- b. "We (The artist and project organisers) responded well to the needs of the project stakeholders" 8*
- c. "I (The artist and project organisers) really challenged myself with this work" 7.5*
- d. "It gave me an increased understanding of tools and strategies to engage with communities and stakeholders at local level" 8*
- e. "It gave me an increased understanding of devising road safety and environmentally-focused work" 9*
- f. "I gained new skills" 9*
- g. "I would take part in something like this again" 10*
- h. "The Frog Marsh area is safe for walking and cycling" 8*
- i. "The design of the Frog Marsh area has improved the street" 9*

7. Is there anything else that I haven't asked you about that you would like to talk about?

- I think along the way I gave a lot of extra information, but the consequences that Covid had brought about, which are really around not having the chance to activate the space earlier, are a shame. Not being able to convene and gather, for good reasons of course, but the space was being used by the virtue of people walking through it. But the fact that

we couldn't make the most of that and bring people together to run a few activities to promote its possible uses, that is something I feel is a shame.

- Ultimately, if we were to document the space and make a piece of communication to promote its multiple uses by the community, it is best to do that with something more fresh. There is a level of honesty when presenting the project from here on as it is no longer a new space.
- I would really love to have a 'friends of Frog Marsh' group as you normally get this with community infrastructure that is identified as an asset by a group of people who find it of interest. If it is beneficial and of interest for people, then if there is some kind of strategy to activate at different times of the year.

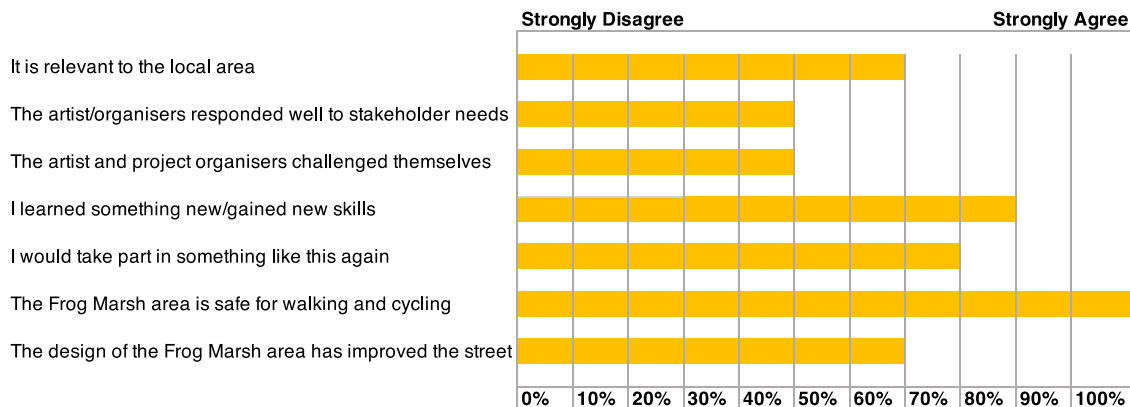
We had good feedback from parents and residents when I went there in mid-July, it was also interesting as some people didn't remember that the road wasn't like that 3 years ago...

- It is amazing, and I don't blame them. There is something about erasing history once you demolish something which is also very scary when conflict or gentrification occurs, and that erasure is due to those reasons and it really erases history or memory.

In terms of parents and residents' perceptions, I felt it was very different from when I went in 2018. There had been a few heated comments from parents who didn't want the road to be closed in 2018, and we didn't encounter any of that when we went back a few weeks ago.

- That's really good, but I know for a fact that there are still some but that is natural. It is a threat to a lot of people for one reason or another.

5.5 PTA Feedback Survey



Please use three words to describe the project

Word 1: Safer 

Word 2: Colourful 

Word 3: Child friendly 

Word 4: Children-led

Word 5: Safety

Word 6: Teamwork

