

A4 Bath to Bristol

Engagement

summary report

July 2024



Introduction

The A4 Bath to Bristol project has been developed by the West of England Mayoral Combined Authority in partnership with Bath & North East Somerset Council and in the initial stages Bristol City Council.

The West of England Mayoral Combined Authority commissioned consultants WSP and AECOM, to undertake analysis and reporting of the results of the public engagement for the A4 Bath to Bristol project which took place between August and October 2023.

WSP were appointed to produce a report for the Keynsham, Saltford and Bath parts of the route, while AECOM were commissioned to complete a report for the Bristol section.

This overall engagement summary report presents the detailed findings of respondent feedback relating to the whole project and a summary of key findings by area.

A detailed examination of the data collected for each section of proposed route is contained within two appendices:

- Appendix 1 – Proposals in Bristol
- Appendix 2 – Proposals in Keynsham, Saltford and Bath

The objective of this report is to provide an indicator of opinions on the A4 Bath to Bristol proposals. The findings will help the Combined Authority refine the proposals to maximise potential benefits and review options that give residents better travel choices, and for those who wish a greater opportunity to use sustainable modes of travel.

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1. Executive Summary

A six-week public engagement was undertaken between Monday 21 August and Sunday 1 October 2023 where the public were asked to “Have your say” on the proposals that have been developed for the A4 Bath to Bristol. The proposals have been developed jointly by the West of England Mayoral Combined Authority and Bath & North East Somerset Council (B&NES).

When completing the questionnaire respondents were asked non-mandatory questions around their demographics such as age, occupation, and gender. The responses showed that there was a larger representation of middle-aged groups and over 65 age group but substantially fewer in the under 34 age group, when compared to the 2021 Census data for Bristol and B&NES. The responses by gender were fairly evenly split (within 1%) and the majority of people were answering as an individual rather than as a business. 60% of those who responded were employed, compared to the 72% UK level of employment reported in the last national census.

The feedback from the questionnaire in relation to the proposals as a whole can be summarised as:

- Overall, the majority of residents in all areas other than Saltford support the project aim for better walking, wheeling & cycling networks however only the majority of Bristol residents support the aim of better public transport links through dedicated bus lanes
 - Despite this Bristol residents were not supportive of making existing bus lanes 24 hours or new bus lanes in the Brislington area
- There are higher levels of support from respondents in Keynsham compared to Saltford, but Bath and Bristol residents are the most supportive towards the scheme
- There are higher levels of support by those using but not living on the corridor
- There are higher levels of support from existing sustainable transport users
- In Bristol sustainable transport users more likely to agree with the proposed short-term changes and long-term proposals than car users who were more likely to disagree

During the time the responses from the engagement were being processed and analysed design has continued on the Bristol section short term options, with the road closure on Talbot Road removed from the short-term changes (with the possibility of traffic calming on Talbot Road instead) and improvements to West Town Lane/A4 Bath Road junction (Brislington Lidl) also removed from the short-term scheme. These will be moved into the longer-term options, which are under review. A decision on if and how these are progressed will be made later this year.

The Bath & North East Somerset (B&NES) section will retain the bus lane along the Keynsham bypass as well as the speed limit reduction due to the benefits to bus journey times and air quality/emissions respectively. Elements have been removed from the B&NES section due to engagement feedback such as shortening the length of the bus lane on Newbridge Road and the proposed yellow lines and footpath alterations in Saltford. However, it should be noted the scheme is not set in stone as both Bristol and B&NES sections move into the next stages of design.

Going forwards, an independently-chaired community forum will be set up with representatives of groups and communities invited to attend. Local groups and residents will be able to get up-to-date information about the proposals and any changes that are made over time, and feedback about local issues. Public consultation will be held in both the Bristol and the B&NES sections as the project moves into the next stage of design, allowing residents to again “Have your say” on the proposals.

2. Background

The A4 Bath to Bristol project aims to provide better options for sustainable travel - journeys by bus by bus, bike, walking and for those using a wheelchair or mobility scooter, wheeling.

Investing in better infrastructure to ease congestion along the A4 between Bath and Bristol for buses and increase the attractiveness of walking and cycling, seeks to encourage a change of travel habits along the A4.

The proposals that are outlined in the engagement could deliver more than six miles of new bus lanes, nine miles of new cycle lanes, and increase greenery and community space.

The project is being funded from central Government's *City Region Sustainable Transport Settlements* programme, and developed according to the Department for Transport's three-stage approach:

1. The 'Strategic Outline Case' – looking at and evaluating a range of early options. This was completed in December 2021.
2. The 'Outline Business Case' – developing the project proposals, allowing people living, working, and travelling in the area to comment. The project is currently in this stage.
3. The 'Full Business Case' – finalising the detailed proposals including a further round of consultation – this is likely to take place around early 2025.

The engagement that took place between August and October 2023 was intended to shape the proposals put forward in the Outline Business Case.

2.1. Previous Engagement (2021)

Before any proposals were developed, between July and September 2021, residents and businesses along the A4 took part in a transport questionnaire to provide their opinion on local transport issues and what improvements can be made.

Over 1,700 people responded, with the key issues raised being:

- Most journeys are made by car
- Traffic flow, air quality, noise, cycle paths and safety all rated currently as poor
- 70% would cycle more often if there were separate cycle lanes
- 60% would use buses more often if they were more reliable
- 50% would walk along the A4 if the air was cleaner and less polluted

This feedback was then used to identify the potential improvements; more than 100 different options were considered, leading to these current proposals.

The 2021 engagement report can be found [here](#).

2.2. Summary of proposals engaged upon

The proposals cover the length of the A4 between Three Lamps junction in Bristol to Windsor Bridge Road in Bath. For simplicity, the proposals were split into three sections for the engagement:

- Brislington and Totterdown
- Keynsham and Saltford
- Bath

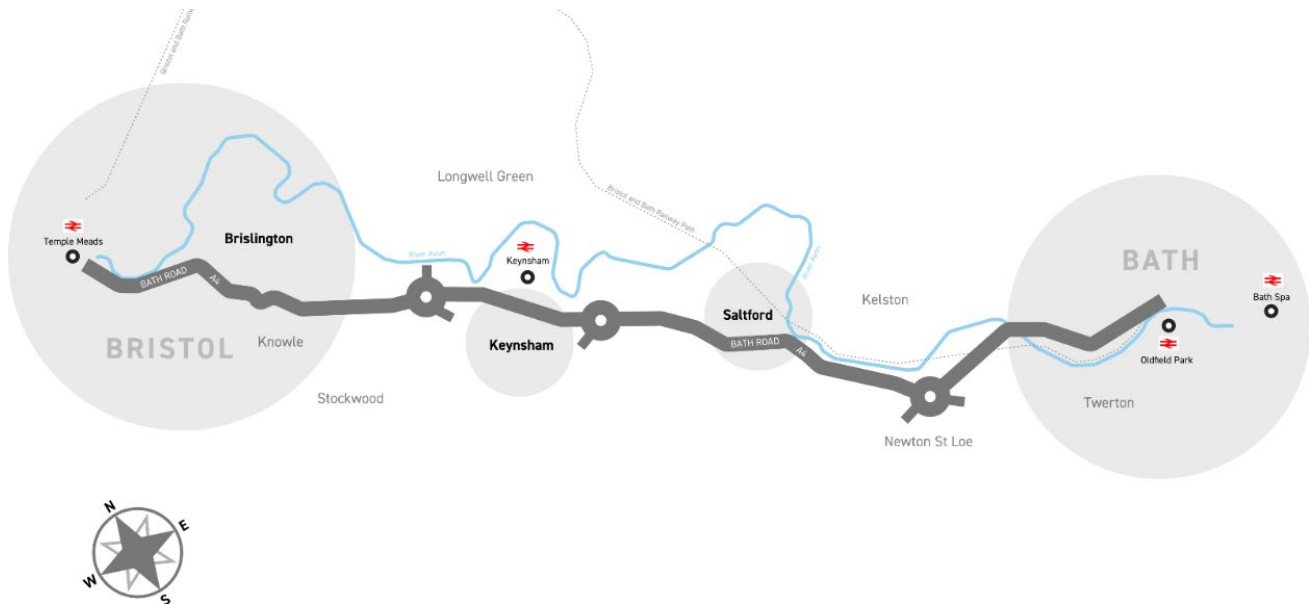


Figure 1: Bath to Bristol Strategic Corridor

The following section gives a high-level overview of the proposed scheme that was engaged on in 2023. The full proposals are outlined on the “[HaveYourSayWest](#)” website.

2.3. Brislington and Totterdown

The proposals for Brislington & Totterdown cover the section of the A4 between Three Lamps junction in Totterdown and Emery Road in Brislington, and surrounding areas. The proposals covered both short- and long-term changes. The long-term proposals outlined two options, both of which include using the disused railway track between Callington Road and St Phillips Causeway as a new transport route.

The short-term proposals include:

- Bus and cycling improvements through Brislington Retail Park
- Changes to the Emery Road / Bath Road junction to tie into the Keynsham and Saltford proposals
- A new walking, wheeling and cycling route through Emery Road and Victory Park connecting to School Road, including a route from Bonville Road to Belroyal Avenue
- Restricting access into Talbot Road (known as a modal filter) to stop cut-through traffic
- Making the bus lane in Bath Road operational for 24 hours per day
- Traffic calming in Hungerford Road
- Bus stop upgrades, new car club spaces, Electric Vehicle charge points and cycle hangars

Longer term proposals could follow subject to available funding. These would use a disused railway track between Callington Road and St Phillips Causeway as a new route.

Option 1 – this would be used for through traffic, allowing the A4 between Totterdown and Brislington to be exclusively used by buses, cyclists and pedestrians with local traffic able to travel along most of the route.

Option 2 – the disused track would be shared – with the northern half reserved for buses and thorough traffic using the southern section. The A4 in Totterdown would largely remain unchanged, and Bath Road in Brislington would be exclusively used by buses, cyclists and pedestrians.

2.4. Keynsham, Saltford and Bath

The proposals include:

- New bus lanes from Bristol to Saltford and on Newbridge Road in Bath
- New dedicated route (separate from the road) for walking, wheeling and cycling along Keynsham bypass
- One lane in each direction on the Keynsham bypass to be reserved for buses with the speed limit reduced
- A “mobility hub” together with a new level pedestrian crossing to be created on Keynsham bypass making it easy to transfer between different types of transport, and providing a new connection between the northern and southern parts of the town
- A series of local cycling and walking routes in Saltford and Keynsham
- Improvements and possible extension to the Bristol and Bath Railway Path
- Closure of Osborne Road in Bath to traffic to create a cycle-only route

3. The engagement

The West of England Mayoral Combined Authority in partnership with Bath & North East Somerset Council held the six-week public engagement between Monday 21 August 2023 and Sunday 1 October 2023.

An engagement microsite was created which outlined the proposals in detail along with interactive maps with labelled keys to make the proposals clearer. It also showed ‘before’ and ‘after’ images of what the proposals could do, and how the improvements would be made. The web content was available to be downloaded or in hard copy in the form of “factsheets”.



Figure 2: Before and after at Brislington Park & Ride

The West of England Mayoral Combined Authority produced a questionnaire for the public engagement, which could be accessed online at <https://b2b.haveyoursaywest.co.uk/>. This gave participants the opportunity to comment as well. Hard copies and alternative formats were available upon request by emailing bathtobristol@westofengland-ca.gov.uk or contacting the Combined Authority. Hard copies were also available at the in-person events.

3.1 Engagement promotion

The engagement was promoted in a number of ways:

- A press release was issued by the West of England Mayoral Combined Authority on 21 August 2023, the day of the launch of the engagement activities. Bath & North East Somerset Council separately shared their press releases.
- The Mayoral Combined Authority made use of social media advertising (Facebook and Instagram) during the engagement period. They garnered 330,064 impressions and received 3,108 link clicks. They also tweeted several times using the official West of England Mayoral Combined Authority account and had over 8,300 impressions across eight tweets.
- A letter drop was conducted covering the entire project area. Approximately 30,000 leaflets/letters were sent out directing people to the webpage to view the information and provide feedback.
- Adverts in The Voice
- Digital billboard located on the A4 in Totterdown (near Paintworks)
- Posters were distributed to community outlets along the A4 and surrounding areas

3.2 Engagement events

There was a combination of six in-person engagement events and two public webinars, meaning there were opportunities to engage with people using methods that suited them.

Engagement events were staffed by officers of the West of England Mayoral Combined Authority, as well as officers from Bath & North East Somerset Council, plus technical experts from the appointed design consultants.

Virtual events started with a short presentation by the project team describing the proposals, followed by an opportunity for attendees to comment or ask questions via the chat function.

A summary of events, their dates, times and formats as well as the number of attendees can be seen in the table below.

Table 1 In-person events

Area	Date	Times	Attendees
Bath	14/09/2023	2 pm – 7 pm	50
Brislington	20/09/2023	2 pm – 7 pm	88
Brislington	26/09/2023	2 pm – 7 pm	193
Keynsham	11/09/2023	3 pm – 8 pm	140
Keynsham	22/09/2023	12 pm – 5 pm	78
Saltford	19/09/2023	2 pm – 7 pm	251

Table 2 Online events

Area	Date	Times	Attendees
Keynsham, Saltford & Bath	7/09/2023	6:30 pm – 8 pm	27
Bristol	4/09/2023	6:30 pm – 8 pm	85

The two public webinars had 195 comments from individuals, discussing the proposals and asking questions. The webinars were chaired by an independent Chair who grouped some of the comments by theme for these to be answered during the event, with other comments then addressed via the Frequently Asked Questions webpage on the engagement website.

3.3 Councillor briefings and stakeholder meetings

Briefings of councillors and meetings with stakeholders took place immediately before or during the engagement period. A briefing pack was issued to directly affected ward councillors in Bath & North East Somerset and Bristol City Council.

Table 3 Councillor / stakeholder briefings

	Date	Attendees
Ward councillor briefing	25 Aug 2023	Bristol City Council ward councillors likely to be directly affected.
2nd Ward councillor briefing	29 Aug 2023	Bristol City Council ward councillors likely to be directly affected. Second event held for those who couldn't attend the first.
Ward councillor briefing	21 Aug 2023	Bath & North East Somerset ward councillors likely to be directly affected.
Parish & town Councillor Briefing	6 Sept 2023	Bath & North East Somerset parish and town councillors likely to be directly affected.
Transport webinar (stakeholders only)	7 Sept 2023	Attendees included: Bristol Walking Alliance Sustrans National Express Coach Walk Ride Bath Bristol Cycling Campaign

3.4 Responses

Responses sent directly to the email address were also accepted and are included in the feedback analysis. The number of responses through each channel are shown in table 4.

Table 3 Engagement correspondence

Method	Number of Responses	Type
Questionnaire responses	4,703	Online
Paper copies of the questionnaire	148	Hard copy
Correspondence (Letters and emails)	285	Combined

4. A4 Bath to Bristol overall results

Overall, most respondents from Bath, Bristol, and Keynsham, and respondents from other areas, were supportive or neutral of the aim to provide better walking, wheeling and cycling networks along the A4 Bath to Bristol corridor. Slightly less were supportive of the aim to provide better public transport links through dedicated bus lanes, with respondents from Bristol and other areas being the most supportive.

Table 5 Level of support for better walking, wheeling & cycling networks

Area	% Support / Neutral
Bath	53%
Bristol	57%
Keynsham	51%
Saltford	29%
Other	57%

Table 6 Level of support for better public transport links through dedicated bus lanes by area

Area	% Support / Neutral
Bath	44%
Bristol	50%
Keynsham	38%
Saltford	15%
Other	53%

These percentage statistics amalgamate the strongly agree, agree and neutral responses. For a breakdown of these categories by overall project aim, please see Annex 1. For an even more detailed breakdown see Appendix 1 & 2 for Bristol or Bath and North East Somerset areas respectively.

5. Summary of key findings by area

The following section provides an overview of the engagement results by area. The full detailed analysis is available in Appendix 1 for the proposals in Keynsham, Saltford and Bath and Appendix 2 for Bristol.

5.1 Bristol – Brislington and Totterdown

The proposed changes relate specifically to the area between the Three Lamps junction in Totterdown and Emery Road junction in Brislington.

In general, short-term measures were well supported however the long-term proposals were seen as less favourable. Sustainable transport users (those who travel by bus, cycle, walk or wheel) were more likely to agree with the proposed short-term changes and long-term proposals than car users who were more likely to disagree. In general, residents of the BS4 postcode (Brislington, Knowle, Knowle West, St Anne’s and parts of Totterdown) were less likely to agree with short-term and long-term proposals than non-residents.

5.1.1 Short term proposed changes

There were three short-term proposals where more respondents agreed than disagreed:

- New cycle lanes and crossings throughout the areas (55% agreed)
- Adding a segregated cycle lane through Brislington Retail Park (50% agreed)
- New car club spaces and electric car charging points (36% agreed)

There were three short-term proposals where more respondents disagreed than agreed:

- A road closure for cars, vans and lorries (modal filter) on Talbot Road (56% disagreed)
- Making bus lanes through Brislington Retail Park and on Bath Road outside Arnos Vale Cemetery operate 24 hours (47% disagreed)
- An additional bus lane on the A4 through Brislington Retail Park (44% disagreed)

Respondents who expressed support	Respondents who expressed opposition	Suggested improvements or changes
<ul style="list-style-type: none"> • general support for the proposals without providing a detailed reason for their support • support of the proposed cycle lane/ cycling infrastructure • support of the traffic calming measures or reduction in speed limits 	<ul style="list-style-type: none"> • criticism of the existing bus service • proposals would increase congestion / make traffic worse • proposals would worsen air quality or have a negative environmental impact • opposed the proposed closure of Talbot Road 	<ul style="list-style-type: none"> • bus lanes should only operate at peak times • funding should be used to improve existing bus services

5.1.2 Long-term proposed changes

There was disagreement with three of the changes proposed as part of long-term option 1:

- A new route for through traffic, walkers and cycling between St Philips Causeway and Callington Road using the former railway track (53% disagreed)
- Making the A4 (between Three Lamps junction and West Town Lane junction) for buses, walking, cycling and local traffic only (64% disagreed)
- Response to the removal of the footbridge over the A4 in Brislington village and replacing it with a new ground level crossing was more neutral (39% disagreed with the proposal whilst 34% agreed)

However, in comparison the majority of respondents disagreed with all of the option 2 proposals:

- The highest level of agreement was the proposal for a new route for buses, walking and cycling between Sandy Park Road and the Lodekka pub using the former railway track; 39% agreed with this proposal
- The highest level of disagreement was for the proposal to make the A4 between the Lodekka pub and West Town Lane for buses, walking, cycling and local traffic only; three in five (59%) disagreed with this proposal
- A similar proportion (52%) also disagreed with the proposal for the road closure for motorised traffic on Sandy Park Road

Sustainable transport users were more likely to “strongly agree” with the proposals for both options compared to car drivers.

More respondents agreed that the option 1 changes would have a positive impact in the local area in comparison to the option 2 changes, however both options were not widely supported.

Respondents who expressed support	Respondents who expressed opposition	Suggested improvements or changes
<ul style="list-style-type: none"> • general support for the proposals without providing a detailed reason for their support • support of the proposed cycle lane / cycling infrastructure 	<ul style="list-style-type: none"> • proposals would worsen air quality or have a negative environmental impact • proposals would increase congestion / make traffic worse • proposals would move the problem of congestion rather than solving it 	<ul style="list-style-type: none"> • the former rail route should be used for walking, wheeling and cycling instead • cyclists should be fully segregated from other traffic • funding should be used to develop a light rail / tram system.

Almost all stakeholders (walking, wheeling and cycling campaigners, local councillors and housing associations) were in support of the long-term changes proposed in option 1, but almost all stakeholders raised as one of their concerns the loss of biodiversity and green space along the former railway line. The overall response from stakeholders to the long-term option 2 proposals was less positive than option 1.

5.2 Keynsham

The feedback summary for Keynsham relates to the proposals for the following scheme sections:

- Brislington Park & Ride to Hicks Gate
- Keynsham bypass: Hicks Gate roundabout to Broadmead roundabout
- Keynsham mobility hub

For the elements proposed on the Brislington Park & Ride to Hicks Gate section, there was a higher level of support (compared to other elements) for a new segregated cycle track, although the majority still disagreed with the proposal (32% agreed and 53% disagreed). More respondents disagreed than agreed with elements proposed, with the highest level of disagreement (71%) related to the proposed bus lane.

For the elements proposed on the Keynsham Bypass: Hicks Gate roundabout to Broadmead roundabout section of the A4, there was a higher level of support (compared to other elements) for a new segregated walking, wheeling and cycling path along the Keynsham Bypass, although the majority disagreed with the proposal (29% agreed and 60% disagreed). However, for all proposals (and impacts), more respondents disagreed than agreed with them.

There was little agreement with the proposal to build the Keynsham Mobility Hub (23% agreed while 58% disagreed). The highest level of disagreement related to bicycle storage and encouraging more journeys by bicycle, while the speed limit reduction on Keynsham Bypass was also unpopular (71% disagreement) among respondents.

Overall, in the Keynsham sections, the proposals relating to cycling infrastructure were more supported than bus infrastructure proposals. There were higher levels of support for all proposed measures from sustainable transport users compared to car users. There was less support from Salford respondents (BS31 3 postcode area) than from those from Keynsham (BS31 1 and BS31 2).

Respondents who expressed support	Respondents who expressed opposition	Suggested improvements or changes
<ul style="list-style-type: none"> • Support for the cycle lane proposals • Support for the proposed introduction of a bus lane • Support for traffic calming measures, including reductions of the speed limit • General support for the Keynsham mobility hub 	<ul style="list-style-type: none"> • Proposal will increase congestion • Proposal won't have an impact or benefit • Oppose introduction of bus lane • Oppose changes to Keynsham Bypass • Opposition to the Keynsham mobility hub • Proposal will be poor value for money 	<ul style="list-style-type: none"> • Funding should be used to improve existing bus and train services • Cyclists should be segregated from traffic • Safety should be the main focus • Suggestions for direct bus links to specific locations

5.3 Salford

For the elements proposed on the section between Broadmead Roundabout and The Globe Roundabout, there was a higher level of support (compared to other elements) for a new segregated cycle track between the roundabouts, although the majority still disagreed with the proposal (28% agreed and 60% disagreed).

Overall, more respondents disagree with the proposals (or their impacts) on this section than agree with them, with the highest level of disagreement related to the provision of a bus lane along this section:

- Adding a bus lane between Broadmead roundabout and Salford (77% disagree)
- Short sections of bus lane between Broadmead roundabout and Salford, to improve bus journey reliability (76% disagree).

The results are more negative among Salford respondents (BS31 3 postcode area) compared to those from Keynsham (BS31 1 and BS31 2 postcode areas). In Keynsham there was a reasonable level of support (41%) for a new segregated cycle track/shared use path from Broadmead roundabout to Salford, compared to 23% of Salford respondents expressing support.

Overall, more respondents disagreed with the impacts of the improvements on this section. The perception that the proposals would ‘improve safety for those cycling along the route’ appeared to find more agreement – which was common with the previous two sections of the route as presented in this report. A total of 28% of respondents agreed to this safety improvement.

Respondents who expressed support	Respondents who expressed opposition	Suggested improvements or changes
<ul style="list-style-type: none"> • Support for the cycle lane proposals • The proposals don’t go far enough (and should go further) • General support for the proposals overall 	<ul style="list-style-type: none"> • Proposal will increase congestion • Proposal isn’t needed • Proposal won’t have an impact or benefit 	<ul style="list-style-type: none"> • Funding should be used to improve existing bus and train services • Suggestion to open / re-open a new train station in the area • Safety should be the main focus

5.4 Bath

For the elements proposed on the Bath section of the A4, the highest level of support (51% of respondents) was received for the proposal to improve footpaths and crossing points at the Globe Roundabout, followed by 41% supporting the proposal to add a new shared use path between the Globe roundabout and Newbridge Road. Most respondents however expressed disagreement with the proposals or impact statements; the highest levels of disagreement were as follows:

- Proposed bus lane between Newbridge Park & Ride and Windsor Bridge Road (71% disagreement)
- Buses being able to avoid congestion at the Globe Roundabout would encourage more use of public transport (67% disagreement)

A significant proportion (42%) of respondents agreed that improved access and safety to the Bristol to Bath Railway Path would encourage greater use of this, and that shared use paths would make journeys along the A4 safer when walking, wheeling or cycling (40% agreement).

For all but one proposal for the Bath section of the A4, respondents from outside the BA1 and BA2 postcode areas were marginally more in agreement with the proposals. The exceptions are the proposals to improve the footpaths and crossing points around the Globe roundabout, and the new shared used path between here and Newbridge Road, for which residents were marginally more in agreement compared to those outside of the BA1 and BA2 postcode.

Over one third (35%) of respondents agreed that the proposals would improve safety for riding, walking and wheeling, and 28% of respondents agreed that more people will cycle, walk or wheel. However, more respondents disagreed with the impacts of the proposals for the Bath section of the A4 corridor, than agreed with them. There was a particularly large number of respondents that disagreed with the impact being that more people will take the bus (63% disagree).

Respondents who expressed support	Respondents who expressed opposition	Suggested improvements or changes
<ul style="list-style-type: none"> • Support for proposed cycle infrastructure • Proposals don't go far enough (and should go further) • General support for the proposals 	<ul style="list-style-type: none"> • Proposal will increase congestion • Proposal isn't needed • Oppose the introduction of a bus lane 	<ul style="list-style-type: none"> • Funding should be used to improve existing bus and train services • Safety should be the main focus • Suggest cyclists should be fully segregated from traffic

5.5 Bristol and Bath Railway Path

Most respondents expressed overall agreement with all elements proposed (and impacts) for the Bristol and Bath Railway Path (BBRP), including:

- Saltford: Better off-road cycling provisions will encourage me to cycle more (62% agreement)
- Saltford: Improved surfacing on BBRP will encourage me to cycle more (57% agreement)
- Bath: Support for extending the BBRP along the disused railway line (72% agreement)
- Bath: Extending the BBRP would encourage me to cycle more (54% agreement)
- Bath: Extending the BBRP would encourage me to walk or wheel more (51% agreement)

Across the proposed elements for the BBRP in the Saltford area, more respondents agree with the impacts the proposals will have than disagree with them. There was a higher level of agreement from Keynsham postcode areas (BS31 1 and BS31 2) than from respondents in the Saltford postcode area (BS31 3). Overall the highest levels of agreement came from respondents from outside these postcode areas. For example, 70% of respondents outside BS31 agree that better off-road cycle provision would encourage them to cycle more, compared to 65% of those responding from Keynsham and 46% for those from Saltford.

In the Bath area, the proposed extension of the BBRP alongside the disused railway line was particularly popular, with 72% of respondents being supportive (including 47% strongly supportive). It was also considered that the extension would encourage greater amounts of cycling (54% in agreement) or walking/wheeling (51% in agreement). Those respondents from inside the BA1 and BA2 postcode areas are more in agreement than those from outside these areas. However, at least half of respondents from outside of these postcodes still expressed overall agreement for each statement, ranging from 51% to 75%.

For the Saltford and Bath areas, most respondents felt that the impact of the BBRP proposals would improve safety for cyclists and walkers (66% agreement) and that more people would cycle or walk (56-57% agreement).

Respondents who expressed support	Respondents who expressed opposition	Suggested improvements or changes
<ul style="list-style-type: none"> • Support for the proposed cycle infrastructure • Support for the improvements for pedestrians • General support for the proposals • Proposals don't go far enough (and should go further) 	<ul style="list-style-type: none"> • Proposal isn't needed • Proposal won't make a difference • Oppose the introduction of a cycle lane • Proposal would be poor value for money 	<ul style="list-style-type: none"> • Safety should be the main focus • Better connections are needed to the cycleway • Lighting of walking and cycling routes is needed • Better enforcement of poor cyclist behaviour is needed

6. Design updates

6.1 Bristol Section – Short-Term

Work has continued on the short-term options taking into account feedback from the public engagement. The key developments since the public engagement for the short-term proposal is:

- The road closure that was proposed on Talbot Road will not be taken forward in the short term. This is because traffic modelling indicating that in isolation (without either long term option) this element is likely to have negative impacts upon local bus routes along the A4 and A37. This does not rule out introducing a modal filter on Talbot Road in the long-term.
- The junction between West Town Lane and the A4 Bath Road (next to Brislington Lidl) will not be changed as part of the short-term proposal. This is due to space constraints at the junction that mean that the small changes that could be possible would not make material differences to the operation of the junction.

6.2 Bristol Section – Long-Term

The longer-term options and engagement responses have been under review while we listen to and assimilate feedback from the engagement and build this into our future approach (and while the Bristol short-term and B&NES sections have been progressing at pace).

6.3 Keynsham, Saltford and Bath

In the B&NES section, since the public engagement, work on the design and the Outline Business Case has progressed with the feedback helping to shape the design.

The Outline Business Case was approved by the West of England Mayoral Combined Authority Committee in March 2024. The Outline Business Case includes analysis on traffic modelling, air quality and carbon emissions for example, which were not available during the public engagement. At the Committee, approval to move to a Full Business Case was granted; this stage of the project will involve further public consultation, where some of this analysis will be presented.

Some key observations relating to development of the design since the engagement, taking into account views from the public and also evidence from the business case analysis, are:

- The scheme retains the bus lanes on the Keynsham bypass. The traffic modelling has shown that these components provide significant benefits to buses in terms of journey time and also reliability.
- The scheme retains reducing the speed limit on the Keynsham bypass to 50mph. This has shown to have significant benefits for air quality and greenhouse gas emissions.
- The walking, wheeling and cycling path along the Keynsham bypass has been removed from the scheme. This is due to the cost of implementation and the effect on biodiversity along the route. This has been replaced by a segregated bi-directional cycle track and widened footways along Durley Hill to connect Keynsham to/from the segregated cycle track between Hicks Gate and Brislington Park and Ride. The walking, wheeling and cycling infrastructure that is proposed on Bath Road (Keynsham) will remain, to connect Keynsham to/from Saltford and Bath via the Bristol and Bath Railway Path.

- In Salford, the following has been removed from the scheme following feedback received during the public engagement:
 - The shared use paths on Manor Road and Grange Road will not be taken forward, therefore there will be no changes to parking in these locations.
 - The double yellow lines shown on Norman Road and High Street at the engagement will not be taken forwards.
 - The traffic island outside of The Crown pub on the A4 Bath Road that was shown to be removed will be retained.
- On Newbridge Road in Bath, the bus lane that was presented at engagement between Old Newbridge Road and Hungerford Road will be shortened. This was following significant concerns in relation to removal of parking on Newbridge Road. The revised bus lane is proposed between Rosslyn Road and Hungerford Road so that it is located where the buses are known to experience the greatest delays, whilst retaining on-street parking on Newbridge Road between Old Newbridge Road and Rosslyn Road.
- The proposed closure of the bridge section of Osborne Road for vehicle traffic is no longer included in the scheme.

The above changes have been made within the Outline Business Case stage, however it does not mean that the scheme is set in stone. Any element could be removed or added from the scheme in the future as new analysis and information comes to light on the scheme. During the Full Business Case stage the detailed design will be developed, and this will be presented at public consultation where the public will again be asked to have their say.

7. Next steps – future engagement

The proposals along the A4 have generated considerable interest and debate among local residents, with more than 5000 responses received to the engagement held between August and October 2023. The West of England Combined Authority recognises the level and strength of public feeling and is committed to keeping communities fully informed as the project progresses.

In addition to a future formal consultation, communications and community engagement will be expanded.

7.1 New A4 Bath to Bristol Community Forum

An independently-chaired community forum will be set up with representatives of groups and communities invited to attend. Local bodies/groups will be able to get up-to-date information about the proposals and any changes that are made over time, and feedback about local issues.

The membership will represent a broad section of the local communities who will be directly affected by the project. The West of England Combined Authority will consider offering representation (one person per group) from any local group with an interest in the project.

The forum will be impartial and will be run and steered independently by an independent chair. It will not be a mouthpiece for the West of England Combined Authority or any one particular local group or interest.

Terms of reference (including expected behaviours) would be agreed by all parties at the first Community Forum. The meeting frequency is yet to be decided.

Representatives of groups and communities that would be interested in joining the community should contact BathtoBristol@westofengland-ca.gov.uk

In addition to the introduction of a community forum, we will:

- Continue to hold regular meetings and briefings with elected members and parish councils
- Introduce a quarterly email newsletter for subscribers
- Regularly update the project website, and maintain a current FAQ section
- Produce a series of factsheets/videos to explain technical information
- Explore other digital engagement opportunities

8. Next steps – the project

The next steps for the project varies by each section:

8.1 Bristol – short-term proposals

Following the engagement, a number of design changes have already been considered in response to the feedback and further technical analysis. The proposals will be evaluated further and designs developed if necessary, with a Full Business Case being developed over the next year and a half.

One of the key concerns outlined in the engagement was that the short-term proposals “will worsen air quality/ negative environmental impact”. In the next stage of the project, we will undertake comprehensive analysis and traffic modelling to understand the environmental impact of the proposals. There will be a full consultation as part of producing the Full Business Case – this is likely to be around early 2025. If approved, the current proposed timeline for construction would be in 2026-27.

8.2 Bristol – longer-term proposals

Once the feedback from this engagement is fully considered, an Outline Business Case will be developed later this year, which will look at options for progressing solutions delivering public transport transformation through Brislington and Totterdown. There is no funding secured at present to construct these longer-term proposals, which would need to be funded from further bids to the Department for Transport.

8.3 Keynsham, Saltford and Bath

These proposals are slightly more advanced and an Outline Business Case is now complete. A number of design changes have already been considered in response to the feedback received and technical analysis, but this does not preclude further changes.

The Outline Business Case was approved by the West of England Mayoral Combined Authority Committee in March 2024, along with approval to continue to develop a Full Business Case.

Work is now starting on detailed designs with further analysis and modelling. There will be a full consultation as part of producing the Full Business Case – this is likely to take place around early 2025.

9. Annex 1 – Feedback on aims

The engagement questionnaire asked respondents for their views on the overall aims of the project.

They were asked to what extent they supported the aim to firstly provide better public transport links through dedicated bus lanes and secondly to provide better walking, wheeling and cycling networks

Question 1: “The proposals seek to provide better public transport links on the route between Bath and Bristol through dedicated bus lanes that should improve service reliability. To what extent do you support this aim?”

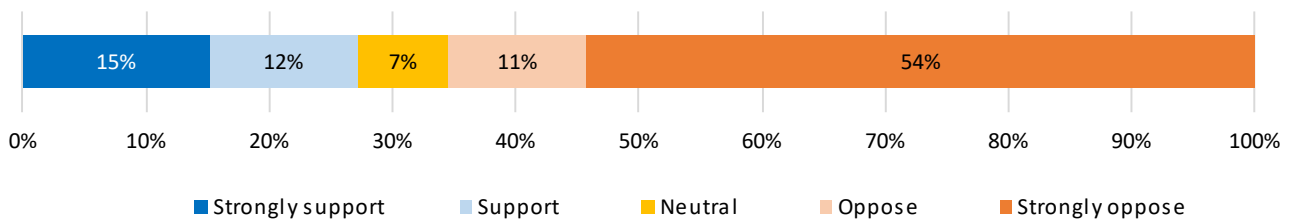


Figure 3: Level of support for dedicated bus lanes

Most respondents are opposed to the aims of the proposal in delivering bus lanes to improve bus service reliability (Figure 1).

Question 2: “The proposals seek to provide better walking, wheeling and cycling networks between Bristol and Bath, and communities in between, including Saltford and Keynsham, with better connections to public transport along the route to allow people to undertake more of their journey without a car. To what extent do you support this aim?”

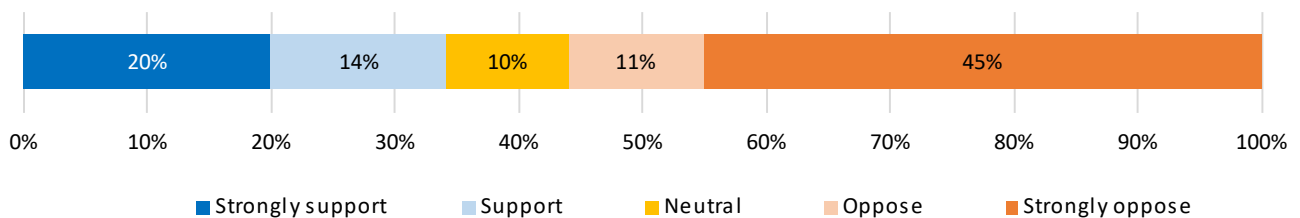


Figure 4: Level of support for better walking, wheeling and cycling networks

There were also a large proportion of respondents who opposed the aim of providing improved walking, wheeling and cycling networks (Figure 2). However, the level of opposition to the aim is not as high as for the provision of dedicated bus lanes. Almost a fifth of respondents strongly support this aim (20% compared to 15% for the bus lanes).

9.1 Feedback by postcode area

Analysis was performed on the results from the two questions to understand how a respondent's postcode might affect the way that they view the aims of the project.

Postcodes which are not next to the route have been classed as 'other', while postcodes in the immediate vicinity of the proposals have been analysed by area.

- BS4: Bristol
- BS31 (including sub-postcode areas in Keynsham: BS31 1 & BS31 2, and Saltford: BS31 3)
- BA1 and BA2: Bath

A total of 1,406 people did not provide a postcode or left the question blank and therefore are not included in this cross section of data, as there is no way of determining their location.

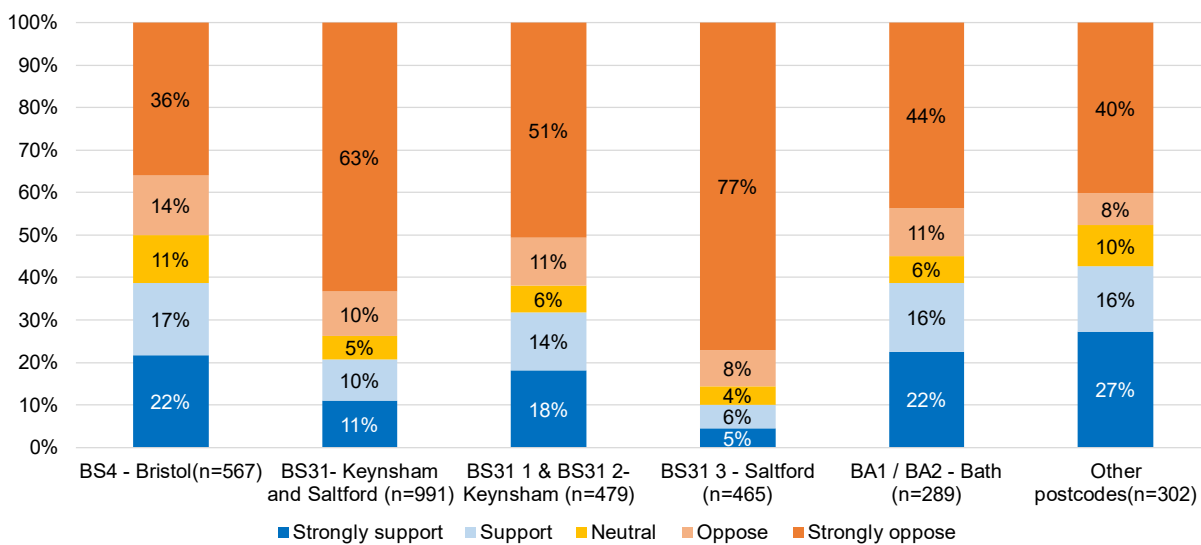


Figure 5: Support for dedicated bus lanes by postcode area

The results in Figure 3 show that there are some significant differences depending on the respondent's postcode for the provision of better public transport links. For instance, the level of opposition is significantly greater in the BS31 postcode (Keynsham and Saltford), compared to the other postcode areas. However, within this postcode area, there is less opposition from Keynsham sub-postcode areas (BS31 1 & BS31 2)– with 51% being strongly opposed, and 11% opposed (62% combined opposed); around one third (32%) of respondents expressed their support.

Similarly, the proportion of strongly supportive respondents from other postcode areas, Bristol and Bath is greater than the Keynsham and Saltford postcode areas, especially compared with the Saltford sub-postcode area.

10. Annex 2 – Demographics

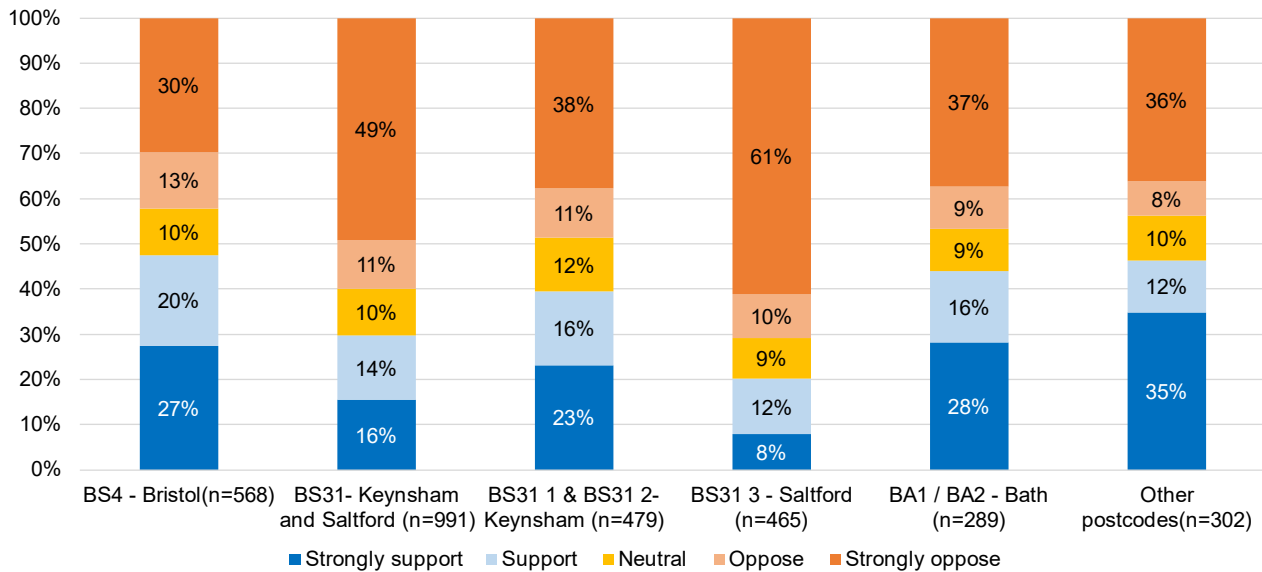


Figure 6- Level of support for better walking, wheeling and cycling networks by postcode area

Figure 4 shows a similar pattern for the aim to provide improved walking, wheeling and cycling facilities.

Those in the BS31 area were more opposed to the proposed aim to improve walking, wheeling and cycling facilities compared to other postcode areas. Again, there was significantly more opposition in the Saltford sub-postcode (BS31 3) with 61% of respondents being strongly opposed to the stated aim. In the Keynsham sub-postcode areas (BS31 1 & BS31 2), 39% of respondents do support the scheme. In Bristol and other postcodes, the combined level of support outweighs the level of opposition. Meanwhile, in Bath the difference in proportions in support vs opposed indicates no material difference (44% combined support vs 46% combined oppose).

Overall Indications from the results are that there are differences in the levels of support and opposition to the proposals generally. Respondents in Bristol, Bath and those who live outside the postcodes along the route seem generally more supportive of the proposals (with a higher percentage being strongly supportive of the two proposals, compared against the other postcodes. Meanwhile those living in Saltford postcodes are significantly less supportive compared to the other postcode areas, with a higher level of support in the Keynsham postcode area.

10.1 Demographic profile of respondents

This section of the report presents details of the profile of all respondents that took part in the engagement and provided a response via the questionnaire.

It should be noted that the responses to these questions were not mandatory, meaning that respondents could skip to the next question without giving an answer.

The number of respondents that gave an answer to that question (i.e. not left blank) is included within each chart title in the format (n=X) out of a total of 4,851 respondents that completed a questionnaire.

10.1.1 Age

Respondents were asked to provide details of their age by selecting the age grouping to which they belong. The results are shown in Figure 5. This indicates that there is a broad range in the age of the respondents answering the questionnaire. The 25-34, 35-44 and 45-54 age categories are broadly similar, with around 20% of respondents in each of these groups. The results have been compared to the 2021 Census data for Bristol and Bath & North East Somerset. The results shown suggest that there is a larger representation of middle-aged groups in the responses to the engagement, substantially fewer responses in the under 34 years of age group, and a greater proportion in the 65 and above age groups.

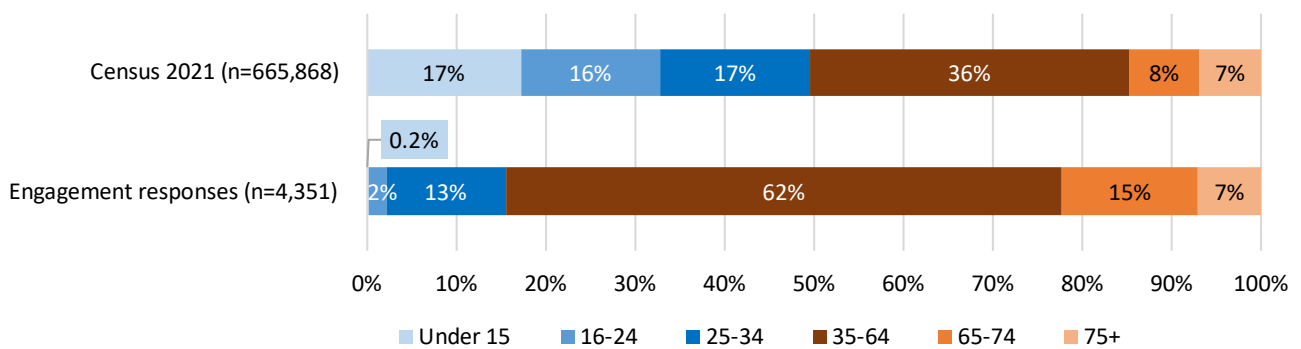


Figure 7: “Please indicate your age”

10.1.2 Occupation

Respondents were asked to select the category that best described their occupation or current circumstances. The largest group of respondents were those who stated they were employed (60%), followed by those who are retired (24%) and those describing themselves as being self-employed (9%). Two percent of respondents stated they were a stay-at-home parent, carer or in a similar occupation. A comparison with 2021 census data was not possible due to different categories of occupation being used.

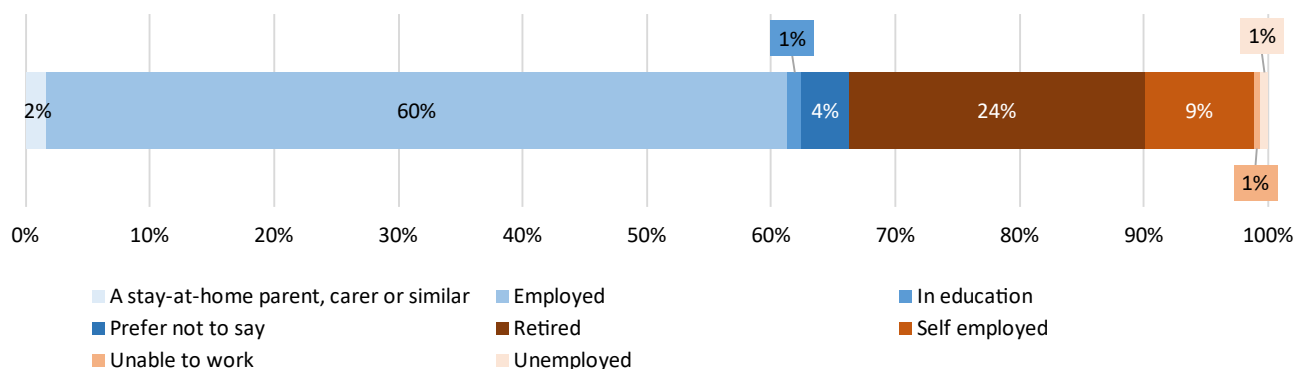


Figure 8: Occupation

10.1.3 Gender

Figure 7 shows that there was broadly an equal sample of respondents identifying as male or female (47% and 46% respectively). Six percent of respondents preferred not to give details of their gender, while 22 stated they were non-binary (0.5%), and 13 stated their gender was not listed among the options given (0.3%).

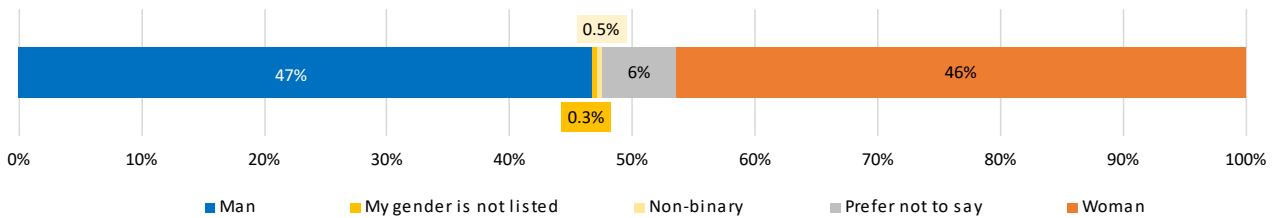


Figure 9: "Which of the following best describes your gender?"

The 2021 census data gave respondents an option to define their sex as male or female. Using these options, out of the 4130 who responded "male" or "female" to the questionnaire, 50.2% stated they were male with 49.8% female. Combining the 2021 census data for Bristol and Bath & North East Somerset revealed that out of 665,874 residents, 49.4% were male and 50.6% were female. The questionnaire responses therefore show a slight overrepresentation of male respondents compared to the 2021 Census. However, this is marginal at less than 1% difference.

10.1.4 Respondent type

The final general demographic question asked respondents '***Are you responding as an individual or as representative of a business?***' Out of the 4,461 respondents – the majority of respondents responded as individuals (99%), with 1% on behalf of a business.

11. Annex 3 – Data collection and analysis

The engagement generated a large amount of data, including questionnaires, emails, plus several other documents/written responses.

11.1 Questionnaire responses

The analysis of the closed-response questions in the questionnaire were analysed through frequency counts and are presented as percentage-based charts in the two appended engagement reports.

11.2 Approach to coding free-text responses

Where free text responses were allowed in the questionnaire a codeframe was used to make it possible to make meaningful conclusions.

Consultants for the West of England Mayoral Combined Authority (AECOM and WSP) developed the code frame with each thematic issue raised being assigned to a structure based on sentiment – support, oppose, suggest, and concern. The sentiments expressed in each comment were assigned numeric codes. These numeric codes were then assigned to the comment, reflecting the issues raised in the free text responses. As a code could only be assigned to a comment once, in combination, the analysis gives a frequency count of the most prevalent issues raised by number of respondents. Once the coding of the responses was completed, a frequency count was undertaken on the data to determine what issues had been raised most frequently in the free text responses.

11.3 Results of the coding

Upon completion of the coding process, which included quality checking on the responses – such as whether the correct codes were being applied to the free text and checking for any mistyped codes that would not register properly in the analysis, the attention turned to building frequency tables. These tables provide a count of the number of times a specific code appeared within the comments, for each question – remembering that a code could only be applied once to a comment. As such, the number of times a code appears is the number of respondents that raised the specific issue captured in that code, within that question. The results are presented in the appended reports.

11.4 Cross tabulation

Much of the data collected as part of this consultation was analysed using a method called '*cross tabulation*'. This is a method used to compare the results of one question with the results of another to help understand how different groups of people answer a survey. This also helps us to see if there are any patterns or relationships between the groups and their response e.g. it might show us if age or home address influences how people answered the survey questions.

A4 Bath to Bristol

Appendix 1 Engagement report – Bristol

July 2024



Appendix 1: Proposals in Bristol

1. Executive Summary

1.1 Background

The purpose of this engagement was to collect feedback on the early stage proposals from members of the public who live along the A4, work or study in the area, commute through or use it for leisure purposes, (plus businesses, local organisations and councillors).

The proposed changes relate specifically to the area between the Three Lamps junction in Totterdown and Emery Road junction in Brislington and aims to improve the route for active travel and buses and altering the routing of traffic. The proposals also include transforming the disused railway line between Callington Road and St Phillips Causeway into a new route for buses or traffic (plus active travel).

The proposals for Brislington and Totterdown show possible changes in the short-term and longer-term. Respondents were advised the proposals were at a very early stage and not set in stone. The engagement highlighted that whilst the proposals could bring positive benefits, there were downsides too and there could be some trade-offs to make.

1.2 The engagement

Two in-person events were held in September 2023 in relation to the Brislington and Totterdown July proposals, as well as an online transport webinar. A total of 1,731 responses were received about Brislington and Totterdown proposals, in addition to a further 66 emails and six stakeholder responses. Local stakeholders included groups with an interest in active travel, local councillors, and housing associations. Responses to the engagement were received via an online portal, emails and via a paper version of the questionnaire.

1.3 Findings summary

In general, residents of the BS4 postcode were less likely to agree with short-term and long-term proposals than non-residents. Sustainable transport users (those who usually travelled by bus, cycle, walk or wheel) were more likely to agree with the proposed short-term changes and long-term proposals than car users who were more likely to disagree.

1.3.1 Key findings: short term proposed changes

Response to the proposals

There were three short-term proposals where more respondents agreed than disagreed, with the highest levels of agreement for proposals relating to cycling initiatives:

- New cycle lanes and crossings throughout the areas (55% agreed)
- Adding a segregated cycle lane through Brislington Retail Park (50% agreed)
- New car club spaces and electric car charging points (36% agreed)

There were three short-term proposals where more respondents disagreed than agreed. These were:

- An additional bus lane on the A4 through Brislington Retail Park (44% disagreed)
- Making bus lanes through Brislington Retail Park and on Bath Road outside Arnos Vale Cemetery operate 24 hours (47% disagreed)
- A new traffic filter on Talbot Road (56% disagreed)

Short term proposed change	Net agreement*
I support new cycle lanes and crossings throughout the areas	+27
I support adding a segregated cycle lane through Brislington Retail Park	+16
I support new car clubs spaces and electric car charging points	+5
I support adding an additional bus lane on the A4 through Brislington Retail Park	-4
I support making bus lanes through Brislington Retail Park and on Bath Road outside Arnos Vale Cemetery operate 24 hours	-8
I support a new traffic filter on Talbot Road	-30

*Calculated by the difference in the percentage of those who agreed and disagreed with each proposed change.

For all proposals, non-residents were more likely to agree with the proposals than residents of BS4.

Perceived impact

Overall, there were more who disagreed than agreed with the positive impacts of the proposed short-term changes to the A4. The exception to this was the perception that ‘cycling and walking will be safer’, for which more than two-fifths (45%) agreed.

Comments provided

Those who commented in support of the short-term changes specifically mentioned:

- general support for the proposals without providing a detailed reason for their support
- support of the proposed cycle lane/ cycling infrastructure
- support of the traffic calming measures or reduction in speed limits

Those who provided a comment opposing the short-term proposals specifically mentioned:

- criticism of the existing bus service
- proposals would increase congestion / make traffic worse
- proposals would worsen air quality or have a negative environmental impact
- opposed the proposed closure of Talbot Road

Suggested improvements or changes to the proposals included:

- bus lanes should only operate at peak times
- funding should be used to improve existing bus services

The overall response to the short-term changes from the stakeholders was generally positive, with all in support of the proposed changes. However concerns were raised regarding the impact of the proposed traffic filter on Talbot Road, the frequency of existing bus services and potential removal of parking spaces.

1.3.2 Key findings: longer term option one

Response to the proposals

There was disagreement with the three changes proposed as part of the longer-term option one proposals:

- A new route for through traffic, walkers and cycling between St Philips Causeway and Callington Road using the former railway track (53% disagreed)
- Making the A4 (between Three Lamps junction and West Town Lane junction) for buses, walking, cycling and local traffic only (64% disagreed)

Response to the removal of the footbridge over the A4 in Brislington village and replacing it with a new ground level crossing was more neutral; 39% disagreed with the proposal whilst 34% agreed.

Long-term option one proposal	Net agreement*
I support a new route for through traffic, walkers and cycling between St Philips Causeway and Callington Road using the former railway track	-17
I support making the A4 (between Three Lamps junction and West Town Lane junction) for buses, walking, cycling and local traffic only	-36
I support removing the footbridge over the A4 in Brislington village and replacing it with a new ground level crossing	-5

*Calculated by the difference in the percentage of those who agreed and disagreed with each proposed change

BS4 residents were more likely to disagree with these proposed changes compared to those not in the BS4 postcode area.

Perceived impact

More respondents disagreed than agreed that the option one changes would have a positive impact in the local area and more BS4 residents disagreed than agreed with the potential impacts of the option one proposals.

Comments provided

Those who commented in support of the long-term option one proposals specifically mentioned:

- general support for the proposals without providing a detailed reason for their support
- support of the proposed cycle lane/ cycling infrastructure

Those who provided a comment opposing the long-term option one proposals specifically mentioned:

- proposals would worsen air quality or have a negative environmental impact
- proposals would increase congestion / make traffic worse
- proposals would move the problem of congestion rather than solving it

Suggested improvements or changes to the long-term option one proposals included:

- the former rail route should be an active travel corridor
- cyclists should be fully segregated from other traffic
- funding should be used to develop a light rail / tram system.

Almost all stakeholders were in support of the long-term changes proposed in option one. One of the major concerns raised by almost all stakeholders was the loss of biodiversity and green infrastructure along the former railway line.

1.3.3 Key findings: Longer term option two

Response to the proposals

More respondents disagreed than agreed with all option two proposals:

- The highest level of agreement was the proposal for a new route for buses, walking and cycling between Sandy Park Road and the Lodekka pub using the former railway track; 39% agreed with this proposal.
- The highest level of disagreement was for the proposal to make the A4 between the Lodekka pub and West Town Lane for buses, walking, cycling and local traffic only; three in five (59%) disagreed with this proposal.

A similar proportion (52%) also disagreed with the proposal for a new traffic filter on Sandy Park Road.

Long-term option two proposal	Net agreement*
I support a new route for buses, walking and cycling between Sandy Park Road and the Lodekka pub using the former railway track	-7
I support removing the footbridge over the A4 in Brislington village and replacing it with a new ground level crossing	-7
I support a new route for through traffic, walking and cycling between the Lodekka pub and Tesco (Callington Road) using the southern part of the former railway route	-14
I support new traffic filters on Sandy Park Road to stop through traffic using this route	-23
I support making the A4 (between the Lodekka pub and the West Town Lane junction) for buses, walking, cycling and local traffic only	-31

*Calculated by the difference in the percentage of those who agreed and disagreed with each proposed change

Perceived impact

Overall agreement with the perceived impacts of the option two proposals was low and more respondents disagreed than agreed with the perceived impact.

More BS4 residents disagreed than agreed with the potential impacts of the proposed changes with the exception that cycling and walking will be safer.

Comments provided

Those who commented in support of the long-term option two changes specifically mentioned:

- general support for the proposals without providing a detailed reason for their support

Those who provided a comment opposing the long-term option two changes specifically mentioned:

- proposals would increase severance / make getting about more difficult
- proposals would increase congestion / make traffic worse
- proposals would worsen air quality or have a negative environmental impact

Suggested improvements or changes to the proposals included:

- the former rail route should be an active travel corridor
- funding should be used to develop a light rail / tram system.

The overall response from stakeholders to the long-term option two proposals was less positive than long-term option one. There were a number of concerns expressed, including a concern about the loss of biodiversity and removal of green infrastructure, the level of investment required and the potential impact on reliability of buses.

1.4 Brislington and Totterdown proposals

This section presents the findings of the engagement for Brislington and Totterdown. The purpose of this engagement was to collect feedback on the early stage proposals from members of the public who live along the A4, work or study in the area, commute through or use it for leisure purposes, (plus businesses, local organisations and councillors). These findings will be reviewed in detail, with comments and suggestions taken on board and used to draw up more detailed designs.

The proposed changes relate specifically to the area between the Three Lamps junction in Totterdown and Emery Road junction in Brislington, and aims to improve the route for active travel and buses and altering the routing of traffic. The proposals also include transforming the disused railway line between Callington Road and St Phillips Causeway into a new route for buses or traffic (plus active travel).

The proposals for Brislington and Totterdown show possible changes in the short-term and longer-term. Respondents were advised the proposals were at a very early stage and not set in stone. The engagement highlighted that whilst the proposals could bring positive benefits, there were downsides too and there could be some trade-offs to make.

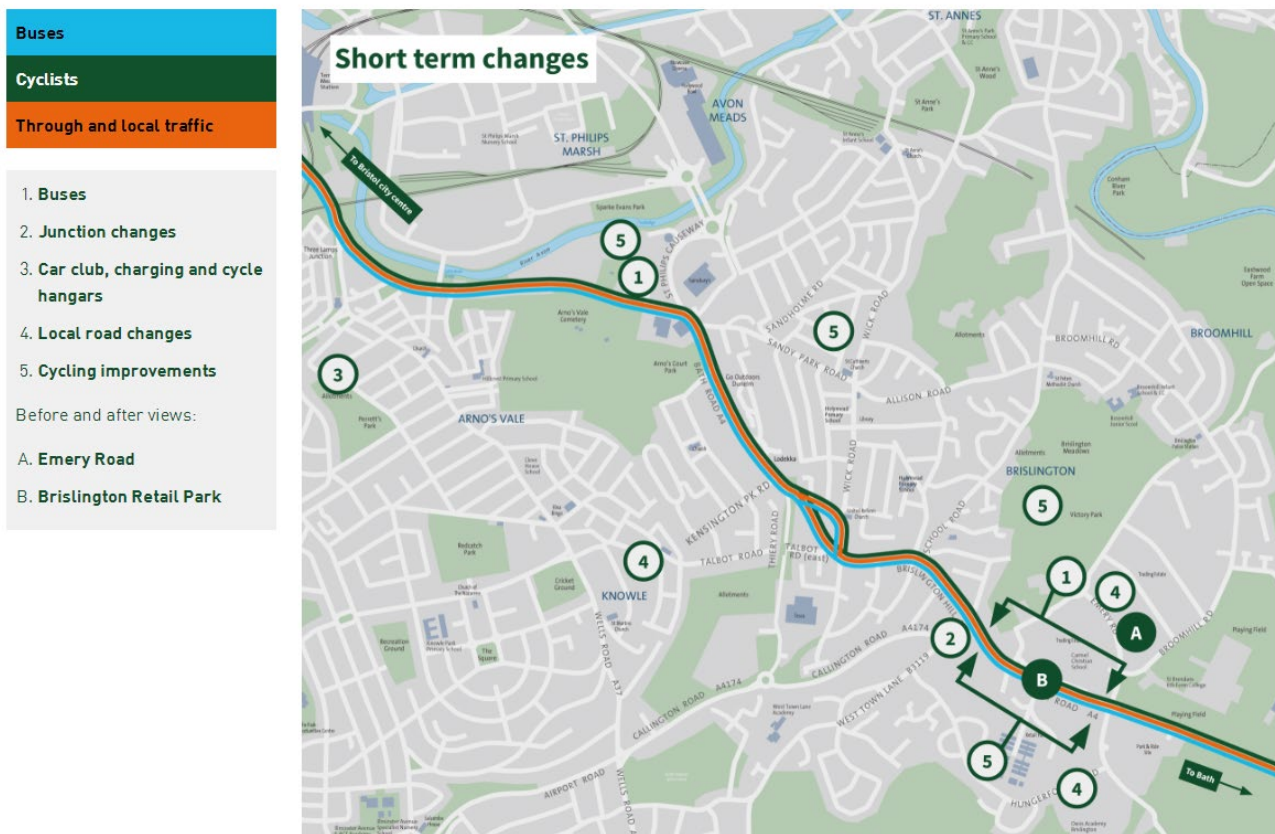
The proposals for the short-term and two longer-term options are described next, along with the benefits and drawbacks of each one.

1.4.1 Short-term proposed changes

The short-term proposals include a number of changes which could be made to the A4 between Brislington and Totterdown in the next two to three years, with a view to making:

- Buses faster and more reliable
- Cycling and walking safer and easier
- The local area greener and expected to be a more pleasant place to live

These proposed changes are shown in the next image.



What would this mean in the short-term?

It was recognised that while the short-term proposals could bring practical positive benefits, there were downsides and trade-offs too.

Benefits of short-term proposals:

- Easier and safer to travel by bike
- Slightly quicker and more reliable buses
- Quieter and less traffic on Talbot Road
- Less traffic cutting through Hungerford Road

Trade-offs of short-term proposals:

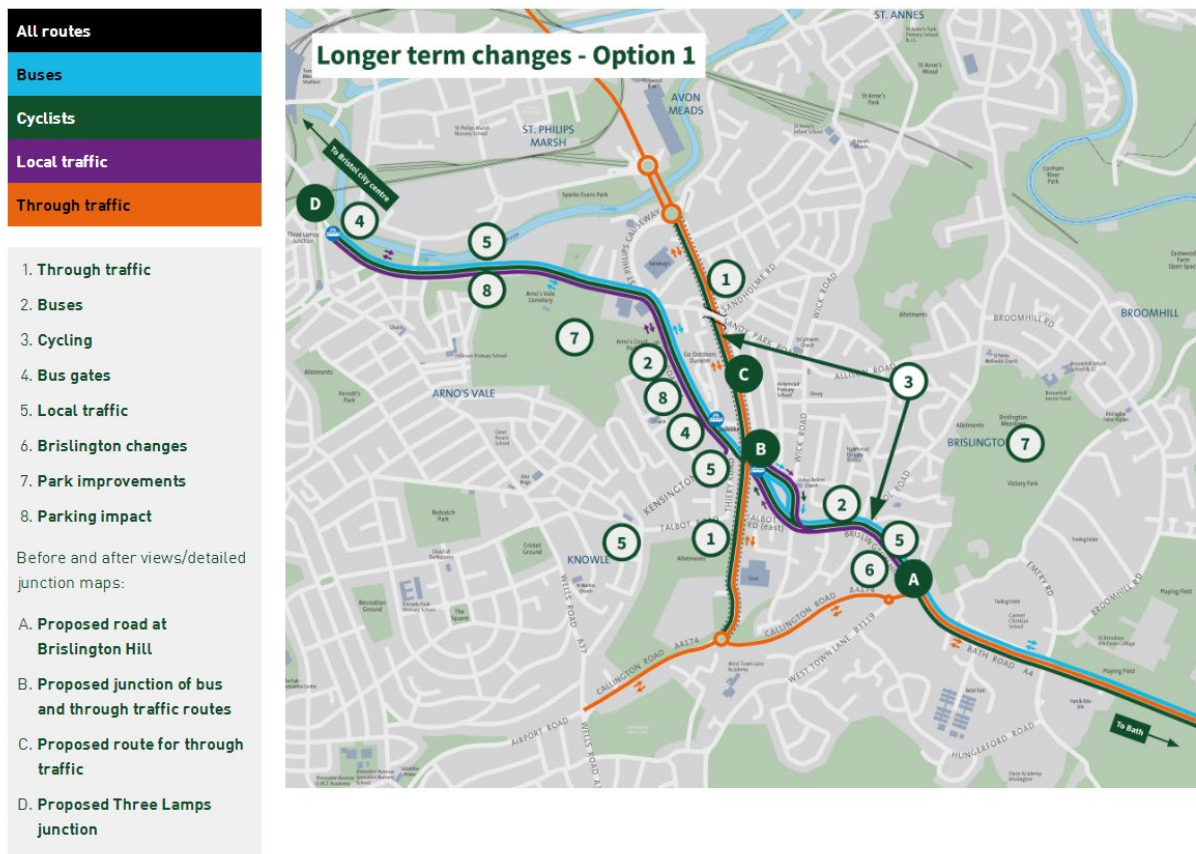
- Fewer direct routes to local destinations (as a result of the Talbot Road closure)
- New parking restrictions and fewer car parking spaces in some locations

1.4.2 Long-term changes

A further two concepts have also been proposed for longer-term changes along the A4:

Long-term option one

Option one proposes use of the A4 for buses and walking and local traffic only, with through traffic utilising a new route via a disused railway line (see the next image).



What would this mean in the long-term?

It was recognised that while the first long-term proposal could bring practical positive benefits, there were downsides and trade-offs too.

Benefits of long-term option one proposals:

- Quicker and more reliable buses
- Cycling across the area would be transformed by a number of new cycle routes
- Smoother journeys with fewer junctions along the through traffic route
- Easier and safer to cross roads
- Brislington village would be expected to be a nicer, more pleasant place to live, work and travel through

Trade-offs of long-term option one proposals:

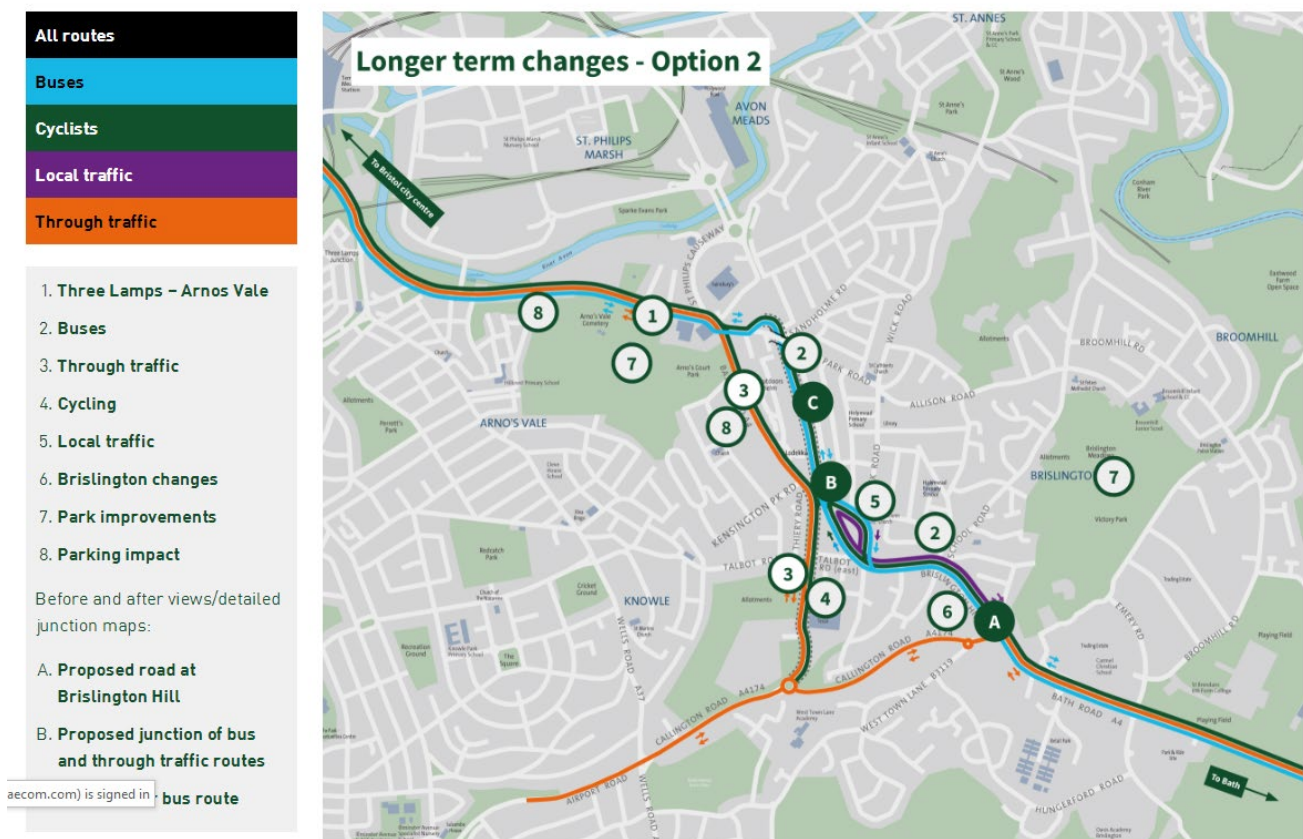
- Noisier and busier for people who live near the proposed new road, including some residents of Repton Road, Eagle Road, Thiery Road, Talbot Road, and the nearest ends of Sandholme, Churchill, Bloomfield and Whitby Roads
- Longer trips to reach local destinations (although on the whole you could expect less traffic)
- Extra local traffic on some roads (although this should be balanced by fewer vehicles running)

- Fewer car parking spaces and more parking restrictions

Long-term option two

Option two proposes the use of Brislington village for buses, walking, cycling and local traffic only. Through traffic would be directed via a new route following the disused railway line alignment.

- Through traffic would travel along the existing A4 until just past the Lodekka pub, where it would be diverted into the southern half of the disused railway track as far as Callington Road. Drivers would re-join the A4 Bath Road at West Town Lane junction
- Buses would divert off the main A4 at Arnos Vale joining the northern half of the old railway track via Sandy Park Road. This would become a bus-only highway until it re-joined the A4 at the northern part of the Eagle Road gyratory
- The A4 between Three Lamps junction and Arnos Vale would largely remain unchanged, except for a short stretch of existing bus lane which would be converted to a 24-hour bus lane
- Buses, cyclists, through and local traffic would continue to share the road



What would this mean in the long-term?

It was recognised that while the second long-term proposal could bring practical positive benefits, there were downsides and trade-offs too.

Benefits of long-term option two proposals:

- Quicker and more reliable buses
- Cycling across the area would be transformed by several new cycle routes
- Less traffic and improved air quality along the A4 in Brislington
- Easier and safer to cross roads

- Brislington village would be expected to be a nicer, more pleasant place to live, work and travel through

Trade-offs of long-term option two proposals:

- Noisier and busier for people who live near the proposed new road, including some residents of Eagle Road, Thiery Road and part of Talbot Road
- Slightly noisier for people who live near the route of the proposed bus highway, including some residents of Repton Road and the nearest ends of Sandholme, Churchill, Bloomfield and Whitby Roads
- Longer trips by car to reach local destinations (although on the whole you could expect less traffic)
- Fewer car parking spaces and more parking restrictions

1.5 What will happen next?

The findings from this engagement will be reviewed in detail and published in a report made available to the public online.

All the feedback from this engagement will be reviewed in detail and used to draw up more detailed proposals, with comments and suggestions taken on board. The next proposals will be more detailed and will look at how the proposals will impact journey times for buses and other traffic, as well as economic benefits and how the environment might be affected.

Once more detailed proposals have been drawn up, there will be a further engagement with opportunity to comment on the proposed changes. This is likely to take place in 2024.

1.6 Engagement details

Two in-person events were held, taking place on the evenings of Wednesday 20 September and Tuesday 26 September 2023.

An online transport webinar took place on Thursday 7 September. This was attended by Bristol Walking Alliance, Bristol Cycling Campaign, National Express, Sustrans and Walk Ride Bath.

The themes of topics raised during these three pieces of engagement are shown in Appendix B.

A petition relating to this specific section of the A4 was submitted via change.org with emphasis on saving the Brislington Greenway (the former railway line). The petition included 1,966 signatures at the time of writing. The text from the petition is shown in Appendix B.

1.7 Receiving responses

Responses were received via the online portal, and to ensure inclusivity, the Combined Authority also accepted responses via email and a paper version of the questionnaire.

- 1,731 responses were received about Brislington and Totterdown, of which 1,681 were provided directly via the online portal, and 50 were completed on paper and inputted into the online portal
- An additional 66 emails were received which were either fully or partly in response to the Brislington and Totterdown proposals

- Six stakeholders provided a response to these proposals. A summary of the stakeholder responses is provided at the end of the Brislington and Totterdown section of the report.

The responses from the 66 emails and six stakeholders were summarised and are shown at the end of this Brislington and Totterdown section of the report.

1.8 Thematic coding

In parts of the engagement, respondents were invited to share their personal views (these are called 'free text' responses); these were read and grouped into themes to allow meaningful analysis. Where possible, free text responses have been analysed by topic, rather than response to a question, to allow thorough analysis and avoid double counting where respondents have given the same response to several questions.

Quotes from the free text responses have been used to illustrate the points raised and selected to best show the essence of what was said for each theme. For ease of reading, any clear and obvious typos or spelling errors have been corrected.

The most often stated themes from the free text are shown in the body of the report. All themes are provided in detail in Appendix C.

1.9 Analysis and reporting

The engagement was open to all and, therefore, respondents were self-selecting. This (coupled with the fact respondents could choose which of the questions they answered) means the results and responses should be viewed as indicative of the wider population and any identified sub-groups, rather than representative.

As respondents were not obliged to answer all questions in the questionnaire, the percentages shown only include those that responded to each question.

Where percentages do not equal 100% in the main body of the report, this is due to rounding. Use of an asterisk (*) denotes less than 1%.

Statistical significance testing is a research analysis method where data collected is analysed to establish whether any differences in the results are not explainable by chance alone. This was undertaken as part of the engagement and completed at the 95% confidence level. Where results are reported as different between subgroups, this means the differences in the data are not likely to be due to coincidence. Only data which is significant has been referenced in the report.

When the text in the report describes an outcome as 'agreed' or 'disagreed', the quoted percentages are the total of all the relevant responses to this specific outcome (i.e. results which are described as 'agreed' include the combined response for 'strongly agree' and 'agree').

1.10 Definitions used in the report

Respondents were asked to provide their postcode as part of their response, and where provided these have been mapped to postcode areas.

In the report, these have been defined as:

- BS4 residents: all respondents who provided a postcode within the BS4 postcode area (n=877)
- Lived elsewhere: all respondents who provided a postcode not within the BS4 postcode area (n=451)
- Postcode not given: all respondents who did not provide a postcode in their response (n=286)

Of those respondents who did not provide a postcode, 54% also said they lived in the area of the A4 between Three Lamps junction and Emery Road junction, with the remaining 46% using the road for other reasons, mainly commuting and for leisure.

Respondents were asked how they usually travel along the section of the A4. In the report, these have been defined as:

- Car users: all respondents who selected 'car'
- Sustainable transport users: all respondents who selected bus, cycle, walk or wheel
- Others: those who selected other or motorcycle

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2 Respondent profile

This section provides the profile of the individuals who responded to the engagement.

2.1 Demographic profile

Of all the people who responded to the engagement relating to Brislington and Totterdown, 1,068 lived in the City of Bristol postcode area, and 265 lived in another postcode area in the West of England Combined Authority (CA). A further 286 of respondents did not provide their postcode.

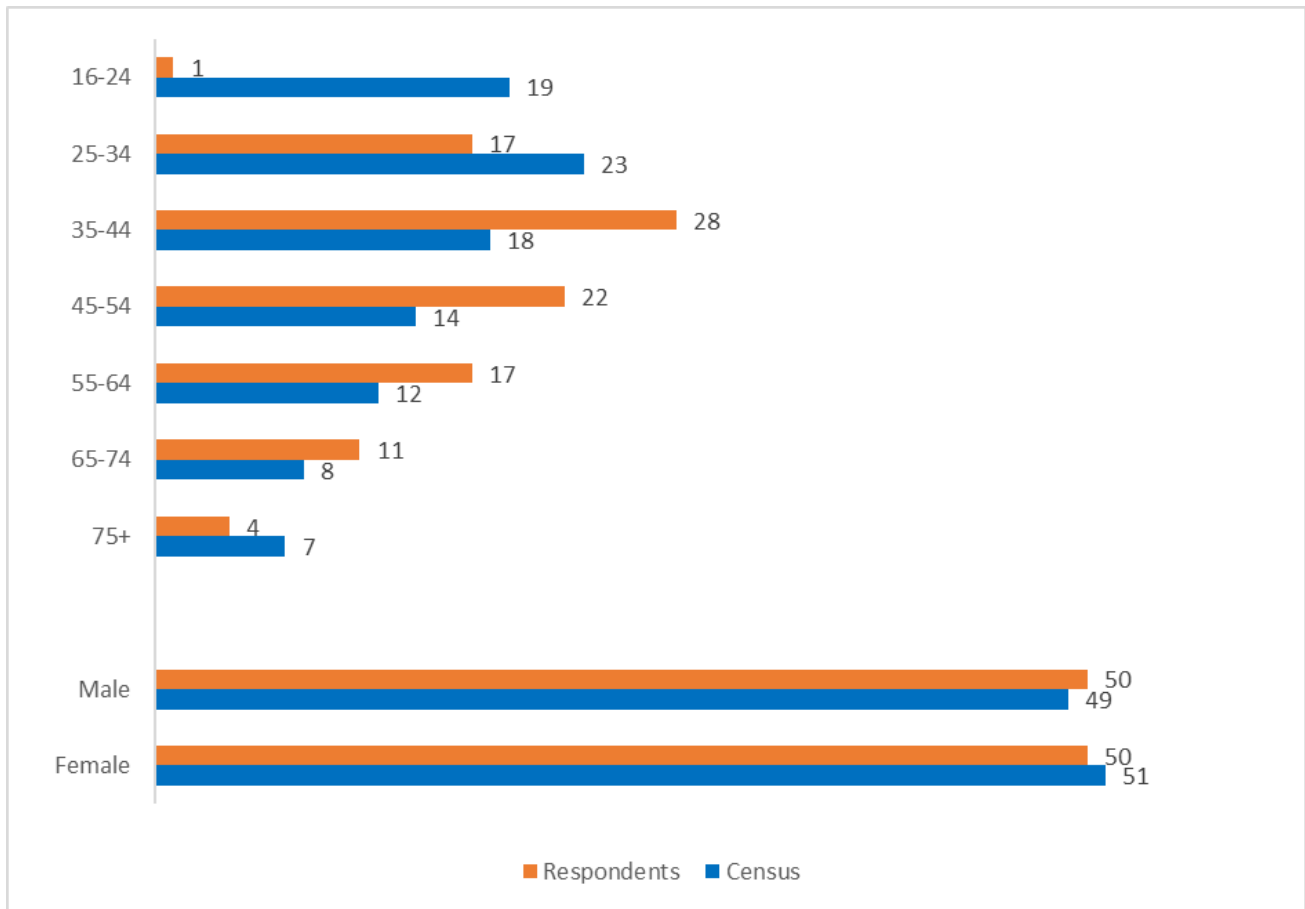
Age and gender by postcode area (%):

		City of Bristol postcode area	Other CA postcode areas	No postcode provided
Age	Under 15	<1	0	0
	16-24	1	4	2
	25-34	16	16	12
	35-44	28	24	23
	45-54	22	18	16
	55-64	17	17	22
	65-74	10	15	14
	75+	4	3	5
	Prefer not to say	1	2	5
	Base	1,068	265	286
Gender	Male	48	55	48
	Female	48	41	39
	Non-binary	<1	1	<1
	My gender is not listed	<1	<1	<1
	Prefer not to say	4	3	12
	Base	1,063	265	286

Comparisons of those living in the City of Bristol postcode area have been made with the City of Bristol population profile using Office for National Statistics (ONS) 2021 Census data. Younger people (aged 34 and under) were under-represented in the response compared to the census, and respondents aged 35 to 74 were over-represented.

Two-thirds (67%) of the respondents from the City of Bristol were aged 35 to 64, while a further 15% were aged 65 and over. There was an equal split of male and female respondents.

Age and Gender: City of Bristol postcode area (%)



Base: All respondent living in City of Bristol postcode area who provided a response:

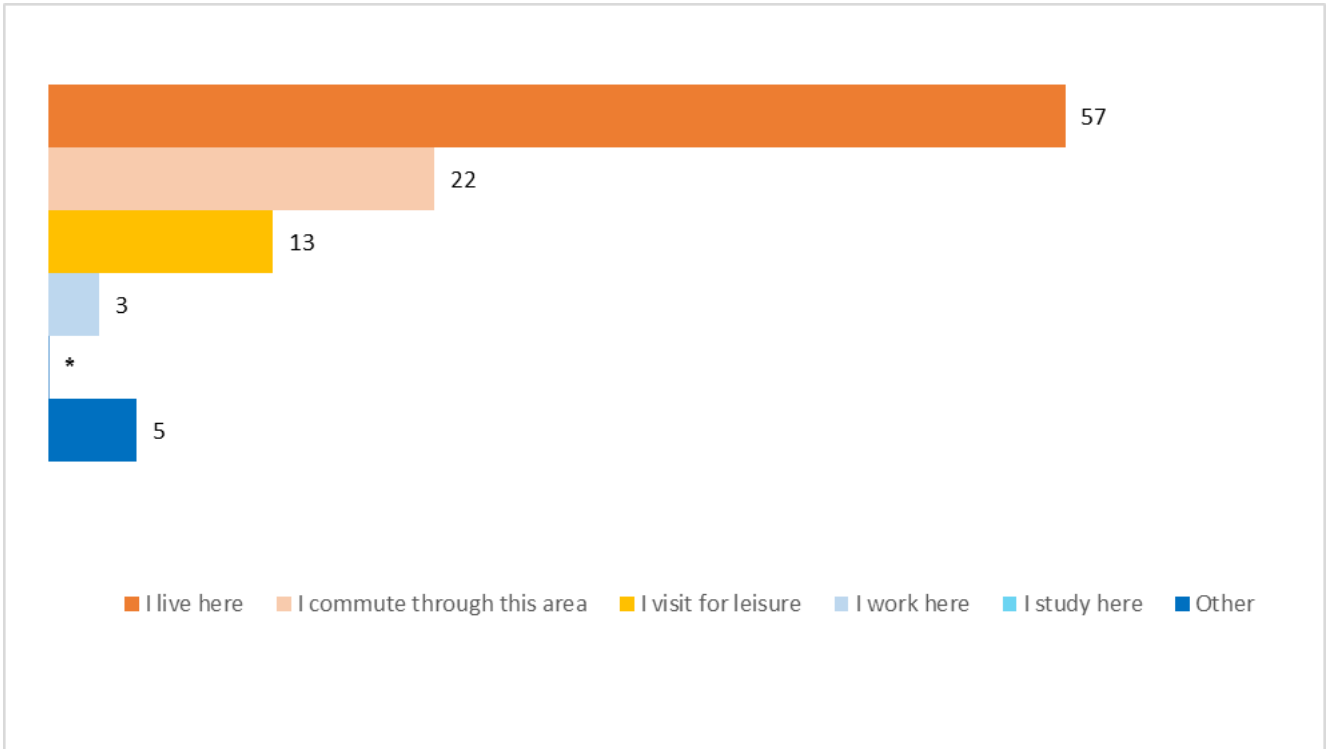
- Age: n=1,052; 12 respondents who gave the response 'prefer not to say' and 4 respondents aged under 15 are not shown in the chart for comparison purposes.
- Gender: n=1,015; 48 respondents who gave the response as non-binary, a gender not listed or prefer not to say are not shown in the chart for comparison purposes

Three-quarters of the respondents (79%) who lived in the City of Bristol were in employment or self-employed, which is higher than the ONS Census 2021 data (58%). Most of the remaining respondents were retired (17%) which is in line with the Census data (15%).

2.2 Use of the route

Over half of respondents (57%) said that they lived in the area of the A4 between Three Lamps junction and Emery Road junction, and a further one in five (22%) used the road to commute through the area. One in eight (13%) visited the area for leisure purposes.

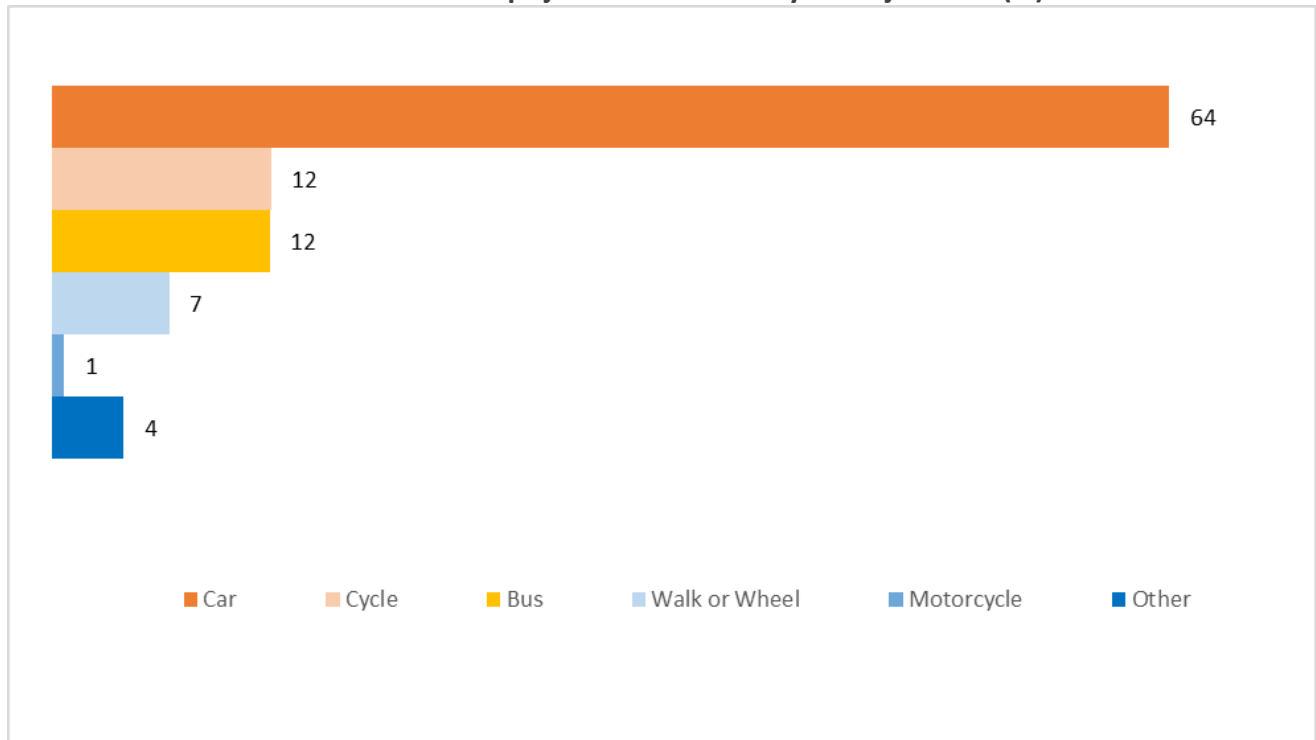
Main use of the A4 between Three Lamps junction and Emery Road junction (%)



Base: All respondents who provided a response (n=1,703) *=<1%

Just under two-thirds (64%) of respondents usually travelled by car along this section of the A4; one-fifth either cycled (12%) or walked/wheeled (7%); one in eight (12%) usually travelled by bus.

Usual mode used between Three Lamps junction and Emery Road junction (%)



Base: All respondents who provided a response (n=1,689).

There were some notable differences in the usual mode used to travel by different age groups:

- More 16 to 34-year-olds (24%) usually travelled by bicycle than 35 to 64-year-olds (12%) and respondents aged 65 and over (3%)
- More 35 to 64 year olds and respondents aged 65 and over usually travelled by car (66% and 69%, respectively) compared to 16-to-34-year-olds (51%)
- More respondents aged 65 and over travelled by bus (18%) compared to 35-to-64-year-olds (11%)

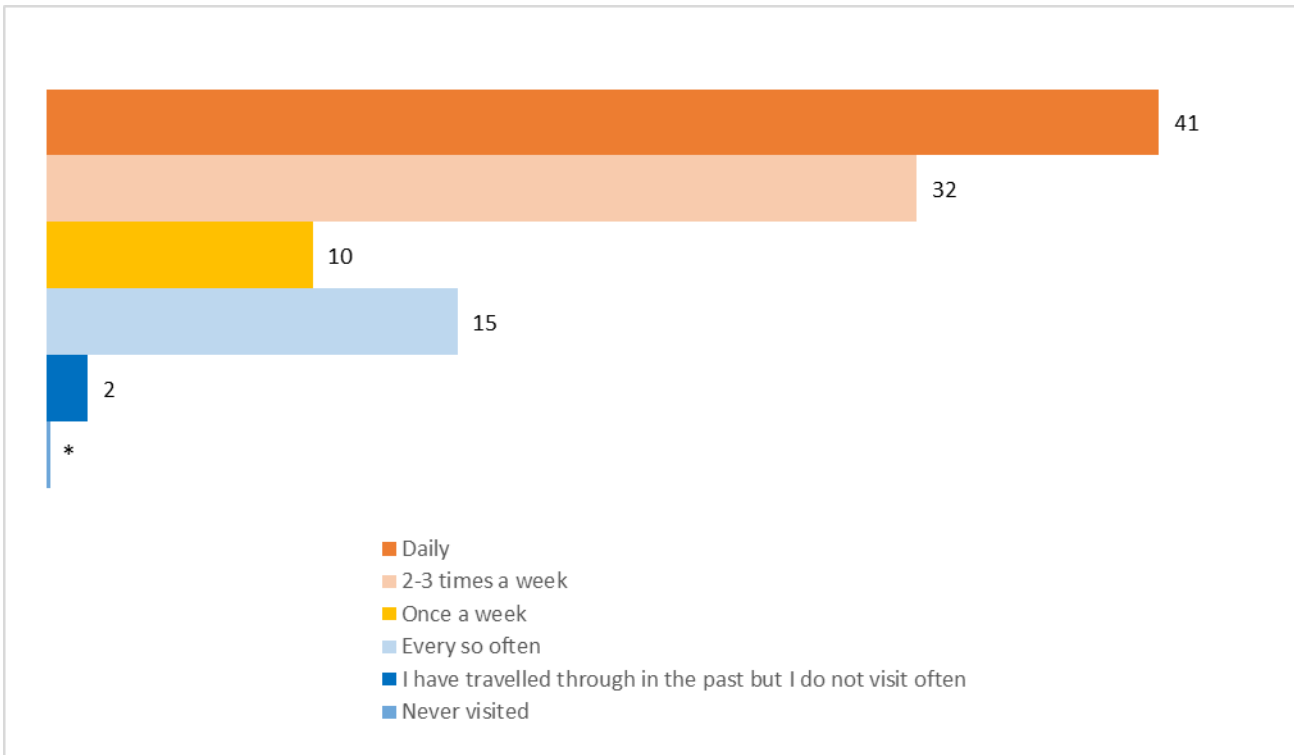
Usual mode used by age (%)

	16-34	35-64	65+	Total
Bus	14	11	18	13
Cycle	24	12	3	13
Walk	9	7	3	6
Car	51	66	68	63
Motorcycle	1	1	0	1
Other	1	4	7	4
Base	274	1026	248	1548

Base: All respondents who provided a response aged 16+

Three-quarters (73%) of respondents travelled along this section of the A4 more than once a week, of which 41% travelled on a daily basis. Four-fifths (83%) of all respondents travelled along this section of the A4 at least once a week.

Frequency of travel along route (%)



Base: All respondents who provided a response (n=1,718). *=<1%

3 Summary of questionnaire responses

3.1 Short-term proposed changes

West of England Combined Authority proposed a number of small changes which could be implemented in Brislington and Totterdown in the next two to three years, either on their own or before the longer-term changes to the A4.

The percentage difference between respondents who agreed and disagreed with each proposal or impact (net score agreement) is shown in each chart.

3.1.1 Response received on the proposed short-term changes

The highest levels of agreement were for proposals relating to cycling initiatives with over half (55%) in agreement with the proposal for new cycle lanes and crossings, and a further 50% in support of a segregated cycle lane through Brislington Retail Park. Both of these proposals had a positive net score with more in overall agreement than disagreement.

Response to the proposals relating to bus lanes divided opinion. Two-fifths agreed with the proposals for an additional bus lane through Brislington Retail Park (40%) and 24-hour bus lanes through both the retail park and on Bath Road outside of Arnos Valley Cemetery (39%).

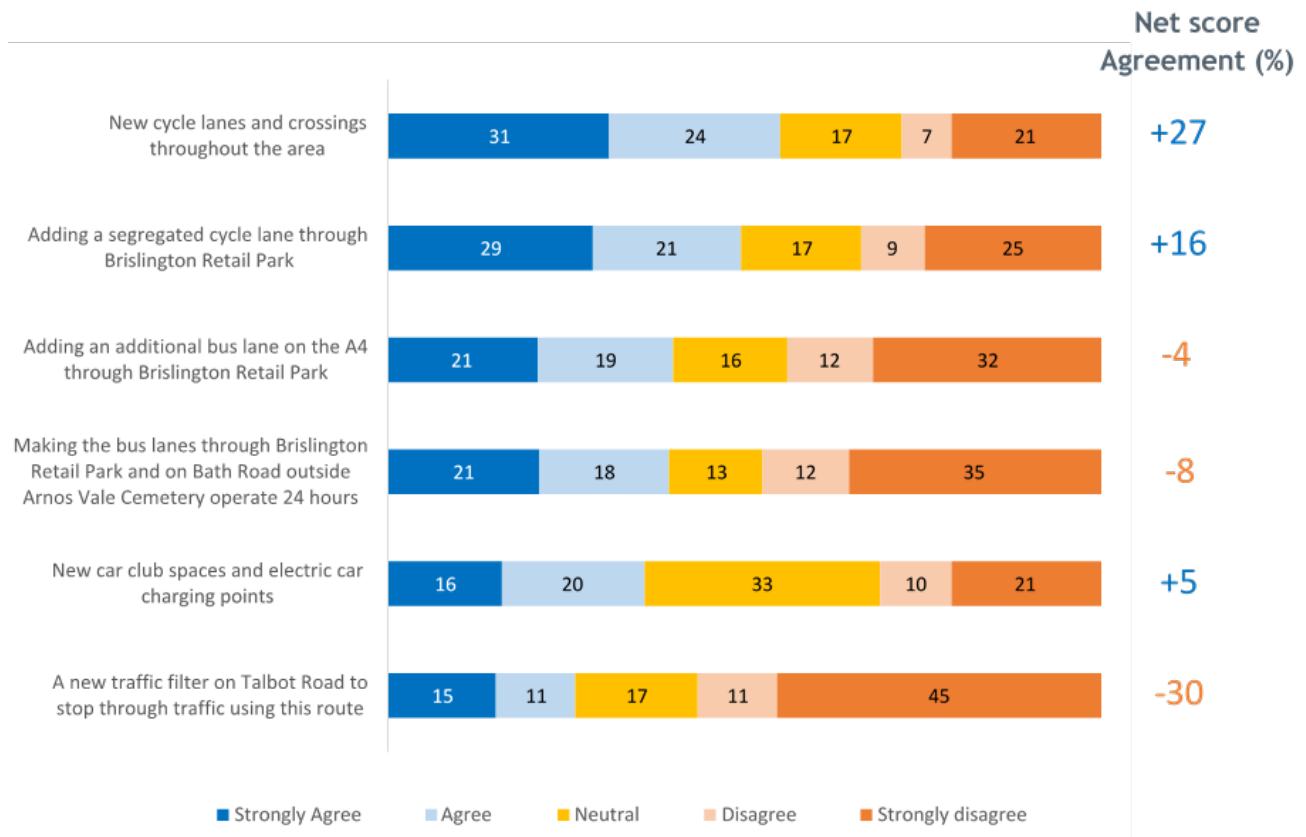
However, a similar proportion disagreed with both these proposals – 45% disagreed with the additional bus lane and 47% disagreed with the proposal for 24-hour bus lanes (35% of which disagreed strongly).

The lowest level of agreement was for the new traffic filter on Talbot Road, with just one quarter (26%) in agreement with this proposal and more than two-fifths (45%) strongly disagreeing.

There was a more neutral response to the proposal for new car club spaces and electric charging points, but the overall net score showed more who agreed than disagreed (5% net score).

Note: the 'net score agreement' is a measure used to gauge respondents' level of agreement with a statement and is calculated using the difference in the percentage of those who agree and disagree with these statements'.

Level of support for the proposed short-term changes (%)



Base: All respondents who provided a response (number of responses range from n=1,709 – n=1,718)

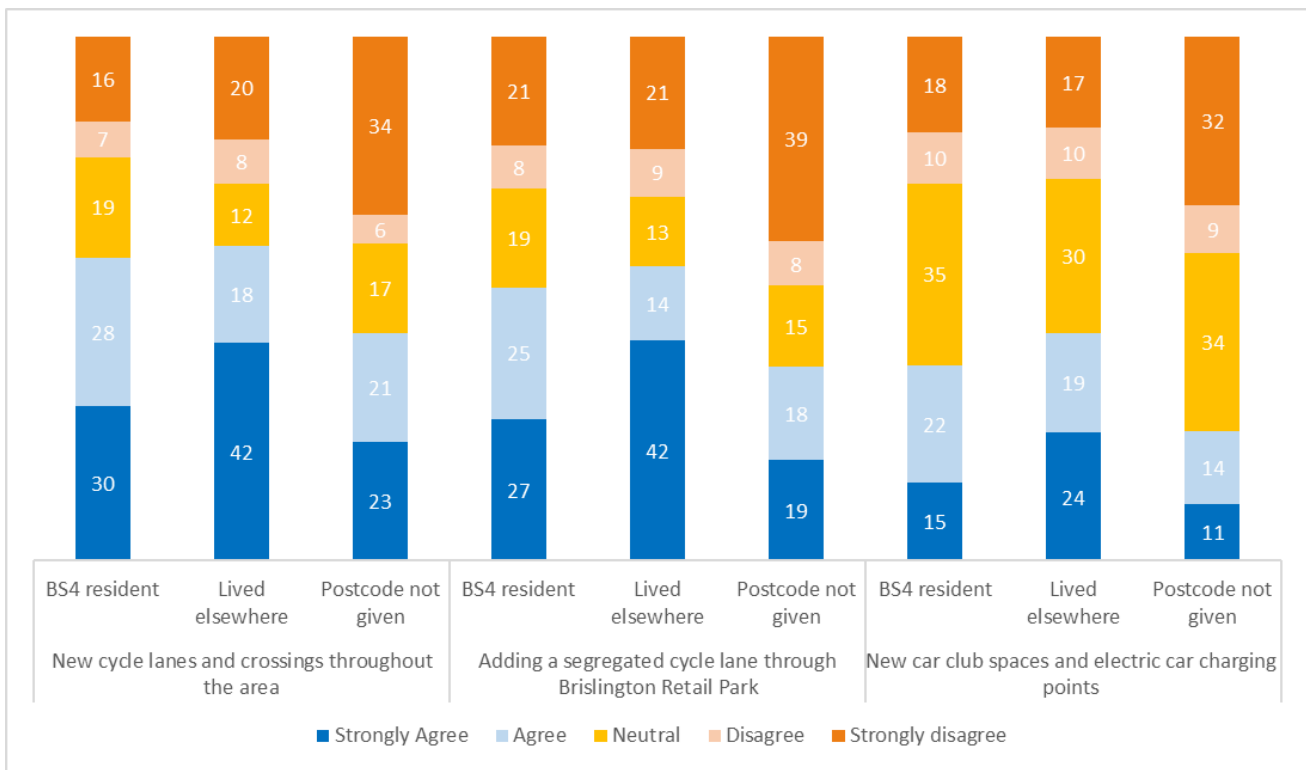
Proposals with a positive net score agreement

There were three short-term proposals where more respondents agreed than disagreed:

- New cycle lanes and crossings throughout the areas
- Adding a segregated cycle lane through Brislington Retail Park
- New car clubs spaces and electric car charting points.

Of these, the only difference in agreement between different types of residents were for new car club spaces and electric car charging points. More residents who did not live in BS4 but provided a postcode agreed with this proposal than residents of BS4 (43% and 37% respectively).

Level of support for the proposed short-term changes for residents and those who lived elsewhere: proposals with a positive net score (%)



Base: All respondents who provided a response. BS4 postcode resident (n=874 to 877); Lived elsewhere (n=447 to 450); postcode not given (387 to 392).

There were differences in agreement between car users and sustainable transport users for the proposed short-term changes; these are explained in the next set of tables below.

Proposal for new cycle lanes and crossings throughout the area

- More sustainable transport users (74%) agreed with the proposal for new cycle lanes and crossings throughout the area than car users (46%); most sustainable transport users (52%) strongly agreed with the proposal
- 36% of car users disagreed with cycle lanes and crossings throughout the area, compared to 14% of sustainable transport users. However, of all the proposals, new cycle lanes and crossings throughout the area was the only one where more car drivers agreed than disagreed (46% agreed, 36% disagreed).

“I support new cycle lanes and crossings throughout the area” (%)

Level of agreement	Sustainable Transport	Car	Total
Strongly agree	52	22	31
Agree	22	24	24
Neutral	13	19	17
Disagree	4	9	7
Strongly disagree	10	27	21

Base: All respondents who provided a response. Sustainable (n=532); Car (n=1,069) *Sustainable modes include cycling, walking and wheeling.

Proposal for adding a segregated cycle lane on the A4 through Brislington Retail Park

As shown in the next table:

- More sustainable transport users (69%) agreed with the proposal for adding a segregated cycle lane through Brislington Retail Park than car users (41%)
- 42% of car users disagreed with a cycle lane through Brislington Retail Park, compared to 16% of sustainable transport users

“I support adding a segregated cycle lane on the A4 through Brislington Retail Park” (%)

Level of agreement	Sustainable Transport	Car	Total
Strongly agree	50	20	29
Agree	19	21	21
Neutral	15	17	17
Disagree	5	10	8
Strongly disagree	11	32	25

Base: All respondents who provided a response. Sustainable (n=532); Car (n=1,069) *Sustainable modes include cycling, walking and wheeling.

There was a similar level of support for new car club spaces and electric charging points on the A4, with around half (51%) of sustainable transport users agreeing with this compared to around one-third (29%) of car users. However, one-third (33%) of all respondents had a neutral opinion and this was the same for both sustainable transport and car users.

Proposals with a negative net score agreement

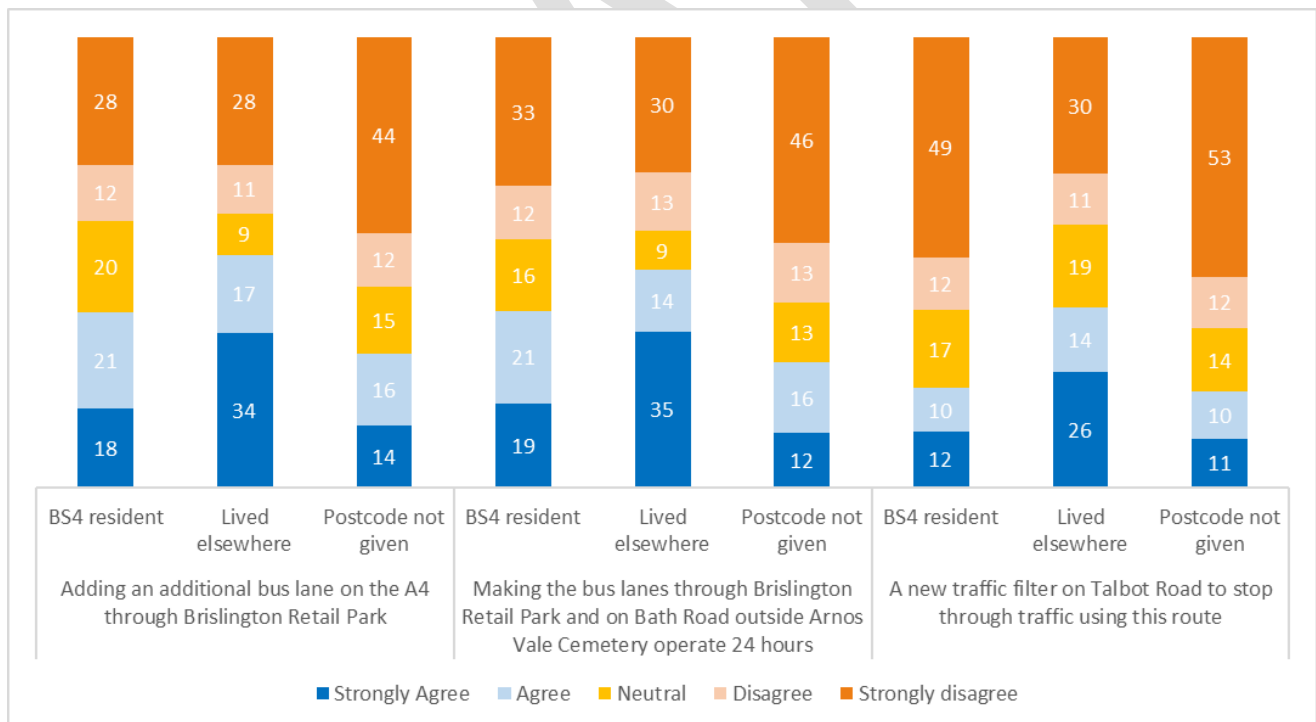
There were three short-term proposals where more respondents disagreed than agreed. These were:

- An additional bus lane on the A4 through Brislington Retail Park
- Making bus lanes through Brislington Retail Park and on Bath Road outside Arnos Vale Cemetery operate 24 hours
- A new traffic filter on Talbot Road

For all three proposals, residents who provided a postcode which was not in BS4 (non-residents) were more likely to agree with the proposals than residents of BS4.

- 51% of non-residents agreed with an additional bus lane on the A4 through Brislington Retail Park compared to 41% of BS4 residents
- 49% of non-residents agreed with making the bus lanes through Brislington Retail Park and on the Bath Road outside Arnos Vale Cemetery operate 24 hours, compared to 40% of BS4 residents
- 40% of non-residents agreed with a new traffic filter on Talbot Road to stop through-traffic using the route compared to 22% of BS4 residents.

Level of support for the proposed short-term changes for residents and those who lived elsewhere: proposals with a negative net score (%)



Base: All respondents who provided a response. BS4 postcode resident (n=874 to 877); Lived elsewhere (n=447 to 450); postcode not given (387 to 392).

There were differences in agreement between car users and sustainable transport users for the proposed short-term changes; these are explained in the next tables.

Proposal for an additional bus lane on the A4 through Brislington Retail Park

As shown below, three-fifths (62%) of sustainable transport users agreed with the additional bus lane; this compares with 29% of car users. Half of car users (55%) disagreed with this proposal, of which most (41%) strongly disagreed.

“I support adding an additional bus lane on the A4 through Brislington Retail Park”(%)

Level of agreement	Sustainable Transport	Car	Total
Strongly agree	38	13	21
Agree	24	16	19
Neutral	18	15	16
Disagree	6	14	12
Strongly disagree	14	41	32

Base: All respondents who provided a response. Sustainable (n=532); Car (n=1,069) *Sustainable modes include cycling, walking and wheeling.

Proposal for making the bus lanes through Brislington Retail Park and on Bath Road outside Arnos Vale Cemetery operate 24 hours

As shown in the following table, three-fifths (61%) of sustainable transport users agreed with the bus lanes and making these operate 24 hours, of which two-fifths (39%) strongly agreed. This compares with the 28% of car users. Over half of car users (59%) disagreed with this proposal, of which most (45%) strongly disagreed.

“I support making the bus lanes through Brislington Retail Park and on Bath Road outside Arnos Vale Cemetery operate 24 hours” (%)

Level of agreement	Sustainable Transport	Car	Total
Strongly agree	39	13	21
Agree	22	15	18
Neutral	15	12	13
Disagree	9	14	12
Strongly disagree	15	45	35

Base: All respondents who provided a response. Sustainable (n=532); Car (n=1,069) *Sustainable modes include cycling, walking and wheeling.

Proposal for a new traffic filter on Talbot Road to stop through traffic using this route

As shown in the next table, two-fifths (44%) of sustainable transport users agreed with the proposal for a new traffic filter on Talbot Road, of which one-quarter (28%) strongly agreed. This compares with the 19% of car users. Two-thirds of car users (68%) disagreed with this proposal, of which more than half (56%) strongly disagreed.

“I support a new traffic filter on Talbot Road to stop through traffic using this route” (%)

Level of agreement	Sustainable Transport	Car	Total
Strongly agree	28	10	16
Agree	16	9	11
Neutral	22	13	17
Disagree	11	12	12
Strongly disagree	23	56	45

Base: All respondents who provided a response. Sustainable (n=532); Car (n=1,069) *Sustainable modes include cycling, walking and wheeling.

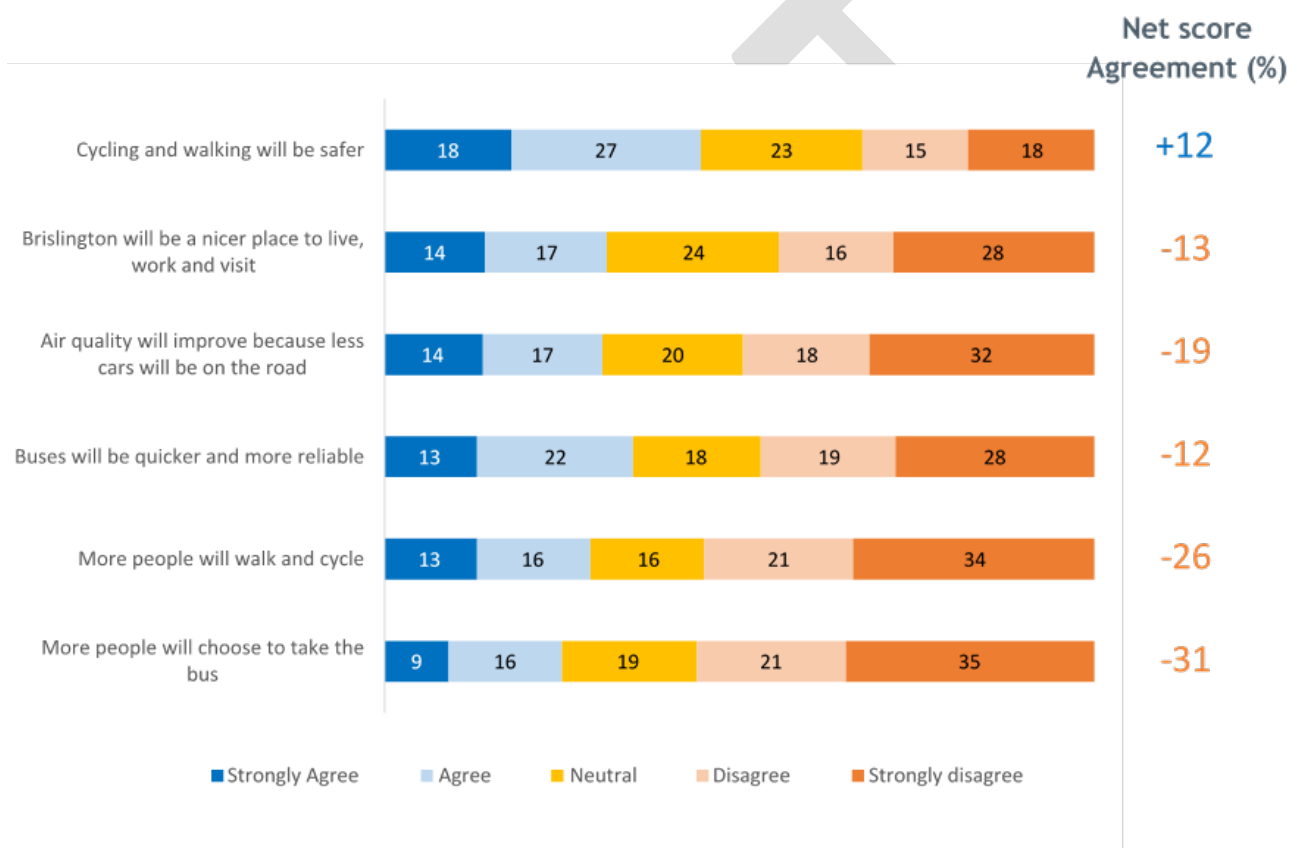
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3.1.2 Perceived impact of the proposed short-term changes

More than two-fifths (45%) agreed that the proposed changes to the A4 would make cycling and walking safer, whilst just over one-third (35%) agreed that buses would be quicker and more reliable. However, over half disagreed that more people would walk and cycle (55%) and more would choose to take the bus (56%) as a result of the proposed short-term changes.

Overall, there were more who disagreed than agreed with the positive impacts of the proposed short-term changes to the A4 (net score agreement). The only exception being 'cycling and walking will be safer' for which only one in three (33%) disagreed, with a net score agreement of 12%.

Perceived impact of the proposed short-term changes (%)



Base: All respondents who provided a response (number of responses range from n=1,712 – n=1,716).

More residents disagreed than agreed with the potential impacts of the proposed changes, except for the perception that cycling and walking will be safer as a result. This had a net score for agreement of 12%.

The next table shows how residents agreed and disagreed with the suggested perceived impacts.

Perceived impact of the proposed short-term changes from BS4 residents (%)

Perceived impact	Agreed	Neutral	Disagreed	Net agreement
Cycling and walking will be safer	44	26	30	+14
Buses will be quicker and more reliable	33	21	47	-14
Brislington will be a nicer place to live, work and visit	29	25	46	-17
More people will be encouraged to walk and cycle	26	19	54	-28
More people will be encouraged to take the bus	22	22	56	-34
Air quality will improve because less cars will be on the road	28	21	51	-23

Base: All those who provided a postcode and lived in the BS4 postcode area (n=876).

There was a link between the level of support of the proposed changes and the perceived impact of these changes.

- Of the BS4 residents who agreed with adding a segregated cycle lane, 73% also agreed it would make cycling and walking safer, and 48% agreed it would encourage more people to walk and cycle.
- Of the BS4 residents who disagreed with adding a segregated cycle lane, 7% agreed it would make cycling and walking safer (70% disagreed), and 1% agreed it would encourage more people to walk and cycle (94% disagreed).
- Of the BS4 residents who agreed with making the bus lanes through Brislington Retail Park and on Bath Road outside Arnos Vale Cemetery operate 24 hours, 65% also agreed it would make buses quicker and more reliable, and 46% agreed it would encourage more people to take the bus.
- Of the BS4 residents who disagreed with making the bus lanes through Brislington Retail Park and on Bath Road outside Arnos Vale Cemetery operate 24 hours, 8% agreed it would make buses quicker and more reliable (76% disagreed) and 5% agreed it would encourage more people to take the bus (84% disagreed).

3.1.3 Comments provided about the proposed short-term changes

There were comments provided by 929 respondents about the proposed short-term changes (comments were coded into themes as described in the methodology). These themes were allocated to either supportive or opposing comments, and suggestions respondents made which they felt could improve the short-term proposals.

Themes in support of the proposed short-term changes

Comments in support of the short-term changes were provided by 130 respondents. The main themes, made by at least 10% of all those who provided a supportive comment, are shown in the following table. The remaining themes in support of the short-term changes are shown in Appendix C.

Theme	Number
Support Bristol short-term proposals (general)	49
Support proposed cycle lane / cycle infrastructure	46
Support traffic calming / reductions in speed limit	29
Proposals will improve traffic flow / reduce congestion	20
Support (with caveat)	20
Support proposed closure of Talbot Road	19
Support improvements for pedestrians / will be beneficial to pedestrians	16
Number who provided a comment in support of the proposed short-term changes	130

Of the 130 respondents who provided a supportive comment about short-term changes, the themes mentioned most often were either in general support for the Bristol short-term proposals with no further detail provided, or in support for the proposed cycle lane/ cycling infrastructure.

49 respondents provided a comment showing general support for the short-term changes with no further detail provided.

Almost as many (46 respondents) provided a comment supporting the proposed cycling infrastructure. Respondents said higher quality cycling infrastructure was needed to make cycling safer, and this would encourage more people to use their bicycles and move away from car use.

“New and upgraded cycling routes from Sandy Park and Arnos Vale to Brislington retail park and Emery Road junction will open up that area and stop my reliance on the car for those journeys that are currently too unsafe with the high levels of traffic.”

“I would love to cycle and for my children to cycle in this area - but at the moment it does not feel safe enough - so I am very keen to see changes that will make it safer. Our family really wants to drive less and are always looking for ways to do this!”

A further 29 respondents were also keen to implement traffic calming measures. The main focus of these comments was to prevent ‘rat-running’ in order to create safer, quieter roads.

“I have lived on Talbot Road for 10 years and have two young children. It is becoming incredibly dangerous due to the speed and volume of traffic using the road as a cut through. I fear something tragic may occur on the road soon if nothing is done to suppress the traffic.”

“I’m all for controlling traffic down Talbot. People currently hurtle down exceeding the speed limit and don’t treat the area as a residential area - getting to Tesco is quite dangerous at times.”

Comments opposing the proposed short-term changes

Comments opposing the short-term changes were provided by 764 respondents. The main themes, made by at least 10% of all those who provided an opposing comment, are shown in the next table. The remaining themes in opposition to the short-term changes are shown in Appendix C.

Themes opposing the proposed short-term changes	Number
Criticism of existing bus service / existing bus services are poor	249
Proposal will increase congestion / make traffic worse	217
Concerned proposal will worsen air quality / negative environmental impact	152
Oppose proposed closure of Talbot Road	132
Concerned proposals will cause traffic to use alternative routes (rat running)	105
Oppose Bristol short-term proposals (general)	85
Number who provided a comment opposing the proposed short-term changes	764

249 respondents criticised the existing bus service, saying that until the frequency and reliability of bus services is improved, there is no point in making the short-term changes to create an additional bus lane, or create a 24-hour bus lane.

- “There is no point adding bus lanes until we have a reliable, consistent bus service.”
- “Buses being more reliable can't be achieved by bus lanes only. The bus companies providing a full service will have more of an impact.”
- “As long as the bus services remain unfunded, infrequent and unreliable, people will keep using their cars.”

217 respondents provided a comment about the short-term proposals potentially causing an increase in congestion. In particular, respondents focused on how the proposal to close Talbot Road would increase journey lengths and car diversions elsewhere.

- “You will improve traffic for one major road from Knowle to Brislington but cause horrendous congestion everywhere else.”
- “Leave it as it is. You will just transfer gridlock on to other routes that already have heavy traffic.”

Tying in with congestion, 152 respondents were concerned that the short-term changes would worsen air quality and have a negative impact on the environment with relation to a suspected increase in congestion.

- “By stopping through traffic on Talbot Road you will increase the flow of traffic on other already congested routes around this. This will increase journey length and pollution.”
- “The problem is the volume of cars using the route both commuting and for leisure/retail. It needs to be better at traffic flow not worse. People have to use it, making it worse for cars will just make it worse and therefore make air pollution worse.”

Other comments frequently raised by respondents were the opposition to the proposed closure of Talbot Road (n=132) and concerns about car drivers taking alternative routes to the proposed design (n=85).

Suggestions for the proposed short-term changes

Some respondents suggested improvements or changes to the proposals, with 316 respondents providing these. The suggestions made most often by at least 10% of all those who provided a suggestion, are shown in the next table. The remaining suggestions for the short-term changes are shown in Appendix C.

Suggestions for the proposed short-term changes	Number
Bus lanes should only operate at peak times	96
Funding should be used to improve existing bus services	61
Improve (direct) bus links/ connections in between different places	47
Cyclists should be fully segregated from traffic	45
Number who provided a suggestion for the short-term proposals	316

In relation to the proposed 24-hour bus lane, 96 out of 316 respondents suggested that bus lanes should only operate at peak times. A number of residents said that services do not run for twenty-four hours, therefore this lane would further disrupt traffic if it was enforced.

“What’s the point of a 24-hour bus lane when the buses don’t run 24 hours???”

“There are not enough busses to justify making the bus lanes as proposed 24hr, bearing in mind no busses run between around midnight and 6.30ish.”

A further 61 respondents put forward that funding should go into improving existing bus services. Reasons for this were that buses were currently unreliable and infrequent, but also that if they were improved, this would encourage less car usage.

“Please improve the bus service. It has always been poor. Unless public transport is improved people will continue to use their cars.”

“People need to be able to not use their cars for all part of the journey, there is no point having a park and ride where people are still reliant in a car to get to a bus. Money needs to be spent on bus subsidy to make more buses run longer hours.”

47 respondents said that direct bus links and connections to other areas needed improvement. Reasons for this were that essential journeys could then be made by bus, moving away from car usage.

“Buses need to connect more with outlying areas so people can get to work/places of education/social events without relying on their cars. Without connectivity nothing will change.”

“I get the bus when I need to go to the city centre or to Clifton but I can't get the bus into North Somerset because there aren't any that go that way, this is the only thing that would increase my bus usage.”

3.2 Longer-term proposed changes

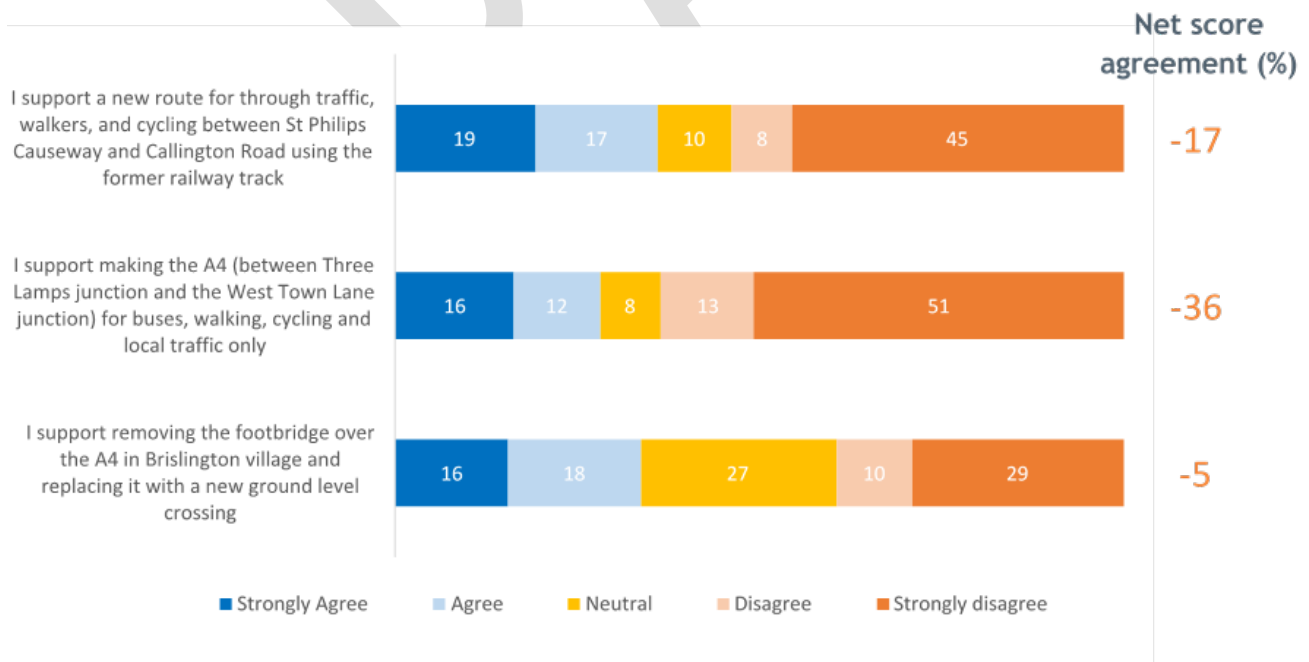
3.2.1 Long-term option one

Option one proposes use of the A4 for buses, walking and local traffic only. The A4 between Three Lamps junction and West Town Lane junction would be closed to through traffic. Instead, vehicles would be diverted off the existing A4 onto a new two-lane road, which would be built along the old railway track between West Town Lane junction and St Phillips Causeway.

There was disagreement for all three elements contained within option one. More than half (53%) disagreed with the proposal for a new route along the former railway track. Almost two-thirds (64%) disagreed with the proposal to make the A4 (between Three Lamps junction and West Town Lane junction) for buses, walking, cycling and local traffic only, with half (51%) strongly disagreeing. Responses to the proposal to remove the footbridge over the A4 in Brislington village was more positive - one in three (34%) agreed with this proposal, though slightly more still disagreed (39%). One in four (27%) respondents had a neutral response to removing the footbridge, the highest of all the options.

In all cases, more respondents disagreed than agreed with the proposals for option one. The difference in agreement and disagreement (net score) ranged from 5% to 36% as shown in the next chart.

Level of support for option one proposed changes (%)



Base: All respondents who provided a response (number of responses range from n=1,695 – n=1,702)

BS4 residents were more likely to disagree with the proposed changes compared to those not in the BS4 postcode area, and these are explained below.

Proposal for a new route for through traffic, walkers, and cycling between St Philips Causeway and Callington Road using the former railway track

As shown in the next table, a little over half (53%) of all respondents disagreed with this proposal. Of these, three-fifths of BS4 residents (60%) disagreed more than those who lived elsewhere (37%). Half of BS4 residents strongly disagreed (52%).

“I support a new route for through traffic, walkers, and cycling between St Philips Causeway and Callington Road using the former railway track” (%)

Level of agreement	BS4 resident	Lived elsewhere	Postcode not given	Total
Strongly agree	15	32	14	19
Agree	15	21	16	17
Neutral	10	10	12	10
Disagree	8	10	7	8
Strongly disagree	52	27	51	45

Base: All respondents who provided a response. BS4 postcode resident (n=863); Lived elsewhere (442); postcode not given (390).

Proposal for making the A4 between Three Lamps junction and the West Town Lane junction, for buses, walking, cycling and local traffic only

As shown in the next table, two-thirds (64%) of all respondents disagreed with this proposal. Of these, two-thirds of BS4 residents (65%) disagreed more than those who lived elsewhere (42%). Over half of BS4 residents strongly disagreed with this proposal (52%).

“I support making the A4 (between Three Lamps junction and the West Town Lane junction) for buses, walking, cycling and local traffic only” (%)

Level of agreement	BS4 resident	Lived elsewhere	Postcode not given	Total
Strongly agree	13	27	11	16
Agree	12	15	8	12
Neutral	9	8	6	8
Disagree	13	13	13	13
Strongly disagree	52	38	62	51

Base: All respondents who provided a response. BS4 postcode resident (n=865); Lived elsewhere (441); postcode not given (389).

Proposal for removing the footbridge over the A4 in Brislington village and replacing it with a new ground level crossing

As shown in the next table, 39% of all respondents disagreed with this proposal compared to 34% who agreed. There were no significant differences between the level of agreement of BS4 residents and those who lived elsewhere when strongly agree and agree were combined. However, those who lived elsewhere were more likely to strongly agree with the proposal (21%) than BS4 residents (15%).

“I support removing the footbridge over the A4 in Brislington village and replacing it with a new ground level crossing” (%)

Level of agreement	BS4 resident	Lived elsewhere	Postcode not given	Total
Strongly agree	15	21	11	16
Agree	20	17	16	18
Neutral	27	29	24	27
Disagree	10	9	12	10
Strongly disagree	28	24	36	29

Base: All respondents who provided a response. BS4 postcode resident (n=869); Lived elsewhere (442); postcode not given (391)

Sustainable transport users were more likely to ‘strongly agree’ about the proposed changes than car users. Specifically:

- More sustainable transport users (28%) strongly agreed with the proposal for a new route for through traffic, walkers, and cycling between St Philips Causeway and Callington Road using the former railway track, compared to car users (15%)
- More sustainable transport users (29%) strongly agreed with the proposal for making the A4 between Three Lamps junction and the West Town Lane junction for buses, walking, cycling and local traffic only, compared to car users (10%)
- More sustainable transport users (24%) strongly agreed with the proposal for removing the footbridge over the A4 in Brislington village, compared to car users (12%).

3.2.2 Perceived impact of long-term option one

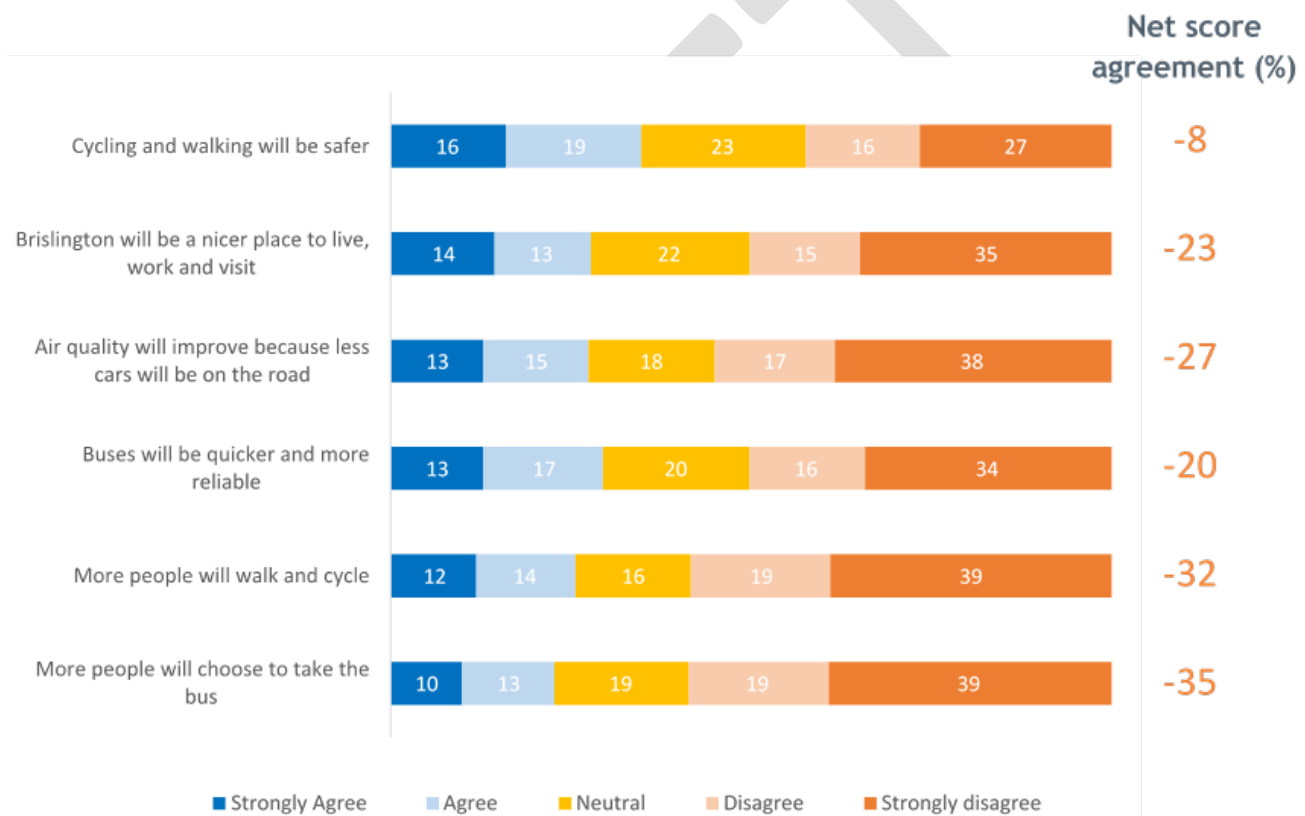
More respondents disagreed than agreed that the option one changes would have a positive impact in the local area, with at least half of respondents in disagreement for almost all impact statements.

One-third (35%) of respondents agreed that the option one proposals would make cycling and walking safer, while slightly less (26%) agreed that the changes would encourage more people to walk and cycle.

Similarly, three in ten (30%) agreed that the proposed changes would make buses quicker and more reliable. However, just one in five (23%) agreed that more people would choose to take the bus.

In all cases, more respondents disagreed than agreed with the proposed perceived impacts of option one, as shown in the next chart.

Perceived impact of option one (%)



Base: All respondents who provided a response (responses range from n=1,688 –1,697).

More residents disagreed than agreed with the potential impacts of the proposed changes. The next table shows how BS4 residents agreed and disagreed with the suggested perceived impacts.

Perceived impact of option one from BS4 residents (%)

Perceived impact	Agreed	Neutral	Disagreed	Net agreement
Cycling and walking will be safer	31	25	43	-12
Brislington will be a nicer place to live, work and visit	23	21	56	-33
Air quality will improve because less cars will be on the road	24	18	58	-34
More people will be encouraged to take the bus	20	19	62	-42
Buses will be quicker and more reliable	26	22	52	-26
More people will be encouraged to walk and cycle	23	17	61	-38

Base: All those who provided a postcode and lived in the BS4 postcode area (n=867)

There was a link between the level of support of the proposed option one changes and their perceived impact.

- Of the BS4 residents who agreed with making the A4 between Three Lamps junction and the West Town Lane junction for buses, walking, cycling and local traffic only, 84% also agreed it would make cycling and walking safer. 70% agreed it would encourage more people to walk and cycle.
- Of the residents who disagreed with making the A4 between Three Lamps junction and the West Town Lane junction for buses, walking, cycling and local traffic only, 11% agreed it would make cycling and walking safer (61% disagreed). 5% agreed it would encourage more people to walk and cycle (81% disagreed).
- Of the residents who agreed with making the A4 between Three Lamps junction and the West Town Lane junction for buses, walking, cycling and local traffic only, 71% also agreed will make buses quicker and more reliable. 63% agreed it would encourage more people to take the bus.
- Of the residents who disagreed with making the A4 between Three Lamps junction and the West Town Lane junction for buses, walking, cycling and local traffic only, 10% agreed it would make buses quicker and more reliable (70% disagreed). 3% agreed it would encourage more people to take the bus (81% disagreed).

3.2.3 Comments provided about the long-term option one proposals

There were comments provided by 816 respondents about the long-term option one proposals; these comments were coded into themes as described in the methodology. These themes were allocated to either supportive or opposing comments and suggestions respondents made which they felt could improve the long-term changes.

Comments in support of the proposed long-term option one changes

Comments made in support of the option one changes were provided by 88 respondents. The main themes, made by at least 10% of all those who provided a supportive comment, are shown in the next table. The remaining themes in support of the long-term option one changes are shown in Appendix C.

Themes in support of the proposed long-term option one changes

Theme	Number
Support Bristol long-term proposal option one	37
Support proposed cycle lane / cycle infrastructure	23
Support (with condition)	13
Support traffic calming / reductions in speed limit	11
Support proposed bus lane introduction	10
Support improvements for pedestrians / will be beneficial to pedestrians	9
Number who provided a comment in support of the proposed long-term option one	88

Of the 88 respondents who provided a supportive comment about the option one changes, the themes mentioned most often were in general support for these changes with no further detail, or in support for the proposed cycle lane/ cycling infrastructure.

“This would change my life. At the moment I cycle a long way to avoid the Bath Road particularly through Brislington and having a safer place to cycle would mean I could get to work much quicker and safer.”

“I do fully support cycling improvements to the area, but would like to suggest that all new / improved cycle lanes be given the same priority rights as car routes. People will not adopt cycling if it is not viewed as safe or efficient.”

A further 13 respondents commented that they supported the option one proposals, depending on specific criteria that needed to be met. This included knowing further details on how local traffic would be affected and methods to decrease congestion.

Comments opposing the proposed long-term option one changes

Comments opposing the option one changes were provided by 682 respondents. The main themes, made by at least 10% of all those who provided an opposing comment, are shown in the next table. The remaining themes in opposition to the option one proposals are shown in Appendix C.

Themes opposing the proposed long-term option one changes

Theme	Number
Concerned proposal will worsen air quality / negative environmental impact	203
Proposal will increase congestion / make traffic worse	179
Concerned that the solution is moving the problem of congestion not solving it	145
Criticism of existing bus service / existing bus services are poor	109
Concerned proposals will cause traffic to use alternative routes (rat- running)	108
Oppose Bristol: option one	92
Concerned about loss of green space / vegetation / wildlife	85
Number who provided a comment opposing the proposed long-term option one changes	682

The theme raised most often opposing the long-term option one proposals was the concern air quality would worsen and / or there would be a negative environmental impact (raised by 203 respondents).

“Option one will take the A4 traffic on a longer route through a more residential area than it currently is over that stretch. This will mean more pollution near Thiery Rd & lower Talbot Hill.”

“Every time you mess with the city roads you make it worse for pollution and congestion.”

The theme raised next centred around the concern of pushing traffic elsewhere and increasing congestion in those places, which 179 respondents mentioned.

“I am concerned about where through-traffic would go. If the alternative route would actually be used, how convenient it would be for motorists, and whether more congestion would be caused on this route and on its junctions with the A4.”

“People will still use their cars and push the congestion and pressure onto other roads. Traffic will be built up on already busy main roads.”

There were a further 145 comments from respondents who felt the changes were moving the problem of congestion, not solving it.

“It just moves the problem, doesn't solve it. New roads just result in more cars. Not fewer.”

“You appear to just want to move the problem to smaller unsuitable roads.”

Other comments raised frequently by respondents included criticism of the existing bus service (n=109) and concerns about car drivers taking alternative routes to the proposed design (n=108).

Suggestions for the proposed long-term option one changes

200 respondents suggested improvements or changes to the proposals. The suggestions made most often, by at least 10% of all those who provided one, are shown in the next table. The remaining suggestions for the long-term changes are shown in Appendix C.

Suggestions for the proposed long-term option one changes

Theme	Number
Suggest former rail route should be an active travel corridor	78
Suggest cyclists should be fully segregated from traffic	32
Suggest funding should be used to develop a light rail / tram system	31
Suggest funding should be used to improve existing bus services	27
Number who provided a suggestion for the long-term option one proposals	200

The suggestion made most often (78 respondents) was for the former rail route to be made into an active travel corridor. Respondents were keen on a separated space for active travel.

“The railway should only be used as a greenway for wildlife, cycling and walking. Not any type of road!”

“A better option would be to turn the disused railway into a walking/cycle path. Both options 1 and 2 will just encourage more traffic through the area.”

Tying into the want for an active travel corridor, 32 respondents suggested that cyclists should be fully segregated from traffic.

“I would really like to see the cycle track totally segregated from vehicle traffic otherwise I don't think it will lead to an increase in cycle.”

“Proper segregated cycle lanes is the only solution to help traffic along the A4 and the wider South Bristol area.”

31 respondents suggested that funding should be used to develop a light rail / tram system.

“The northern part should be re-used for public transport, or better still part of a rapid transit route to Bath.”

“I think it's a missed opportunity to make a disused railway yet another route for cars. Perhaps the newly car-free A4 would be the perfect place for a future tram / other mass transit route?”

3.2.4 Longer-term option two

Option two proposes to use part of the former railway track for through traffic, and part of the track for buses, walking and cycling. The northern part would be used by buses, walking and cycling with the southern part used for through traffic, as well as walking and cycling. Brislington village would be used for buses, walking, cycling and local traffic only. The A4 between Three Lamps junction and Arnos Vale would largely remain unchanged, except for a short stretch of existing bus lane which would be converted to a 24-hour bus lane. Buses, cyclists, through and local traffic would continue to share the road.

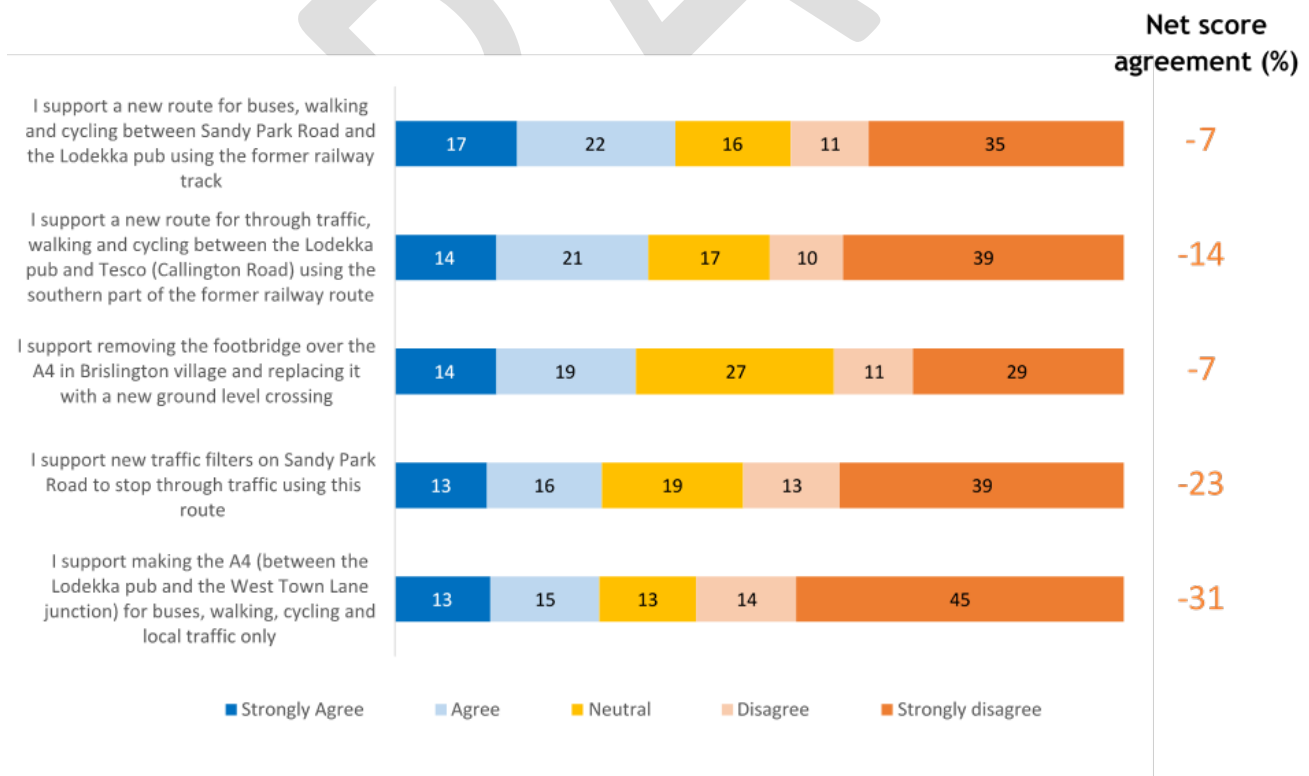
Two in five (39%) respondents agreed with the proposal for a new route for buses, walking and cycling between Sandy Park Road and the Lodekka pub using the former railway track. A slightly lower proportion (35%) agreed with the proposal for a new route for through traffic, walking and cycling between the Lodekka pub and Tesco using the southern part of the old railway route. The level of disagreement was higher for the latter (39%).

The highest level of disagreement was for the proposal to make the A4 between the Lodekka pub and West Town Lane for buses, walking, cycling and local traffic only, with three in five (59%) disagreeing (45% of whom 'strongly disagreed').

There was also a low level of agreement with the proposal for a new traffic filter on Sandy Park Road. Three in ten (29%) agreed with this proposed change, whilst more than half (52%) disagreed.

In all cases, more respondents disagreed than agreed with the proposals for option two, with net scores ranging from -7% to -31% (as shown in the next chart).

Level of support for option two proposed changes (%)



Base: All respondents who provided a response (number of responses range from n=1,688 – n=1,697)

With the exception of the removal of the footbridge in Brislington village, BS4 residents were more likely to disagree with the proposed changes compared to those who lived elsewhere.

Proposal for a new route for buses, walking and cycling between Sandy Park Road and the Lodekka pub using the former railway track

As shown in the next table, a little under half (46%) of all respondents disagreed with this proposal. Of these, half of BS4 residents (51%) disagreed with the proposal more than those who lived elsewhere (31%). Two-fifths of BS4 residents strongly disagreed with this proposal (39%).

“I support a new route for buses, walking and cycling between Sandy Park Road and the Lodekka pub using the former railway track”(%)

Level of agreement	BS4 resident	Lived elsewhere	Postcode not given	Total
Strongly agree	14	25	13	17
Agree	19	29	19	22
Neutral	15	15	18	16
Disagree	12	10	9	11
Strongly disagree	39	21	42	35

Proposal for a new route for through traffic, walking and cycling between the Lodekka pub and Tesco (Callington Road) using the southern part of the former railway route

As shown in the next table, almost half (49%) of all respondents disagreed with this proposal. Of these, just over half of BS4 residents (53%) disagreed with the proposal more than those who lived elsewhere (33%). Most BS4 residents strongly disagreed with this proposal (42%). Those who lived elsewhere were more likely to agree with this proposal (50%) than BS4 residents (30%).

“I support a new route for through traffic, walking and cycling between the Lodekka pub and Tesco (Callington Road) using the southern part of the former railway route” (%)

Level of agreement	BS4 resident	Lived elsewhere	Postcode not given	Total
Strongly agree	11	22	12	14
Agree	19	28	17	21
Neutral	17	17	15	17
Disagree	11	8	10	10
Strongly disagree	42	25	46	39

Base: All respondents who provided a response. BS4 postcode residents (859); lived elsewhere (432); postcode not given (381).

Proposal for removing the footbridge over the A4 in Brislington village and replacing it with a new ground level crossing

As shown in the next table, 40% of all respondents disagreed with this proposal while 33% agreed. There were similar views between BS4 residents and those who lived elsewhere: 20% of those who lived elsewhere strongly agreed, compared to 12% BS4 residents.

“I support removing the footbridge over the A4 in Brislington village and replacing it with a new ground level crossing” (%)

Level of agreement	BS4 resident	Lived elsewhere	Postcode not given	Total
Strongly agree	12	20	10	14
Agree	21	19	15	19
Neutral	29	25	26	27
Disagree	11	11	10	11
Strongly disagree	27	24	38	29

Base: All respondents who provided a response. BS4 postcode residents (859); lived elsewhere (431); postcode not given (382).

Proposal for new traffic filters on Sandy Park Road to stop through traffic using this route

As shown in the next table, just over half (52%) of all respondents disagreed with this proposal. Of these, more BS4 residents (54%) disagreed with the proposal compared to those who lived elsewhere (41%). Two-fifths of BS4 residents strongly disagreed with this proposal (39%).

“I support new traffic filters on Sandy Park Road to stop through traffic using this route” (%)

Level of agreement	BS4 resident	Lived elsewhere	Postcode not given	Total
Strongly agree	12	18	8	13
Agree	15	21	12	16
Neutral	19	19	19	19
Disagree	15	10	13	13
Strongly disagree	39	31	48	39

Base: All respondents who provided a response. BS4 postcode residents (858); lived elsewhere (432); postcode not given (380).

Proposal for making the A4 (between the Lodekka pub and the West Town Lane junction) for buses, walking, cycling and local traffic only

As shown in the following table, over half (59%) of all respondents disagreed with this proposal. Of these, more BS4 residents (61%) disagreed compared to those who lived elsewhere (47%). Almost half the residents strongly disagreed with this proposal (46%).

“I support making the A4 (between the Lodekka pub and the West Town Lane junction) for buses, walking, cycling and local traffic only” (%)

Level of agreement	BS4 resident	Lived elsewhere	Postcode not given	Total
Strongly agree	10	21	10	13
Agree	14	20	11	15
Neutral	14	13	12	13
Disagree	15	12	13	14
Strongly disagree	46	35	54	45

Base: All respondents who provided a response. BS4 postcode residents (860); lived elsewhere (433); postcode not given (382).

Sustainable transport users were significantly more likely to ‘strongly agree’ than car users, who were significantly more likely to ‘strongly disagree’. Specifically:

- More sustainable transport users (48%) agreed with the proposal for a new route for buses, walking and cycling between Sandy Park Road and the Lodekka pub using the former railway track, compared to car users (34%)
- More sustainable transport users agreed (42%) with the proposal to make the A4 between the Lodekka pub and the West Town Lane junction for buses, walking, cycling and local traffic only, compared to car users (22%)
- More sustainable transport users (46%) agreed with the proposal for new traffic filters on Sandy Park Road compared to car users (20%)
- More sustainable transport users (42%) agreed with the proposal for a new route for through traffic, walking and cycling between the Lodekka pub and Tesco (Callington Road) using the southern part of the former railway route, compared to car users (32%)

3.2.5 Perceived impact of longer-term option two

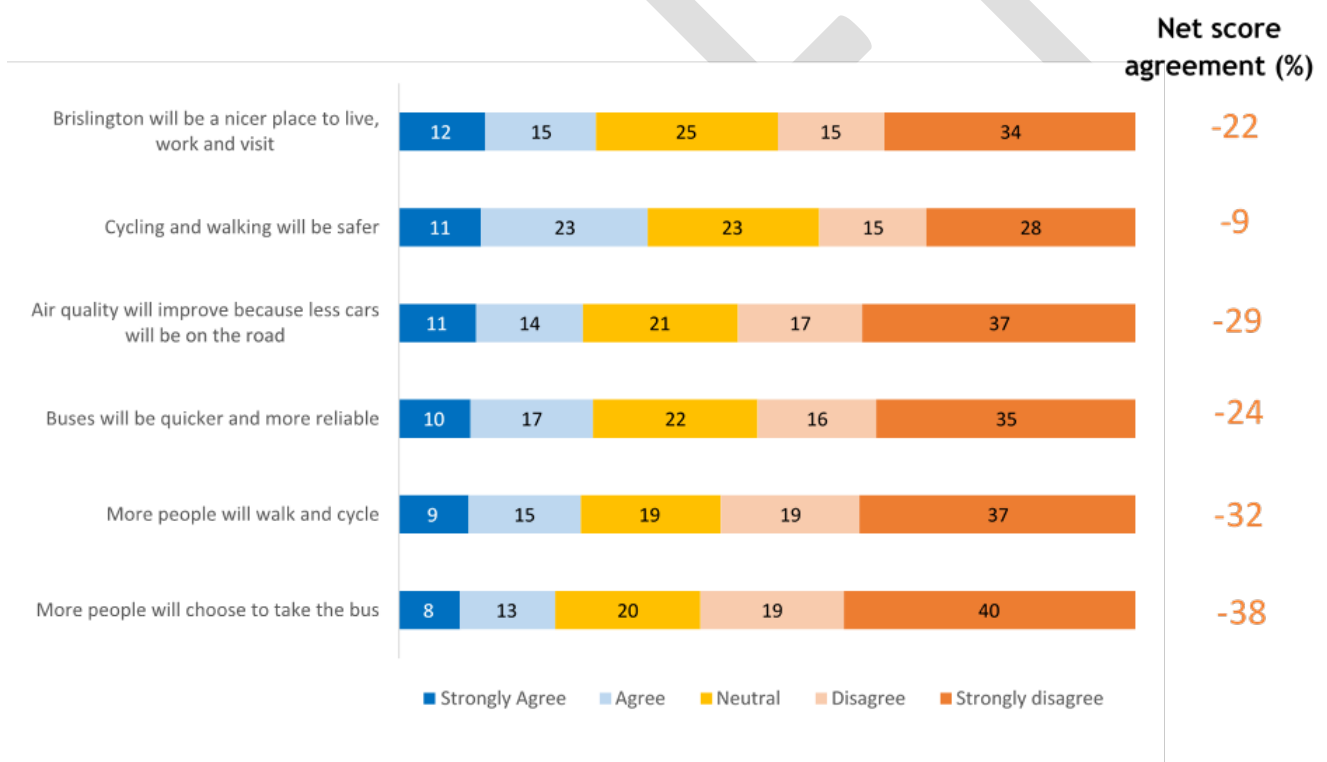
Overall agreement with the perceived impacts of the option two proposals was low, with one-third or less agreeing with the impact statements.

One-third (34%) agreed that cycling and walking would be safer as a result of the changes, and more than one in four (27%) agreed that Brislington would be a nicer place to live, work and visit. A similar proportion (25%) agreed that air quality would improve as a result of fewer cars on the road.

Agreement that the option two proposals would prompt a switch in transport modes was low. One-quarter (24%) agreed that the proposals would prompt more people to walk and cycle. and one-fifth (21%) agreed that more people will take the bus. More than half disagreed with these statements.

In all cases, more respondents disagreed than agreed with the perceived impact of the proposals for option two with net scores ranging from -9% for cycling and walking likely to be safer, to -38% for encouraging more people to take the bus (as shown in the next chart).

Perceived impact of option two (%)



Base: All respondents who provided a response (number of responses ranges from n=1,662 – n=1,668)

More BS4 residents disagreed than agreed with the potential impacts of the proposed changes with the exception that cycling and walking will be safer, which had a positive net agreement score of +7.

The next table shows how residents in the BS4 postcode area agreed and disagreed with the suggested perceived impacts.

Perceived impact of option two changes from BS4 residents (%)

Perceived impact	Agreed	Neutral	Disagreed	Net agreement
Cycling and walking will be safer	31	24	45	+7
Brislington will be a nicer place to live, work and visit	22	25	52	-30
Buses will be quicker and more reliable	23	24	53	-30
Air quality will improve because less cars will be on the road	21	22	57	-36
More people will be encouraged to walk and cycle	20	21	59	-39
More people will be encouraged to take the bus	18	22	61	-43

Base: All those who provided a postcode and lived in the BS4 postcode area (n=856)

There was a link between the level of support of the proposed changes and the perceived impact of these changes.

- Of the residents who agreed with making a new route for buses, walking and cycling between Sandy Park Road and the Lodekka pub using the former railway track, 63% also agreed it would make cycling and walking safer, and 48% agreed it would encourage more people to walk and cycle. 48% also agreed it would make buses quicker and more reliable, and 40% agreed it would encourage more people to take the bus.
- Of the residents who disagreed with making a new route for buses, walking and cycling between Sandy Park Road and the Lodekka pub using the former railway track, 11% agreed it would make cycling and walking safer (71% disagreed) and 5% agreed it would encourage more people to walk and cycle (82% disagreed). 8% agreed it would make buses quicker and more reliable (74% disagreed), and 4% agreed it would encourage more people to take the bus (82% disagreed).

3.2.6 Comments provided about the long-term option two proposals

634 respondents commented about the long-term option two proposals; these were coded into themes as described in the methodology. These themes were allocated to either supportive or opposing comments, and suggestions respondents made which they felt could improve the long-term proposals.

Comments in support of the proposed long-term option two changes

43 respondents commented in support of the long-term option two changes. The main themes, made by at least 10% of all those who provided a supportive comment are shown in the next table. The remaining themes in support of the long-term option two changes are shown in Appendix C.

Themes in support of the proposed long-term option two changes

Theme	Number
Support Bristol long-term option two proposals (general)	28
Support (with caveat)	9
Support proposed cycle lane / cycle infrastructure	8
Proposals will improve traffic flow / reduce congestion	5
Support proposed bus lane introduction	4
Number who provided a comment in support of the proposed long-term option two changes	43

Of the 43 respondents who provided a supportive comment about long-term option two changes, the theme mentioned most often was general support for the proposals.

“The reopening of the Callington link is entirely logical and as this preserves a through route from the A4 three lamps up to Lidl at Brislington Hill, this is clearly the superior option.”

“It makes a lot more sense than option one and will be a lot easier to implement and a better match to the surrounding community.”

“This is a much better and considered approach to the problem of traffic and the promotion of sustainable alternatives.”

A further nine respondents were also supportive of the long-term option two changes, however this came with a condition: for example respondents only supporting the proposal if routes favoured sustainable clean transport.

“I would be more in favour if this was used for cleaner transport only (including clean buses).”

“The junction at A4 Callington Rd and West Town Lane is a major issue which would have to be resolved if this option was to go ahead.”

“Option two will be feasible only if traffic other than buses and bicycles are denied access to the new road along the Old Railway Path.”

Comments opposing the proposed long-term option two changes

Comments opposing the long-term option two changes were provided by 512 respondents. The main themes, made by at least 10% of respondents, are shown in the next table. The remaining themes in opposition to the long-term option two changes are shown in Appendix C.

Themes opposing the proposed long-term option two changes

Theme	Number
Proposal will increase severance / make getting about more difficult	132
Proposal will increase congestion / make traffic worse	131
Concerned proposal will worsen air quality / negative environmental impact	126
Oppose Bristol long-term option two proposals (general)	100
Criticism of existing bus service / existing bus services are poor	72
Concerned about loss of green space / vegetation / wildlife	65
Proposal won't make a difference / no benefit to respondent	62
Concerned that the solution is moving the problem of congestion not solving it	57
Proposal will be a waste of money / poor value	53
No practical alternative to car (generally)	52
Number who provided a comment opposing the proposed long-term option two changes	512

The theme raised most often by those opposing the option two proposals related to congestion; this was raised by 320 respondents.

More specifically, 132 respondents raised the concern that the option two proposals would make travelling around the area more difficult.

“What do people living off Kensington Park do with these plans? If we want to access Temple Meads, you’ve killed access through Talbot [road], it’s beyond the Lodekka so we can’t go down the A4 route. Are you seriously suggesting we have to go down the new cut to Callington and then go back to Wells Road and down?!”

A further 131 respondents responded that the option two proposals would only increase congestion further or make it worse.

“How will closing roads and bottle-necking traffic REDUCE congestion?? This is literally absurd. You’re making it impossible to commute which is why we recently chose to live here!”

“I am concerned about where through traffic would go, if the alternative route would actually be used, how convenient it would be for motorists, and whether more congestion would be caused on this route and on its junctions with the A4 (particularly the already very congested West Town Lane junction).”

Respondents also raised the concern that the option two proposals would only move the problem of congestion rather than solve it. 57 respondents commented on this issue.

“It will mean moving the problem somewhere else. It will not cure air pollution, congestion, noise pollution, it just moves it.”

There were other themes regularly raised – 126 respondents felt the proposal would only worsen air quality, therefore, having a negative impact on the environment.

“Air quality will not dramatically improve because there will be more cars, sat in traffic trying to use your alternate routes.”

“How can another road make for less pollution and encourage more cycling and walking? This does not make any sense at all!”

Furthermore, the loss of green space, vegetation, and wildlife was also mentioned by 65 respondents.

“The disused rail-way track is likely to be an important wildlife corridor, by putting any sort of vehicle traffic on this will impact on ecology negatively.”

“The disused railway route is home to a number of protected species including bats, slow worms and Badgers. This road will destroy this habitat and create noise and light pollution a matter of yards from the back gardens of houses on Repton Rd.”

There were a further 72 comments from respondents who criticised the existing bus service, stating it was unreliable and unaffordable.

“Buses will never be the answer unless reliable, affordable and frequent. Creating more bus lanes out of roads will just increase congestion, leading to more air pollution and stress, affecting wellbeing.”

“The bus frequency, routes and ticket prices have to be available to make this work otherwise you're just shuffling the traffic and air pollution around the city. I don't think saving time on buses is the key factor; the problem is the buses don't go to the right places at the right price.”

Other comments raised regularly included the proposal being a waste of money (n=53) and concerns there is no practical alternative to using a car (n=52).

Suggestions for the proposed long-term option two changes

165 respondents suggested improvements or changes to the proposals. The suggestions made most often, by at least 10%, are shown in the next table. The remaining suggestions for the long-term option two changes are shown in Appendix C.

Theme	Number
Suggest former rail route should be an active travel corridor	96
Suggest funding should be used to improve existing bus services	24
Number who provided a suggestion for the long-term option two proposals	165

The suggestion made most often was for the former rail route to be made into an active travel corridor (made by 96 respondents). Some respondents emphasised it should only be used for cyclists and pedestrians, not buses or local traffic.

“I don't want to see motorists able to use any form of new road along the disused railway path. This should be reserved for cycling and pedestrians, or at most electric buses or light railway.”

“This is madness, if you want to help the area, the former rail line up to and including the bottom of Talbot Road needs turning into a cycle/walking route NOT a road.”

72 respondents criticised the existing bus service, and many suggested funding should be used to improve existing bus services (n=24). This theme included making buses more affordable and bringing the buses back into public control to encourage more people to use them.

“I think that moving buses on to a different road won't make them faster or more reliable unless you also invest in the bus services. Until that happens and they are made more affordable, people will continue to favour their cars.”

“The council should focus on bringing the buses back to public ownership/control, make them more frequent to encourage use.”

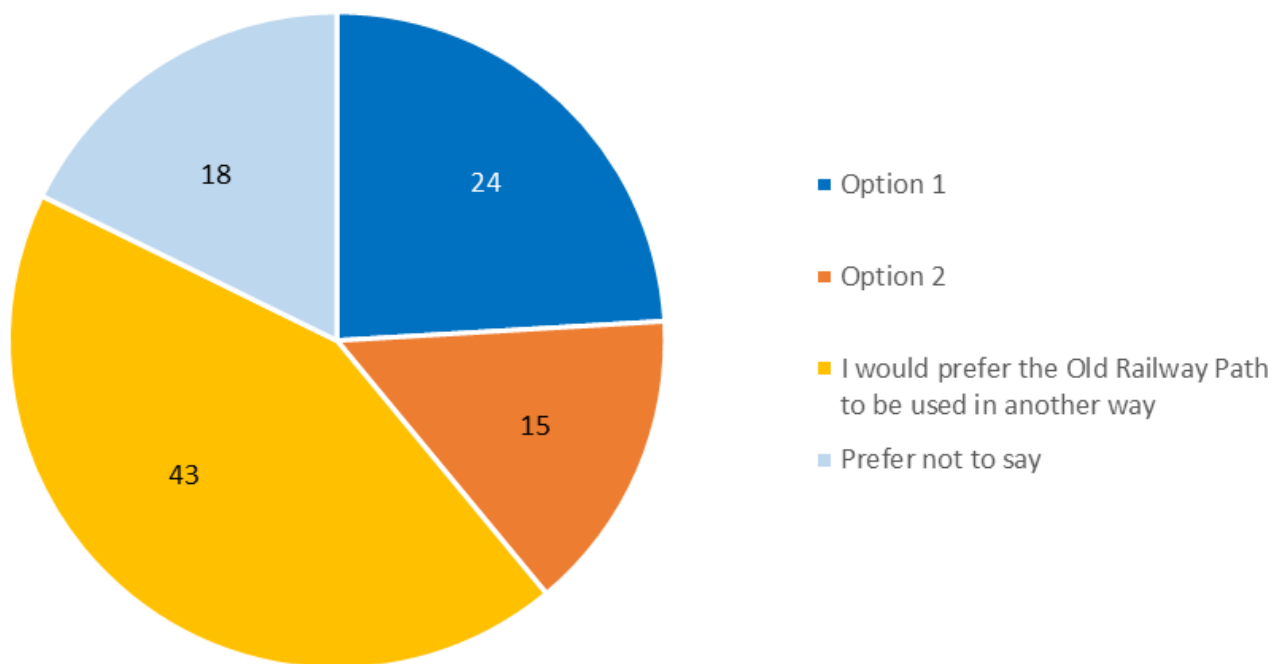
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3.2.7 Longer-term changes: preferred option

Respondents were asked to state their preferred option for the long-term changes proposed along the A4 between Brislington and Totterdown.

One in four respondents (24%) preferred the option one long-term proposals, and 15% preferred option two. More than two-fifths of respondents (43%) said they would prefer the Old Railway Path to be used in an alternative way.

Preferred option for longer-term changes along the A4 (%)



Base: All respondents who provided a response (n=1,567)

Almost twice as many BS4 residents preferred option one to option two in the long-term (22% and 13% respectively). However, half of residents selected to use the Old Railway Path in another way (50%), more than those who lived elsewhere (27%) as shown in the next table. Support from those who lived elsewhere was higher for both option one and two (34% and 20% respectively), compared with BS4 residents (22% and 13%, respectively).

Preferred option for BS4 residents, those who lived elsewhere and those who did not provide a postcode (%)

Preferred option	BS4 resident	Lived elsewhere	Postcode not given	Total
Option 1	22	34	18	24
Option 2	13	20	13	15
Use the Old Railway Path in another way	50	27	45	43
Prefer not to say	15	19	23	18
Base	809	412	346	1567

Base: All those who responded to the question

There were twice as many sustainable transport users who selected option one than option two (32% and 15% respectively). However, most respondents selected to use the Old Railway Path in another way in the long-term, irrespective of the usual mode they travelled by (44% and 42% respectively) as shown in the next table.

Preferred option for those who the type of transport usually used for travel in the area (%)

Preferred option	Sustainable transport users	Car users	Total
Option 1	32	20	24
Option 2	15	15	15
Use the Old Railway Path in another way	44	42	43
Prefer not to say	9	23	18
Base	501	961	1537

Base: All those who responded to the question

3.2.8 Themes from comments provided about the preference of option one or option two

Comments about a preference of option one or option two were provided by 1,162 respondents; these were coded into themes as described in the methodology. These themes were allocated to supporting option one, supporting option two or a preference for the railway to be used in another way.

Comments with a preference of option one

Comments with a preference of option one were provided by 206 respondents. The main themes made by at least 10% of all those who provided a comment, are shown in the next table. The remaining themes with a preference for option one are shown in Appendix C.

Themes by respondents with a preference for option one

Theme	Number
Proposals will improve traffic flow / reduce congestion	49
Support Bristol: long-term proposal option one	46
Support improvements for pedestrians / will be beneficial to pedestrians	29
Support proposed cycle lane / cycle infrastructure	20
Option one will have more impact than option two	20
Number who provided a comment who prefer option one	206

The main themes in support of option one were the improvement in traffic flow in the area (49 respondents) or general support for the option with no further detail provided (46 respondents).

“I believe option one is actually going to be the more effective at alleviating traffic. I also believe that option one might allow for traffic improvements without necessitating the removal of parking for residents between 190 and 284 Bath Road.”

“I think it would reduce the through traffic greatly. This part of the A4 suffers from the most bottlenecks, Arnos Vale to Brislington Village, so bypassing the road would lessen the time to pass along this section.”

A further 29 respondents were felt option one would offer improvements for pedestrians in the area.

“I live just off the A4 and think it stands more chance of increasing public transport use and walking and cycling. I also believe fewer cars on the road as through traffic would make the area greener and nicer to live in.”

Comments with a preference of option two

Comments with a preference for option two were provided by 127 respondents. The main themes made by at least 10% of all those who provided a comment, are shown in the next table. The remaining themes with a preference for option two are shown in Appendix C.

Themes by respondents with a preference for option two

Theme	Number
Option two is easier to implement / less impact on residents than option one	40
Support proposed cycle lane / cycle infrastructure	16
Suggest former rail route should be an active travel corridor	13
Option two will have more impact than option one	12
Number who provided a comment with a preference for option two	127

The theme raised most often amongst respondents who preferred option two was the view that it was easier to implement and would cause less impact on the lives of residents.

“It will have a much less disruptive impact on folks living near sandy park road while still improving the traffic flow through the area.”

“I chose this because it will not interfere with any existing road networks, better to make use of something that is no longer in use instead of disrupting something that is already working very well.”

There were a further 16 comments from respondents supporting the proposed improvements to the cycle infrastructure in the area.

“I prefer option two because it creates a safe cycle route to get to the city from Brislington Village with minimal disruption.”

Comments from respondents who would prefer another use for the former railway

More than two-fifths of respondents felt the railway would be better used in another way, with 626 respondents providing specific comments on this. The suggestions made most often by at least 10% of all those who provided a suggestion, are shown in the next table. The remaining suggestions for the long-term option two changes are shown in Appendix C.

Suggestions for those who would prefer another use of the former railway

Theme	Number
Suggest former rail route should be an active travel corridor	423
Concerned about loss of green space / vegetation / wildlife	93
Comment not supportive of proposals (generally) / not needed	67
Number who would prefer the old railway to be used for another purpose	626

The most commonly made suggestion was for the former railway to be made into an active travel corridor. Respondents suggested that the route should only be used for walking and cycling whilst some of those respondents also felt that buses or trams could also be allowed to use the route. Others suggested that small businesses could set up along the path.

“Turn into a path for cyclists and pedestrians and have businesses along the route, cafes in shipping containers, shops. A community resource which helps maintain the wildlife. We do not need this route turned into another road.”

“The old railway is an ideal route for buses cycles and walkers. it would be a safer and more pleasant route away from the main road. This would leave the main road for the traffic to move more freely.”

“Old Railway Path could be used as a greenway for cycles and pedestrians. This would protect the environment of the area, provide a route away from main roads for cyclists and pedestrians and it would not decimate the living standards of those currently living near the old railway route.”

“Using the railway path as a dedicated cycle and walkway will by the far the most effective and environmentally friendly option. Providing an entirely segregated route will improve safety and could increase uptake of these travel options, and along with better bus services for the whole area, will provide the impact this is looking to achieve for far less cost and negative impact on local people and their quality of life.”

Alongside the preference for an active travel corridor, 93 respondents were concerned that the proposals would lead to a loss of trees and the wildlife that has developed on the disused line.

“This green space could be a wonderful addition to Brislington. We already have so many roads in this community. This should be kept as a green space for people to walk and cycle and continue to share with the wildlife. A road would make our community significantly worse off.”

A further 67 respondents were not supportive of the proposals at all. This sentiment was echoed by 89 of the 146 respondents who had selected “prefer not to say” to the choice of option one or two.

“I don't support any of the options. Building new roads and closing existing roads, is not the solution. Sorting out why more people aren't taking buses needs to be addressed.”

4 Summary of email correspondence

A total of 90 responses of email correspondence were received during the consultation period. In order to capture the main issues raised in the correspondence, all responses were read and grouped into themes to allow meaningful analysis. These themes were allocated to either supportive or opposing comments and suggestions respondents made which they felt could improve the proposals.

The most often stated themes are shown in the body of the report, and all themes are provided in detail in Appendix C. The results relate to the Brislington and Totterdown section of the proposals only.

4.1 Comments in support of the proposals

Comments in support of the proposals were provided by 7 respondents and the main themes are shown in the next table.

Theme	Number
Comment supportive of proposals (generally) / much needed	6
Support Bristol short term proposals	1
Number who provided a comment in support of the proposals	7

4.2 Comments opposing the proposals

65 respondents provided comments opposing the long-term option two changes. The main themes made by at least 10% of all those who provided an opposing comment, are shown in the next table. The remaining themes in opposition to the proposals are shown in Appendix C.

The theme raised most often by those opposing the proposals related to congestion; this was raised by 13 respondents. 10 respondents also raised their opposition to the introduction of the bus lane, and a further 10 respondents felt that the proposals offered poor value for money and were a waste of money.

The loss of green space, vegetation, and wildlife was mentioned specifically by 9 respondents, whilst an additional 9 respondents commented that there was no practical alternative to using a car.

Other comments raised in the email correspondence were that journeys would take longer and respondents would need to travel further (n=8); additional roads would generally encourage more car use (n=7); concern regarding air quality / negative environmental impact (n=7); and a general lack of support for the proposals (n=7).

Theme	Number
Proposal will increase congestion / make traffic worse	13
Oppose proposed bus lane introduction	10
Proposal will be a waste of money / poor value	10
Concerned about loss of green space / vegetation / wildlife	9
No practical alternative to car (generally)	9
Concerned trips will involve long detours / needing to travel further	8
Comment not supportive of proposals (generally) / not needed	7
Concerned that additional roads will encourage greater car use	7
Concerned proposal will worsen air quality / negative environmental impact	7
Concerned about property depreciation	7
Oppose proposed closure of Talbot Road	6
Number who provided a comment opposing the proposals	65

4.3 Suggestions for the proposed changes

32 respondents suggested improvements or changes to the proposals. The suggestions made most often by at least 10% of respondents, are shown in the next table. The remaining suggestions for the long-term option two changes are shown in Appendix C.

Suggestions for the proposed changes

Theme	Number
Suggest funding should be used to develop a light rail / tram system	12
Suggest former rail route should be an active travel corridor	9
Suggest opening a new train station to serve the area	6
Suggest funding should be used to improve existing bus services	4
Suggest bus lanes should only operate at peak times	3
Number who provided a suggestion for the proposed changes	32

The theme raised most often was the suggestion that funding should be used to develop a light rail or tram network; this was raised by 12 respondents in the email correspondence. A further 9 respondents commented that the former rail route should be used as an active travel corridor, whilst 6 respondents suggested opening a new train station to serve the area. Other themes related specifically to buses, with 4 respondents suggesting that the funding should be used to improve existing bus services and 3 respondents suggesting that the bus lanes should only operate during peak periods.

5 Stakeholder response

There were six responses provided by local stakeholders which provided detailed feedback and views regarding the changes proposed. Most of the stakeholders had an interest in walking, wheeling and cycling, with other stakeholders being local councillors and housing associations.

5.1 Short-term changes

The overall response to the short-term changes from the stakeholders was positive, with all in support of the introduction of the proposed changes. There was agreement that the short-term changes would provide a more pleasant and safe walking, wheeling and cycling experience along this section of the A4 and in Brislington village centre.

Although the overall response was positive, stakeholders raised a number of concerns and considerations.

5.1.1 Local traffic

There was a concern raised that the implementation of a traffic filter on Talbot Road would likely result in more traffic on Callington Road, particularly in the interim. Stakeholders requested more information on the mitigation and plans in place here.

5.1.2 Parking

One stakeholder raised a concern regarding the potential removal of parking spaces along the A4, particularly for those living opposite the Paintworks. It was noted that there are few alternative parking options nearby, and the removal of parking spaces could also impact other nearby streets as a result of dispersal.

5.1.3 Buses

There was one request for all bus stops to be made fully accessible with walking and wheeling access to and from public transport. Stakeholders also highlighted that existing concerns regarding the frequency of bus services, cutting of services and cost of using the bus would still be a consideration for people in choosing to use one.

5.1.4 Cycling

There was a request for the inclusion of a fully separated cycle corridor along the A4, to enable more people to feel safe when cycling. It was felt the proposals were unclear as to whether a separated cycle corridor was included or not.

5.2 Long-term changes: option one

5.2.1 Support for the proposals

Almost all stakeholders were in support of the long-term changes proposed in option one, with the exception of one party who felt that the proposals were not policy compliant, did not secure ecological and recreational benefits, or local support.

It was felt that the re-routing of through traffic off Bath Road and onto the new route would improve walking, cycling and wheeling along this section of the A4 and would enable people to cycle between south-east Bristol and the city centre. There was also agreement that the cycling facilities proposed would make people feel safer during the day and at night. It was agreed that the removal of the pedestrian footbridge in Brislington would make for a more pleasant walking experience.

Stakeholders also highlighted a number of indirect benefits of the changes proposed under option one, the first being a subsequent reduction in traffic between Three Lamps junction and Temple Meads which could enable a reallocation of road space to cycling and walking. The second potential benefit would be less traffic closer to the city at Bath Bridge Roundabout and along Temple Gate, offering more road space for cyclists. There was also a suggestion of the potential to transform Temple Meads station and links to the city centre and harbourside.

5.2.2 Perceived impacts

One of the major concerns raised by almost all stakeholders (including those who were in support of option one) was the loss of biodiversity and green infrastructure along the former railway line. It was noted that this green infrastructure is considered complimentary to active travel routes, providing important shade and wind shelter for cyclists, plus contributing to a reduction in air and road surface temperatures and surface water flooding. Stakeholders requested that there is a plan to minimise biodiversity loss and to preserve as much of the existing green infrastructure as possible. There was also a request from one stakeholder to introduce a target for overall net gain of biodiversity, whilst another requested to make the former railway a 'green route' to include plentiful pollinator friendly plants and sustainable drainage solutions.

Another main concern raised was whether the creation of a new road for through traffic along the former railway line would result in an overall reduction in car users, or whether instead it would encourage more people to drive. There was a request for evidence that the proposals will reduce the number of private cars entering the city, and that there will be an overall reduction in greenhouse gas emissions and an overall improvement in air quality.

There were also a number of other concerns related specifically to the development of the former railway line. There was concern that this development could impact those people whose houses back onto former railway track, as well as people on nearby streets. There was also concern regarding the impact on the existing road network to the north of the former railway route.

It was noted that the current proposals do not include many notable improvements for pedestrians, but it is assumed that these would be included in more detail at a later stage.

One stakeholder raised concern that building a new road along the former railway track would mean losing a potential route for a mass transit system in the future.

5.2.3 Opposition to the proposals

One stakeholder opposed option one of the long-term proposals because they felt there would be a loss of important open space with unmitigated impacts on a wildlife corridor, plus an interruption of the Green Infrastructure Network. This reflects the concerns raised by other stakeholders.

Another reason stated for opposition was the potential negative impact on residents in the vicinity of the new road, with generation of noise and air pollution noted as a key concern. The stakeholder also responded that no details of the mitigation actions to reduce this impact had yet been published.

The opposition was also supported by the view that option one did not provide any clear benefits to local residents, only those travelling through the area.

“Both long-term options would result in an increase in road space for car drivers and would not serve as a significant enough disadvantage to encourage those that drive through the area to change their behaviour to use a more sustainable transport mode.”

5.3 Long-term changes: option two

5.3.1 Support for the proposals

Overall response to the option two proposals was less positive, with three of the six stakeholders supportive of the proposals. Support was generally from those stakeholders with an interest in active travel, with agreement that the proposals would improve the pedestrian experience in Brislington village. It was also felt that the proposals would support the wider delivery of a safe and direct cycle corridor along the A4.

5.3.2 Concern and opposition to the proposals

There were a number of concerns raised by stakeholders who were opposed to the option two proposals. Overall, it was felt that option two involved a significant level of investment and extensive engineering for a very short stretch of a former railway line, with buses then required to re-join the A4.

Similar to option one, there was concern about the loss of biodiversity and removal of natural green infrastructure along the former railway line.

Two stakeholders also referenced other local ongoing developments such as the Temple Quarter and suggested that these developments need to be taken into consideration so that proposals are not siloed.

5.3.3 Buses

With the section of the A4 between Three Lamps junction and Arnos Vale remaining largely unchanged in option two, a concern was raised by one stakeholder that buses would be delayed at Totterdown and Bath Bridges. It was also noted that the re-routing of buses along the disused railway line between Sandy Park Road and Eagle Road could limit access to bus services in this area.

5.3.4 Cycling

In relation to cycling, it was noted that option two would make it more complex to complete the current missing link of cycle route between Three Lamps junction and Bath Bridge roundabout.

Another stakeholder also noted that, unlike option one, option two does not deliver a cycle link to Avonmeads and the Avon River path.

5.3.5 Walking

Stakeholders felt that there would be minimal change to the level of traffic along this section of the A4, and therefore little impact on the overall walking experience.

5.4 Other concerns and suggestions

5.4.1 Cycling

There were a number of suggestions made to help support the delivery of safe, comfortable and attractive cycle corridors along the A4. In addition to the infrastructure currently proposed, it was suggested that cycle hubs should be introduced to provide a secure and undercover location to lock up bikes, away from potential thieves. Hubs should be conveniently located close to train stations or Park and Ride services and should include cycle share schemes, weather-protected cycle parking, CCTV, swipe card entry and overnight cycle parking.

5.4.2 Other areas for consideration

Within their responses, stakeholders also referenced a number of other areas not currently included as part of the engagement but where they felt consideration should be given.

It was felt that the section of the A4 between Three Lamps Junction and Bath Bridge Roundabout should be addressed as an area which is considered notoriously bad for walking and wheeling and cycling.

The Wells Road area was also flagged by two different stakeholder groups as requiring consideration for inclusion in the engagement. Stakeholders felt that this area needs improved links and better integration of public transport, including upgraded bus stops and hubs and places to change mode.

It was noted that the Angers Road junction currently has an issue with vehicles rat-running, and another local survey conducted by the stakeholder showed that the majority of people living in the area favoured some sort of closure. There was a request to keep open the left-turn from Angers Road onto Bath Road, but agreement with the closing off the left-turn from Bath Road. There was also a suggestion to use the space from the closed road for an inbound bus stop.

Appendix A – details on Brislington & Totterdown proposals

6.1 Short-term changes

6.1.1 Buses

The changes propose extending the bus lanes between West Town Lane and Emery Road junction to create a continuous bus lane on either side of the road. The bus lanes would also be made operational for 24 hours per day, as would the bus lane between St Phillips Causeway and the entrance of Arnos Vale Cemetery.

These changes would mean removal of one of the two junctions into Brislington Retail Park. They would also impact parking on this section of the route - vehicles would no longer be able to park or load during the day (currently up to one hour's parking is allowed).

Buses would also be given priority at the junction in Brislington leading up to Lidl which could require altering the current traffic signals.

6.1.2 Cycling

The proposals include several changes to make cycling easier and safer. These include:

- Creating a two-way segregated cycle lane between West Town Lane and Emery Road junction
- Creating a new cycle route through Victory Park between School Road and Emery Road junction which would connect to a new cycle-only lane along Emery Road junction and the A4
- Improving the junction at Emery Road junction and Broomhill Road to make it easier for cyclists to cross
- Improving the existing cycle route between Edward Road and the River Avon Trail to provide a better connection to the A4
- Options for improving cycling and walking in the Sandy Park Road and Wick Road areas would also be explored
- Creating a new cycle path along Emery Road junction would require implementing new parking restrictions which could mean limited or no parking

6.1.3 Local road changes

A number of measures could be implemented along local roads as part of the proposals. These include:

- Cycle-only access to Talbot Road at the junction of Talbot Road and Queens Road through use of a modal filter. This would make Talbot Road a cul-de-sac and reduce the number of vehicles using the surrounding residential streets as a 'rat-run'
- Implementation of traffic calming measures on Hungerford Road (including speed bumps) to address speeding and deter traffic from using the road as a 'rat-run'
- Introduction of parking restrictions along Emery Road junction to accommodate a new cycle path (as stated above).

6.1.4 Car club, charging and cycle hangars

Addition of new car club spaces, electric vehicle charging points and cycling hangars is also proposed, although the locations are still to be decided.

6.2 Long-term changes: option one

6.2.1 Through traffic

The A4 between Three Lamps junction and Callington Road would be closed to through-traffic. Instead, vehicles would be diverted off the existing A4 onto a new two-lane road which would be built along the old railway track between Callington Road and St Phillips Causeway. Through- traffic would use St Phillips Causeway to connect to the city centre; at the other end of the new road, traffic would re-join the A4 at the West Town Lane junction.

6.2.2 Buses & Cycling

Between Brislington and Totterdown, the A4 would be converted into a route for buses, cycling and local traffic. The route would include a new segregated route for cycling and would be landscaped with more trees and plants. Pavements would be wider, making it more pleasant to walk and wheel.

A new cycle route would also be created along the length of the new route along the old railway line.

Two "bus gates" (restricted access points) would be created close to the Lodekka pub to stop through-traffic from continuing to use the A4. The types of vehicles allowed through the bus gate is yet to be decided, but would definitely include buses, cyclists and emergency vehicles.

Another bus gate at Three Lamps junction would also restrict traffic; vehicles would still be able to turn left into Wells Road from Bath Road.

6.2.3 Local traffic

The way that local traffic would travel along the A4 would change. All local residents, visitors and deliveries would still be able to access homes, shops and businesses by car in Brislington or Totterdown, although the route they use to get there may be different.

The proposed changes under option one are as follows:

- Brislington village would be closed to through traffic
- Local traffic would not be able to pass through the bus gates at the Lodekka pub
- To reach local destinations:
 - North of the Lodekka pub, local traffic would access the A4 from either St Phillips Causeway, Totterdown Bridge or other local roads with existing access to the A4. Vehicles could then travel between the bus gates at Three Lamps and the Lodekka pub
 - South of the Lodekka pub, local traffic would continue to use the current A4 from West Town Lane junction but would need to turn around at the top of the Eagle Road gyratory.
- Local residents could use Kensington Park Road to turn left onto the Bath Road and bypass the bus gate to continue along the A4
- There would also be a left-hand turn from Talbot Road East onto the new through traffic route

6.2.4 Impacts of option one

The proposed changes under option one may have a number of impacts. It is anticipated:

- it would be noisier and busier for people who live near the route of the proposed new road, affecting some residents of Repton Road, Eagle Road, Thiery Road, part of Talbot Road and the nearest ends of Sandholme, Churchill, Bloomfield and Whitby Roads.
- trips to reach local destinations would be longer. Trips may be less direct, but overall there would be less traffic.
- some roads may see some extra local traffic but this should be balanced by fewer vehicles running.
- fewer car parking spaces and more parking restrictions.

6.3 Long-term changes: Option two

6.3.1 Buses

Under the option two proposals, buses would be diverted off the main A4 at Arnos Vale to join the northern half of the old railway track via Sandy Park Road. This would become a bus-only highway until it re-joined the A4 at the northern part of the Eagle Road gyratory. From this point the A4 through Brislington would be converted into a route for buses, with improvements for cycling and walking.

6.3.2 Through-traffic

Through-traffic would travel along the existing A4 until just past the Lodekka pub where it would be diverted into the southern half of the disused railway track as far as Callington Road. Traffic would then re-join the A4 at West Town Lane junction.

6.3.3 Cycling

Segregated cycle routes would be created on the new route along the old railway, the existing A4 and new bus highway. A new segregated route would also be created through Brislington village between the Eagle Road gyratory and West Town Lane junction.

6.3.4 Local traffic

The way that local traffic travels along part of the A4 would change. All local residents, visitors and deliveries would still be able to access homes, shops and businesses by car in Brislington or Totterdown, but the route to get there may be different.

- There would be no change for local traffic between Three Lamps junction and the Lodekka pub
- Brislington village would be closed to through traffic
- To reach local destinations south of the Lodekka pub, local traffic would continue to use the current A4 Bath Road from West Town Lane junction, but would need to turn around at the top of the Eagle Road gyratory
- There would also be a left-hand turn from Talbot Road East onto the new through-traffic route

6.3.5 Impacts of option two

The proposed changes under option two may have a number of impacts. It is anticipated:

- it would be noisier and busier for residents living near the proposed new road, affecting some residents of Eagle Road, Thiery Road and part of Talbot Road
- it would also be slightly noisier for residents near the route of the proposed bus highway. This would impact some residents of Repton Road and the nearest ends of Sandholme, Churchill, Bloomfield and Whitby Roads
- car journeys to reach local destinations would be longer. Although routes would be less direct, there would be less traffic on the roads.
- there would be fewer car parking spaces available and more parking restrictions.

6.4 Long-term changes: both options one and two

A number of the proposed changes would be included as part of both options one and two.

6.4.1 Brislington Changes

The A4 through Brislington village would be used exclusively for buses, cycling and local traffic. The road would be landscaped with more trees and plants, and pavements would be made wider. The footbridge over the A4 at Brislington Hill would be replaced with a street-level crossing (as requested by residents in a previous engagement).

The proposed changes would reduce the number of cars and create more space, allowing new public areas to be developed such as outdoor café seating and small parklets.

6.4.2 Park Improvements

Improvements would also be made to Arnos Vale and Victory parks including new woodland areas, restoring of steps and fences, and updating of the existing children's play areas. Victory Park may also be extended.

6.4.3 Parking Impact

Existing car parking along the A4 in Totterdown (between 190-284 Bath Road), may need to be removed. Alternatives for some car parking including blue badge spaces, would be explored.

In Brislington, existing parking in bus lanes at off-peak times and weekends would no longer be possible. Alternative options for short-term parking and loading would also be explored

Appendix B – key themes raised by respondents

This appendix provides the key themes raised by respondents who attended the two engagement events and the online webinar.

7.1 Engagement events

There were 69 different themes mentioned in the feedback from the 213 comments received during the two events. The main themes are shown in the next table:

Theme	Number of times the theme was raised
General topics and proposals	31
Talbot Road	28
Buses	14
Old railway path	12
Active Travel	7
Traffic	7
Callington Road	6
Brislington Village	6
Lidl access	5
Park and Rides	5
Communication	4
Eagle Road	3
Hungerford Road	3

All other themes were raised by one or two attendees only.

There were 20 different themes mentioned in the feedback from the 99 comments received during the webinar. The main themes of discussion are shown in the next table:

Theme	Number of times the theme was raised
Buses	14
Question about routes	13
General discussion	13
Active Travel	7
Funding	7
Wildlife	6
Consultation	8
Air quality	6
Car usage	4
Proposals	6
Compensation	3
Impact	3
A4174	2

All other themes were raised by one attendee only.

7.2 Change.org Petition

<http://change.org/p/save-the-brislington-greenway>

The following text was provided for people to add their signature to:

“The West of England Combined Authority is proposing to build a new road along the former Brislington Railway Line, known locally as the Brislington Greenway.

Over the last 60 years, the Greenway has become a wildlife haven, with regular sightings of bats, badgers and slow worms, all of which are protected species. Building a new road would destroy this space.

Our alternative proposal is an active travel corridor, providing a safe, pleasant, off-road route all the way from Temple Meads to Whitchurch and beyond. This green space would become a real community asset and do a lot more to promote sustainable travel than building a new road!”

Appendix C – coded responses

This appendix provides the full coded responses to each of the open-ended questions.

8.1 Proposed short term proposals

Themes in support of the proposed short-term changes	Number
Support Bristol short term proposals	49
Support proposed cycle lane / cycle infrastructure	46
Support traffic calming / reductions in speed limit	29
Proposals will improve traffic flow / reduce congestion	20
Support (with condition)	20
Support proposed closure of Talbot Road	19
Support improvements for pedestrians / will be beneficial to pedestrians	16
Support proposed bus lane introduction	11
Total	130

Themes opposing the proposed short-term changes	Number
Criticism of existing bus service / existing bus services are poor	249
Proposal will increase congestion / make traffic worse	217
Concerned proposal will worsen air quality / negative environmental impact	152
Oppose proposed closure of Talbot Road	132
Concerned proposals will cause traffic to use alternative routes (rat- running)	105
Oppose Bristol short term proposals	85
No practical alternative to car (generally)	70
Buses are too expensive / unaffordable	66
Concerned trips will involve long detours / needing to travel further	51
Proposal will increase severance / make getting about more difficult	46
Negative impact on those with mobility problems / wheelchair users	45
Negative impact on older people	35
Oppose proposed cycle lane / cycle infrastructure	30
Proposal will be a waste of money / poor value	28
Proposals discriminate against car users / war on the motorist	27
Oppose proposed bus lane introduction	25
Concerned about parking provision / loss of parking spaces	24
Negative impact on expectant mothers / parents of young children	21
No practical alternative to car / van for work	20
Concerned proposal will have negative economic impact	18
Negative impact on people with long term health problems	17
Proposal won't make a difference / no benefit to respondent	16
Concerned about the safety of shared use space	12
Cycle lane will be poorly used / aren't needed	9

Concerned cycle infrastructure won't be wide enough	7
Oppose traffic calming / reductions in speed limit	6
Concerned that the solution is moving the problem of congestion not solving it	6
Trains are too expensive / unaffordable	6
Too much focus on cyclists	6
There is insufficient space to provide a bus lane / road is too narrow	5
Concerned bus route changes will worsen access to essential services	5
Bus lane will be poorly used / aren't needed	3
Concerned about loss of green space / vegetation / wildlife	3
Concerned bus route changes will worsen access to work / employment	2
Concerned cycle infrastructure will be disjointed / disconnected	2
Concerned about property depreciation	2
Criticism of existing train service / existing train services are poor	2
Negative impact on young people	2
Negative impact on low income households	2
Footway will be poorly used / isn't needed	1
Assumes everyone will cycle, walk or use the bus	1
Proposal cuts communities off from one another	1
Concerned about cyclist safety when using the bus lane	1
Concerned that additional roads will encourage greater car use	1
No practical alternative to car for school run / childcare	1
Total	764

Suggestions for the proposed short-term changes	Number
Suggest bus lanes should only operate at peak times	96
Suggest funding should be used to improve existing bus services	61
Suggest improving (direct) bus links / connections between places	47
Suggest cyclists should be fully segregated from traffic	45
Suggest new road links between specific places	22
Suggest pedestrians should be fully segregated from traffic	18
Suggest former rail route should be an active travel corridor	15
Suggest changes to junction layouts	14
Suggest more traffic calming	13
Suggest funding should be used to develop a light rail / tram system	12
Suggest better connections are needed to the cycleway	11
Suggest better enforcement of (poor) cyclist behaviour	11
Suggest new pedestrian crossing location	10
Suggest HGVs use separate roads to other traffic	9
Suggest changes to traffic signals / reduce delays	8
Suggest removal or relocation of bus stop	7
Suggest better enforcement of (poor) driver behaviour	3
Suggest funding should be used to finance social programmes	2
Suggest opening a new train station to serve the area	2
Suggest upgrade to existing pedestrian crossing location	2
Suggest need for lighting of walking and cycling routes	2
Suggest enforcement of bus lanes to prevent misuse	1
Suggest improved cycle storage (lockers etc)	1
Total	316

8.2 Proposed long-term option one changes

Themes in support of the proposed option one changes	Number
Support Bristol: long term proposal Option one	37
Support proposed cycle lane / cycle infrastructure	23
Support (with condition)	13
Support traffic calming / reductions in speed limit	11
Support proposed bus lane introduction	10
Support improvements for pedestrians / will be beneficial to pedestrians	9
Support proposed closure of Talbot Road	6
Proposals will improve traffic flow / reduce congestion	5
Total	88

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Themes opposing the proposed option one changes	Number
Concerned proposal will worsen air quality / negative environmental impact	203
Proposal will increase congestion / make traffic worse	179
Concerned that the solution is moving the problem of congestion not solving it	145
Criticism of existing bus service / existing bus services are poor	109
Concerned proposals will cause traffic to use alternative routes (rat running)	108
Oppose Bristol: option one	92
Concerned about loss of green space / vegetation / wildlife	85
Concerned trips will involve long detours / needing to travel further	64
Concerned that additional roads will encourage greater car use	63
Concerned about the increase in noise pollution	50
Proposal will be a waste of money / poor value	39
Concerned proposal will have negative economic impact	38
No practical alternative to car (generally)	30
Buses are too expensive / unaffordable	29
Oppose: disagree with the removal of the footbridge	27
Oppose: assumes everyone will cycle, walk or use the bus	22
Proposal cuts communities off from one another	21
Negative impact on those with mobility problems / wheelchair users	20
Proposal will increase severance / make getting about more difficult	19
Concerned about parking provision / loss of parking spaces	19
Proposal won't make a difference / no benefit to respondent	18
Proposals discriminate against car users / war on the motorist	15
Negative impact on older people	15
No practical alternative to car/van for work	14
Oppose proposed road closure	13
Concerned the old railway track is too narrow for the plans	13

Themes opposing the proposed option one changes	Number
Concerned about property depreciation	13
Concerned about the safety of shared use space	12
Too much focus on cyclists	11
Negative impact on expectant mothers / parents of young children	7
Negative impact on people with long term health problems	6
Oppose traffic calming / reductions in speed limit	5
Concerned bus route changes will worsen access to essential services	5
Concerned there is insufficient space to provide a bus lane / road is too narrow	5
Oppose proposed bus lane introduction	4
Oppose: footway will be poorly used / isn't needed	4
Oppose proposed cycle lane / cycle infrastructure	3
Oppose: cycle lane will be poorly used / aren't needed	3
Concerned bus lane will restrict resident access	3
Negative impact on young people	3
Concerned cycle infrastructure will be disjointed / disconnected	2
Oppose proposed bus priority measures (traffic signals etc.)	1
Concerned bus route changes will worsen access to work / employment	1
Concerned changes to layouts will be detrimental to disabled / wheelchair users	1
Concerned about cyclist safety when using the bus lane	1
Concerned about loss of bus services / bus services being withdrawn	1
Concerned bus route changes will worsen access to essential services 2	1
No practical alternative to car for school run / childcare	1
Criticism of existing train service / existing train services are poor	1
Trains are too expensive / unaffordable	1
Total	682

Suggestions for the proposed option one changes	Number
Suggest former rail route should be an active travel corridor	78
Suggest cyclists should be fully segregated from traffic	32
Suggest funding should be used to develop a light rail / tram system	31
Suggest funding should be used to improve existing bus services	27
Suggest pedestrians should be fully segregated from traffic	17
Suggest changes to junction layouts	11
Suggest bus lanes should only operate at peak times	8
Suggest to improve (direct) bus links/ connections in between different places	7
Suggest new road links between specific places	7
Suggest new pedestrian crossing location	6
Suggest better connections are needed to the cycleway	6
Suggest opening a new train station to serve the area	4
Suggest need for lighting of walking and cycling routes	4
Suggest more traffic calming	4
Suggest funding should be used to finance social programmes	2
Suggest HGVs use separate roads to other traffic	2
Suggest better enforcement of cyclist behaviour / poor cyclist behaviour	2
Suggest improving Park & Ride services (longer hours, cheaper prices, more options etc.)	1
Suggest improved cycle storage (lockers etc)	1
Suggest changes to traffic signals / reduce delays	1
Suggest better enforcement of driver behaviour / poor driver behaviour	1
Total	200

8.3 Proposed long-term option two changes

Themes in support of the proposed option two changes	Number
Support Bristol: long term proposal option two	28
Support (with condition)	9
Support proposed cycle lane / cycle infrastructure	8
Proposals will improve traffic flow / reduce congestion	5
Support proposed bus lane introduction	4
Support proposed bus priority measures (traffic signals etc)	1
Total	43

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Themes opposing the proposed option two changes	Number
Proposal will increase severance / make getting about more difficult	132
Proposal will increase congestion / make traffic worse	131
Concerned proposal will worsen air quality / negative environmental impact	126
Oppose Bristol: option two	100
Criticism of existing bus service / existing bus services are poor	72
Concerned about loss of green space / vegetation / wildlife	65
Proposal won't make a difference / no benefit to respondent	62
Concerned that the solution is moving the problem of congestion not solving it	57
Proposal will be a waste of money / poor value	53
No practical alternative to car (generally)	52
Comment not supportive of proposals (generally) / not needed	41
Concerned proposal will have negative economic impact	36
Concerned about the increase in noise pollution	34
Concerned that additional roads will encourage greater car use	26
Concerned proposals will cause traffic to use alternative routes (rat- running)	23
Oppose: disagree with the removal of the footbridge	22
Oppose: bus lane will be poorly used / aren't needed	20
Buses are too expensive / unaffordable	20
Proposal cuts communities off from one another	17
Concerned about parking provision / loss of parking spaces	14
Concerned the old railway track is too narrow for the plans	14
Oppose: cycle lane will be poorly used / aren't needed	12
Negative impact on those with mobility problems / wheelchair users	12
No practical alternative to car/van for work	11

Themes opposing the proposed option two changes	Number
Negative impact on older people	11
Concerned about the safety of shared use space	10
Concerned about property depreciation	10
No practical alternative to car for school run / childcare	9
Proposals discriminate against car users / war on the motorist	7
Oppose: assumes everyone will cycle, walk or use the bus	6
Concerned trips will involve long detours / needing to travel further	6
Oppose proposed bus lane introduction	5
Negative impact on people with long term health problems	4
Oppose proposed cycle lane / cycle infrastructure	3
Concerned about cyclist safety when using the bus lane	3
Oppose traffic calming / reductions in speed limit	2
Concerned bus route changes will worsen access to essential services	2
Concerned bus lane will restrict resident access	2
Concerned changes to layouts will be detrimental to disabled / wheelchair users	2
Negative impact on young people	2
Oppose: footway will be poorly used / isn't needed	1
Concerned bus route changes will worsen access to work / employment	1
Concerned cycle infrastructure won't be wide enough	1
Concerned there is insufficient space to provide a bus lane / road is too narrow	1
Negative impact on expectant mothers / parents of young children	1
Negative impact on low income households	1
Total	512

Suggestions for the proposed option two changes	Number
Suggest former rail route should be an active travel corridor	96
Suggest funding should be used to improve existing bus services	24
Suggest funding should be used to develop a light rail / tram system	15
Suggest new road links between specific places	13
Suggest changes to junction layouts	11
Suggest pedestrians should be fully segregated from traffic	7
Suggest more traffic calming	7
Suggest cyclists should be fully segregated from traffic	6
Suggest opening a new train station to serve the area	4
Suggest upgrade to existing pedestrian crossing location	2
Suggest changes to traffic signals / reduce delays	2
Suggest funding should be used to finance social programmes	1
Suggest focus on improving safety / implementing safety measures	1
Suggest bus lanes should only operate at peak times	1
Suggest removal or relocation of bus stop	1
Suggest new pedestrian crossing location	1
Suggest need for lighting of walking and cycling routes	1
Suggest HGVs use separate roads to other traffic	1
Suggest better enforcement of cyclist behaviour / poor cyclist behaviour	1
Total	165

8.4 Preference of long-term option one or option two

Themes for overall preference of option one or two	Number
Suggest former rail route should be an active travel corridor	460
Comment not supportive of proposals (generally) / not needed	195
Concerned about loss of green space / vegetation / wildlife	109
Proposals will improve traffic flow / reduce congestion	81
Concerned proposal will worsen air quality / negative environmental impact	67
Support proposed cycle lane / cycle infrastructure	57
Support improvements for pedestrians / will be beneficial to pedestrians	52
Proposal will increase congestion / make traffic worse	52
Suggest funding should be used to develop a light rail / tram system	49
Support Bristol: long term proposal option one	47
Option two is easier to implement / less impact on residents than option one	42
Oppose proposed road closure	38
Concerned about the increase in noise pollution	33
Criticism of existing bus service / existing bus services are poor	33
Option one will have more impact than Option two	29
Proposal will be a waste of money / poor value	28
Proposal will increase severance / make getting about more difficult	26
Proposals discriminate against car users / war on the motorist	25
Criticism of questionnaire or engagement material quality	24
Concerned that additional roads will encourage greater car use	23
Suggest funding should be used to improve existing bus services	23
No practical alternative to car (generally)	21

Themes for overall preference of option one or two	Number
Proposals should go further / don't go far enough	20
Suggest opening a new train station to serve the area	20
Support proposed bus lane introduction	19
Oppose Bristol: option one	18
Proposal won't make a difference / no benefit to respondent	18
Support traffic calming / reductions in speed limit	17
Concerned trips will involve long detours / needing to travel further	17
Concerned about property depreciation	17
Suggest cyclists should be fully segregated from traffic	17
Criticism of engagement (e.g. won't be listened to / box ticking)	17
Concerned proposals will cause traffic to use alternative routes (rat-running)	15
Option one is easier to implement / less impact on residents than option two	14
Support (with condition)	13
Support Bristol: long term proposal option two	12
Prefer option one: no reason given	12
Option two will have more impact than option one	12
Oppose proposed bus lane introduction	11
Oppose traffic calming / reductions in speed limit	11
Buses are too expensive / unaffordable	10
Suggest to improve (direct) bus links/ connections in between different places	10
Question about the proposals (need for further information)	10
Suggest pedestrians should be fully segregated from traffic	9
Suggest better connections are needed to the cycleway	9

Themes for overall preference of option one or two	Number
Suggest need for lighting of walking and cycling routes	8
Prefer option two: no reason given	8
Comment supportive of proposals (generally) / much needed	7
Oppose Bristol: option two	7
Suggest funding should be used to finance social programmes	7
Oppose proposed cycle lane / cycle infrastructure	6
Concerned proposal will have negative economic impact	6
Negative impact on older people	6
Criticism of questionnaire or engagement material accessibility	6
No practical alternative to car / van for work	5
Criticism of Local governance: WECA, County Council, the Mayor etc.	5
Support proposed bus priority measures (traffic signals etc.)	4
Support proposed road closure	4
Negative impact on those with mobility problems / wheelchair users	4
Oppose proposed bus priority measures (traffic signals etc.)	3
Suggest better enforcement of cyclist behaviour / poor cyclist behaviour	3
Oppose Bristol short term proposals	2
Criticism of existing train service / existing train services are poor	2
Suggest bus lanes should only operate at peak times	2
Negative impact on expectant mothers / parents of young children	2
Respondent referenced different proposal than question: Bristol	2
Oppose: cycle lane will be poorly used / aren't needed	1
Concerned cycle infrastructure won't be wide enough	1
Concerned about the safety of shared use space	1

Themes for overall preference of option one or two	Number
Concerned there is insufficient space to provide a bus lane / road is too narrow	1
Concerned about parking provision / loss of parking spaces	1
Concerned about loss of bus services / bus services being withdrawn	1
Suggest focus on improving safety / implementing safety measures	1
Suggest removal or relocation of bus stop	1
Suggest new road links between specific places	1
Suggest better enforcement of driver behaviour / poor driver behaviour	1
Option one is cheaper than option two	1
Option two is cheaper than option one	1
Criticism of Clean Air Zone	1
Criticism of green agenda / Net Zero target	1
Criticism of electric car provision (expensive, not enough charging points etc)	1
Criticism of road conditions (lack of maintenance, potholes, overgrown etc)	1
Total	1162

8.5 Email correspondence

Themes in support of the proposals	Number
Comment supportive of proposals (generally) / much needed	6
Support Bristol short term proposals	1
Number who provided a comment in support of the proposals	7

Themes opposing the proposals	Number
Proposal will increase congestion / make traffic worse	13
Oppose proposed bus lane introduction	10
Proposal will be a waste of money / poor value	10
Concerned about loss of green space / vegetation / wildlife	9
No practical alternative to car (generally)	9
Concerned trips will involve long detours / needing to travel further	8
Comment not supportive of proposals (generally) / not needed	7
Concerned that additional roads will encourage greater car use	7
Concerned proposal will worsen air quality / negative environmental impact	7
Concerned about property depreciation	7
Oppose proposed closure of Talbot Road	6
Concerned changes to layouts will be detrimental to disabled / wheelchair users	5
Concerned proposals will cause traffic to use alternative routes (rat- running)	5
Concerned that the solution is moving the problem of congestion not solving it	5
Concerned about loss of bus services / bus services being withdrawn	4
Oppose Bristol: Option one	3
Oppose proposed bus priority measures (traffic signals etc.)	3
Proposals discriminate against car users / war on the motorist	3
Concerned bus lane will restrict resident access	3

Themes opposing the proposals	Number
Concerned proposal will have negative economic impact	3
Concerned about the increase in noise pollution	3
Oppose proposed cycle lane / cycle infrastructure	2
Oppose: cycle lane will be poorly used / aren't needed	2
Concerned bus route changes will worsen access to essential services	2
Concerned about parking provision / loss of parking spaces	2
Concerned the old railway track is too narrow for the plans	2
No practical alternative to car / van for work	2
Buses are too expensive / unaffordable	2
Negative impact on those with mobility problems / wheelchair users	2
Oppose: bus lane will be poorly used / isn't needed	1
Proposal will increase severance / make getting about more difficult	1
Concerned bus route changes will worsen access to work / employment	1
Concerned cycle infrastructure will be disjointed / disconnected	1
Concerned about the safety of shared use space	1
Concerned about cyclist safety when using the bus lane	1
Concerned there is insufficient space to provide a bus lane / road is too narrow	1
No practical alternative to car for school run / childcare	1
Trains are too expensive / unaffordable	1
Negative impact on young people	1
Negative impact on older people	1
Negative impact on people with long term health problems	1
Too much focus on cyclists	1
Number who provided a comment opposing the proposals	65

Suggestions for the proposed changes	Number
Suggest funding should be used to develop a light rail / tram system	12
Suggest former rail route should be an active travel corridor	9
Suggest opening a new train station to serve the area	6
Suggest funding should be used to improve existing bus services	4
Suggest bus lanes should only operate at peak times	3
Suggest enforcement of bus lanes to prevent misuse	2
Suggest to improve (direct) bus links / connections in between different places	2
Suggest improving Park & Ride services (longer hours, cheaper prices, more options)	2
Suggest focus on improving safety / implementing safety measures	1
Suggest cyclists should be fully segregated from traffic	1
Suggest better connections are needed to the cycleway	1
Suggest new road links between specific places	1
Number who provided a suggestion for the proposed changes	32

A4 Bath to Bristol

Appendix 2

Engagement report - Keynsham, Saltford and Bath

July 2024



Appendix 2: Proposals in Keynsham, Saltford & Bath

1. Executive Summary

1.1. Background

Engagement was undertaken between Monday 21 August 2023 and Sunday 1 October 2023 in order to collect feedback on proposals for active travel and bus improvements along the A4 corridor between Bath and Bristol. Feedback was sought from members of the public living along the route of the A4, working or studying in the area, commuting through or using the route for leisure purposes, (plus businesses, other local organisations and councillors).

The proposed changes along the A4 Bath to Bristol corridor include plans to provide a route for active travel users (cycling and walking) as well as bus priority measures in the form of bus lanes, through the reallocation of roadspace. At Keynsham, it is proposed that a 'Mobility Hub' would be developed, with the intention that this facility would provide ease-of-transfer between different types of transport, improved passenger information and new infrastructure to provide improved connectivity to areas around the hub.

On the Brislington and Totterdown section of the A4, proposals included short-term and longer-term changes, while for the remainder of the route through Saltford, Keynsham and Bath, there are a single set of proposed improvements.

1.2. The engagement

A total of eight public engagement events were held during the consultation period, along the route of the A4 between Bath and Bristol. A total of two events were held in Bath, three in Brislington, two in Keynsham and one in Saltford. These events were supplemented by a total of five Councillor briefings and stakeholder meetings. Overall, 4,851 questionnaire responses were received during the engagement period, while a further 285 pieces of correspondence were received in the form of letters and emails.

1.3. Findings summary

Overall, respondents did not agree with the proposals for some of the sections of the A4 between Bath and Bristol (The Bath to Bristol Strategic Corridor). There was overall a greater proportion of respondents in the Bath section of the Strategic Corridor that were in agreement with the proposals, compared with the Keynsham and Saltford sections of the route. There were particularly strong favourable responses (agreement) towards proposals for the Bristol to Bath Railway Path (BBRP) in the Saltford and Bath areas. Interestingly, support was greatest among residents of the nearby postcode for the Bath section, while the opposite was true in the Saltford section, with those not living next to the route being those most in favour. A frequently occurring suggestion was that the funding should be used to improve existing bus and rail services, which appeared in the comments made regarding several sections of the Bath to Bristol Strategic Corridor.

1.4. Brislington Park & Ride to Hicks Gate

1.4.1. Response to the proposals

For all the elements proposed on the Brislington Park & Ride to Hicks Gate section of the A4, more respondents disagreed with the proposals than agreed with them, with the highest level of disagreement related to the proposed bus lane:

- A dedicated bus lane would encourage me to use public transport more often (74% disagreed)
- New bus lane added to both sides of the road between Brislington Park and Ride and Hicks Gate roundabout (71% disagreed)

For one element of the proposals in this section, there was a higher level of support and a lower level of disagreement, compared to the other elements. This was support for a new segregated cycle track between Brislington Park & Ride and Hicks Gate – although the majority still disagreed with the proposal (32% agreed and 53% disagreed).

Brislington Park & Ride to Hicks Gate proposals	Net agreement*
I support a new segregated cycle track between Brislington Park and Ride and Hicks Gate roundabout (n=1640)	-21%
I support adding a bus lane to both sides of the road between Brislington Park and Ride and Hicks Gate roundabout (n=1643)	-52%
A new segregated cycle track between Brislington Park and Ride and Hicks Gate roundabout would encourage me to cycle more along this route (n=1640)	-53%
A dedicated footway from Brislington Park and Ride to Hicks Gate roundabout would encourage me to walk or wheel more along this section (n=1640)	-57%
More reliable bus journeys because of a dedicated bus lane would encourage me to use public transport more often (n=1639)	-58%

*Calculated by the difference in the percentage of those who agreed and disagreed with each proposed change

All of the measures shown in the Net Agreement Score table, were split by whether the respondent gave a postcode within Keynsham (BS31 1 and BS31 2 sub-postcode areas) and Saltford (BS31 3 sub-postcode area). From the analysis undertaken, the results indicated that in terms of the bus and cycling and walking elements of the proposals, the net agreement score was more negative among Saltford respondents compared to those from Keynsham.

Brislington Park & Ride to Hicks Gate proposals	Net agreement (Keynsham)	Net agreement (Saltford)
I support adding a bus lane to both sides of the road between Brislington Park and Ride and Hicks Gate roundabout	-30%	-69%
More reliable bus journeys because of a dedicated bus lane would encourage me to use public transport more often	-33%	-72%
I support a new segregated cycle track between Brislington Park and Ride and Hicks Gate roundabout.	9%	-33%
A new segregated cycle track between Brislington Park and Ride and Hicks Gate roundabout would encourage me to cycle more along this route	-33%	-66%
A dedicated footway from Brislington Park and Ride to Hicks Gate roundabout would encourage me to walk or wheel more along this section.	-38%	-73%

1.4.2. Perceived impact

Overall, there were more who disagreed than agreed with the positive impacts of the proposed Brislington Park & Ride to Hicks Gate proposals. The perception that the proposals would ‘improve safety for those cycling along the route’ appeared to find more agreement, with 36% of respondents agreeing with this perceived impact.

1.4.3. Comments provided

Those who commented in support of the Brislington Park & Ride to Hicks Gate proposals, specifically mentioned:

- Support for the cycle lane proposals
- General support for the proposals overall
- Support for the proposed introduction of a bus lane

Those who commented opposing the Brislington Park & Ride to Hicks Gate proposals, specifically mentioned:

- Proposal will increase congestion
- Proposal isn’t needed
- Proposal won’t have an impact or benefit

Suggested improvements or changes to the proposals included:

- Funding should be used to improve existing bus and train services
- Cyclists should be segregated from traffic
- Safety should be the main focus

The overall response to the proposals for the Brislington Park & Ride to Hicks Gate section of the A4 disagreed with all the proposed changes.

1.5. Keynsham Bypass: Hicks Gate roundabout to Broadmead roundabout

1.5.1. Response to the proposals

For all the elements proposed on the Keynsham Bypass: Hicks Gate roundabout to Broadmead roundabout section of the A4, more respondents disagree with the proposals than agree with them, with the highest level of disagreement being:

- A dedicated bus lane would encourage me to use public transport more often (80% disagreed)
- A separate footway/shared use path along the Keynsham Bypass would encourage more walking and wheeling (77% disagreed).

For one element of the proposals in this section, there was a marginally higher level of support and a lower level of disagreement, compared to the other elements. This was support for a new segregated cycle track along the Keynsham Bypass – although the majority disagree with the proposal (29% agree and 60% disagree).

Keynsham Bypass: Hicks Gate roundabout to Broadmead roundabout	Net agreement*
I support a new segregated cycle track/shared use path along the Keynsham bypass (n=1831)	-31%
I support a separate footway/ shared use path along Keynsham bypass (n=1827)	-39%
I support the reduction in speed limit along the Keynsham Bypass (n=1833)	-42%
I support the inclusion of new crossing facilities should the speed limit be reduced along the Keynsham bypass (n=1832)	-53%
A segregated cycle track/shared use along the Keynsham bypass would encourage me to cycle more along this route (n=1831)	-57%
A separate footway/shared use path along the Keynsham bypass would encourage me to walk/ wheel more along this route (n=1832)	-60%
More reliable bus journeys because of a dedicated bus lane would encourage me to use public transport more often (n=1831)	-66%

*Calculated by the difference in the percentage of those who agreed and disagreed with each proposed change

All of the measures shown in the Net Agreement Score table, were split by whether the respondent gave a postcode within Keynsham (BS31 1 and BS31 2 sub-postcode areas) and Saltford (BS31 3 sub-postcode area). From the analysis undertaken, the results indicated that the net agreement score was more negative among Saltford respondents compared to those from Keynsham.

Keynsham Bypass: Hicks Gate roundabout to Broadmead roundabout	Net agreement (Keynsham)	Net agreement (Saltford)
I support adding a bus lane to both sides of the Keynsham Bypass	-51%	-83%
More reliable bus journeys because of a dedicated bus lane would encourage me to use public transport more often	-45%	-81%
I support the reduction in speed limit along the Keynsham Bypass	-13%	-50%
I support the inclusion of new crossing facilities should the speed limit be reduced along the Keynsham bypass	-28%	-68%
I support a new segregated cycle track/shared use path along the Keynsham bypass	-6%	-38%
A segregated cycle track/shared use along the Keynsham bypass would encourage me to cycle more along this route	-40%	-67%
I support a separate footway/ shared used path along Keynsham bypass	-17%	-46%
A separate footway/shared use path along the Keynsham bypass would encourage me to walk/ wheel more along this route	-41%	-70%

1.5.2. Perceived impact:

Overall, more respondents disagreed with the impacts of the improvements to the Keynsham Bypass: Hicks Gate roundabout to Broadmead roundabout. The perception that the proposals would ‘improve safety for those cycling along the route’ appeared to find more agreement (as was the case for the previous section of the A4, between Brislington Park & Ride and Hicks Gate) with 34% of respondents agreeing with this perceived impact.

1.5.3. Comments provided:

Those who commented in support of the Keynsham Bypass: Hicks Gate roundabout to Broadmead roundabout proposals, specifically mentioned:

- Support for the cycle lane proposals
- Support (with a condition)
- General support for the proposals overall
- Support for traffic calming measures, including reductions of the speed limit

Those who commented in opposition to the Keynsham Bypass: Hicks Gate roundabout to Broadmead roundabout proposals, specifically mentioned:

- Proposal will increase congestion
- Oppose introduction of bus lane
- Oppose changes to Keynsham Bypass (fine as it is)

Suggested changes to the proposals included:

- Funding should be used to improve existing bus and train services
- Cyclists should be segregated from traffic
- Suggestions for direct bus links to specific locations

The overall responses to the proposals for the Hicks Gate roundabout to Broadmead roundabout section of the A4 were in overall disagreement with all the proposed changes.

1.6. Saltford: Broadmead roundabout to The Globe roundabout

1.6.1. Response to the proposals

For all the elements of the Broadmead roundabout to the Globe roundabout section of the A4, the majority of respondents were in disagreement with the proposals. The highest level of disagreement related to the provision of a bus lane along this section:

- Adding a bus lane between Broadmead roundabout and Saltford (77% disagree)
- Short sections of bus lane between Broadmead roundabout and Saltford, to improve bus journey reliability (76% disagree).

For one element of the proposals in this section, there was a marginally higher level of support and a lower level of disagreement, compared to the other elements. This was support for a new segregated cycle track from Broadmead roundabout to The Globe roundabout – although the majority of respondents disagree with the proposal (28% agree and 60% disagree).

Saltford: Broadmead roundabout to The Globe roundabout	Net agreement*
I support a new segregated cycle track/shared use path from Broadmead roundabout to Saltford (n=1710)	-32%
A segregated cycle track/shared use path from Broadmead roundabout to Saltford would encourage me to cycle more along this route (n=1709)	-52%
I support short sections of bus lane in Saltford to improve bus journey reliability (n=1716)	-60%
I support adding a bus lane between Broadmead roundabout and Saltford (n=1715)	-62%
More reliable bus journeys because of bus priority measures would encourage me to use public transport more often (n=1713)	-63%

*Calculated by the difference in the percentage of those who agreed and disagreed with each proposed change

All of the measures shown in the Net Agreement Score table, were split by whether the respondent gave a postcode within Keynsham (BS31 1 and BS31 2 sub-postcode areas) and Saltford (BS31 3 sub-postcode area). From the analysis undertaken, the results indicated that the net agreement score was more negative among Saltford respondents compared to those from Keynsham.

Saltford: Broadmead roundabout to The Globe roundabout	Net agreement (Keynsham)	Net agreement (Saltford)
I support adding a bus lane between Broadmead roundabout and Saltford	-36%	-81%
I support short sections of bus lane in Saltford to improve bus journey reliability	-29%	-80%
More reliable bus journeys because of bus priority measures would encourage me to use public transport more often	-36%	-77%
I support a new segregated cycle track/shared use path from Broadmead roundabout to Saltford	-4%	-42%
A segregated cycle track/shared use path from Broadmead roundabout to Saltford would encourage me to cycle more along this route	-27%	-62%

1.1.1 Perceived impact:

Overall, more respondents disagreed with the impacts of the improvements on the section of the A4 between Broadmead roundabout and The Globe roundabout. The perception that the proposals would ‘improve safety for those cycling along the route’ appeared to find more agreement – which was common with the previous two sections of the route as presented in this report. A total of 28% of respondents agreed to this safety improvement.

1.1.2 Comments provided:

Those who commented in support of the Saltford: Broadmead roundabout to The Globe roundabout proposals, specifically mentioned:

- Support for the cycle lane proposals
- The proposals don't go far enough (and should go further)
- General support for the proposals overall

Those who commented in opposition to the Saltford: Broadmead roundabout to The Globe roundabout proposals, specifically mentioned:

- Proposal will increase congestion
- Proposal isn't needed
- Proposal won't have an impact or benefit

Suggested changes to the proposals included:

- Funding should be used to improve existing bus and train services
- Suggestion to open / re-open a new train station in the area
- Safety should be the main focus

Overall, responses on the section of the A4 in Saltford: Broadmead roundabout to The Globe roundabout were in overall disagreement with all of the proposed changes.

1.7. Keynsham Mobility Hub

1.7.1. Response to the proposals:

For all the elements of Keynsham Mobility Hub proposals, the majority of respondents were in disagreement. The highest level of disagreement related to bicycle storage and making journeys by bicycle, while the reduction of the speed limit on the Keynsham Bypass was also unpopular among respondents:

- Access to bike storage at the mobility hub would encourage me to make part or all of my journey by bicycle (75% disagreement)
- Inclusion of new crossing facilities and reduction of the Keynsham Bypass speed limit (71% disagreement)

Overall, there was very little agreement with the proposal to build the Keynsham Mobility Hub (23% agree while 58% disagree).

Keynsham Mobility Hub	Net agreement*
I support creating a mobility hub at Keynsham (n=1825)	-35%
Providing better access to different types of transport via the hub would encourage me to use public transport more (n=1826)	-51%
I support the inclusion of new crossing facilities and reduction of the speed limit on the Keynsham bypass (n=1826)	-53%
The suggested location for the hub makes sense and is convenient for my journey (n=1830)	-54%
Access to bike storage at the mobility hub would encourage me complete part or all of my journey by bike (n=1828)	-62%

*Calculated by the difference in the percentage of those who agreed and disagreed with each proposed change

All of the measures shown in the Net Agreement Score table, were split by whether the respondent gave a postcode within Keynsham (BS31 1 and BS31 2 sub-postcode areas) and Saltford (BS31 3 sub-postcode area). From the analysis undertaken, the results indicated that the net agreement score was more negative among Saltford respondents compared to those from Keynsham.

Keynsham Mobility Hub	Net agreement (Keynsham)	Net agreement (Saltford)
I support creating a mobility hub at Keynsham	-10%	-48%
Providing better access to different types of transport via the hub would encourage me to use public transport more	-27%	-63%
Access to bike storage at the mobility hub would encourage me complete part or all of my journey by bike	-47%	-69%
The suggested location for the hub makes sense and is convenient for my journey	-32%	-65%
I support the inclusion of new crossing facilities and reduction of the speed limit on the Keynsham bypass	-28%	-67%

1.7.2. Perceived impact:

Overall, more respondents disagreed with the impacts of developing the Keynsham Mobility Hub, with 20% considering that it would improve safety for cyclists and walkers, while 57% disagreed that this benefit would result.

1.7.3. Comments provided:

Those who commented in support of the Keynsham Mobility Hub proposal specifically mentioned:

- General support for the Keynsham Mobility Hub
- Support for the Hub (with condition)
- General support for the proposals (not specifically the Keynsham Mobility Hub)

Those who commented in opposition to the Keynsham Mobility Hub proposal specifically mentioned:

- Opposition to the Keynsham Mobility Hub
- General opposition to the proposals
- Proposal will be poor value for money

Suggested changes to the proposals included:

- Funding should be used to improve existing bus and train services
- Safety should be the main focus
- Suggestions for direct bus links to specific locations

1.6 Bath proposals

1.6.1 Response to the proposals:

For most of the elements proposed on the Bath section of the A4, respondents were in the majority in disagreement with proposals. However, the proposal to improve footpaths and crossing points at the Globe Roundabout was agreed with by 51% of respondents, while 30% disagreed.

- Proposed bus lane between Newbridge Park & Ride and Windsor Bridge Road (71% disagreement)
- Buses being able to avoid congestion at the Globe roundabout would encourage more use of public transport (67% disagreement)
- Proposed improvements to footpaths and crossing points at the Globe roundabout (51% agreement)

Improved crossings appeared to be the most agreed with elements proposed for the Bath section of the A4. This was especially the case for the proposals at the Globe roundabout, but also that improved access and safety would encourage greater use of the Bristol to Bath Railway Path (42% agreement) and that shared use paths would make journeys along the A4 safer when walking, wheeling or cycling (40% agreement).

Bath proposals	Net agreement*
I support the proposal to improve the footpaths and crossing points around The Globe roundabout (n=739)	+21%
Improved access and safety for walking, wheeling and cycling to the Bristol and Bath Railway Path would encourage me to use this route more (n=736)	-1%
The shared use path and crossings will make my journey along the A4 safer if I was walking, wheeling or cycling (n=740)	-1%
I support the proposal to add a new shared use path between The Globe roundabout and Newbridge Road (n=742)	-3%
I support an inbound bus lane on approach to The Globe roundabout (n=741)	-36%
Reliable public transport services would encourage me to use the bus and reduce the need for on-street parking (n=741)	-38%
I support the proposal to implement a bus lane between Newbridge P&R and Windsor Bridge Road (n=742)	-48%
Avoiding congestion in a bus at the Globe roundabout would encourage me to use public transport more (n=741)	-50%

*Calculated by the difference in the percentage of those who agreed and disagreed

For all but one of the proposals for the Bath section of the A4, respondents from outside the BA1 and BA2 postcode were more in agreement with the proposals – suggesting that residents within the BA1 and BA2 postcode were less in agreement. The exception is the proposal to improve the footpaths and crossing points around The Globe roundabout, for which residents were more in agreement compared to those outside of the BA1 and BA2 postcodes. The net agreement scores split between Keynsham and Saltford sub-postcode areas are not presented here, due to a low response rate in relation to the proposals in Bath.

1.6.2 Perceived impact

Overall, more respondents disagreed with the impacts of the proposals for the Bath section of the A4 corridor, than agreed with them. There was a particularly large number of respondents that disagreed with the impact being that more people will take the bus (63% disagree).

1.6.3 Comments provided

Those who commented in support of the proposals for the Bath section of the A4 a specifically mentioned:

- Support for the proposed cycle infrastructure
- Proposals don't go far enough (and should go further)
- General support for the proposals

Those who commented in opposition to the proposals for the Bath section of the A4 specifically mentioned:

- Proposal will increase congestion
- Proposal isn't needed
- Oppose the introduction of a bus lane

Suggested changes to the proposals included:

- Funding should be used to improve existing bus and train services
- Safety should be the main focus
- Suggest cyclists should be fully segregated from traffic

1.7 Bristol and Bath Railway Path: Saltford area

1.7.1 Response to the proposals:

All elements proposed for the Bristol and Bath Railway Path (BBRP) in the Saltford area have the agreement of the majority of respondents:

- Better off road cycling provisions will encourage me to cycle more (62% agreement)
- Improved surfacing on BBRP will encourage me to cycle more (57% agreement)

Across all of the proposed elements for the BBRP in the Saltford area, the percentage of respondents that are in agreement with the proposals, exceeds the percentage of respondents that disagree with them.

Bristol and Bath Railway Path: Saltford area	Net agreement*
Providing better off road cycle provisions would encourage me to cycle more (n=976)	+34%
Improved surfacing on the Bristol and Bath Railway Path between Saltford and Bath would encourage me to cycle more (n=973)	+31%
Lighting on the Bristol and Bath Railway Path between Saltford and Bath would encourage me to cycle more (n=974)	+26%
Improved access onto the Bristol and Bath Railway Path to/from Saltford would encourage me to cycle more (n=975)	+22%

*Calculated by the difference in the percentage of those who agreed and disagreed

All of the measures shown in the Net Agreement Score table, were split by whether the respondent gave a postcode within Keynsham (BS31 1 and BS31 2 sub-postcode areas) and Saltford (BS31 3 sub-postcode area). From the analysis undertaken, the results indicated that the net agreement score was more positive among Keynsham respondents compared to those from Saltford.

Bristol and Bath Railway Path: Saltford area	Net agreement (Keynsham)	Net agreement (Saltford)
Providing better off road cycle provisions would encourage me to cycle more	+41%	+6%
Improved access onto the Bristol and Bath Railway Path to/from Saltford would encourage me to cycle more	+30%	-7%
Lighting on the Bristol and Bath Railway Path between Saltford and Bath would encourage me to cycle more	+29%	+11%
Improved surfacing on the Bristol and Bath Railway Path between Saltford and Bath would encourage me to cycle more	+35%	+4%

1.7.2 Perceived impact

The majority of respondents felt that the impact of the BBRP proposals in the Saltford area would improve safety for cyclists and walkers (66% agreement) and that more people would cycle or walk (57% agreement).

1.7.3 Comments provided

Those who commented in support of the proposals for the BBRP in the Saltford area specifically mentioned:

- Support for the proposed cycle infrastructure
- General support for the proposals
- Support for the improvements for pedestrians

Those who commented in opposition to the proposals for the BBRP in the Saltford area specifically mentioned:

- Proposal isn't needed
- Proposal won't make a difference
- Oppose the introduction of a cycle lane

Suggested changes to the proposals included:

- Safety should be the main focus
- Better connections are needed to the cycleway
- Lighting of walking and cycling routes is needed

1.8 Bristol to Bath Railway Path: Bath area

1.8.1 Response to the proposals:

All of the elements proposed for the Bristol and Bath Railway Path (BBRP) in the Bath area have the agreement of the majority of respondents:

- Support for extending the BBRP along the disused railway line (72% agreement)
- Extending the BBRP would encourage me to cycle more (54% agreement)
- Extending the BBRP would encourage me to walk or wheel more (51% agreement)

Bristol to Bath Railway Path: Bath area	Net agreement*
I support extending the Bristol and Bath Railway Path along the disused railway line (n=960)	+58%
An extension to the Bristol and Bath Railway Path would encourage me to cycle more (n=961)	+24%
An extension to the Bristol and Bath Railway Path would encourage me to walk or wheel more (n=961)	+22%

*Calculated by the difference in the percentage of those who agreed and disagreed

All of the measures shown in the Net Agreement Score table, were split by whether the respondent gave a postcode within Keynsham (BS31 1 and BS31 2 sub-postcode areas) and Saltford (BS31 3 sub-postcode area). From the analysis undertaken, the results indicated that the net agreement score was more positive among Keynsham respondents compared to those from Saltford.

Bristol to Bath Railway Path: Bath area	Net agreement (Keynsham)	Net agreement (Saltford)
I support extending the Bristol and Bath Railway Path along the disused railway line	+68%	+61%
An extension to the Bristol and Bath Railway Path would encourage me to cycle more	+23%	-1%
An extension to the Bristol and Bath Railway Path would encourage me to walk or wheel more	+23%	+3%

Across all of the proposed improvements as part of the Bath section of the BBRP the proportion of agreeing respondents exceeded the proportion disagreeing. Those respondents from inside the BA1 and BA2 postcodes (i.e. residents) are more in agreement with the proposals than those from outside of the BA1 and BA2 postcodes. Interestingly, this is the opposite of the pattern seen in the BBRP Saltford area, where those outside of the local postcode area (BS31) were most in agreement.

1.8.2 Perceived impact:

The majority of respondents felt that the impact of the BBRP proposals in the Bath area would improve safety for cyclists and walkers (66% agreement) and that more people would cycle or walk (56% agreement).

1.8.3 Comments provided:

Those who commented in support of the proposals for the BBRP in the Bath area specifically mentioned:

- Support for the proposed cycle infrastructure
- General support for the proposals
- Proposals don't go far enough (and should go further)

Those who commented in opposition to the proposals for the BBRP in the Bath area specifically mentioned:

- Proposal isn't needed
- Proposal would be poor value for money
- Proposal won't make a difference

Suggested changes to the proposals included:

- Better connections are needed to the cycleway
- Safety should be the main focus
- Better enforcement of poor cyclist behaviour is needed

2. Introduction

2.1. Report Objective

WSP was commissioned by the Mayoral Combined Authority (Mayoral CA), along with AECOM, to undertake analysis and reporting of the results of the 2023 public engagement for the Bath to Bristol Strategic Corridor (BBSC) along the route of the A4 including the communities of Salford, Keynsham, and Brislington.

This engagement report presents:

- A detailed examination of the data collected through multiple engagement channels.
- The main points and issues raised by respondents.
- A summary of the key findings.

The objective of this report is to provide an indicator of opinions on the A4 Bath to Bristol Strategic Corridor proposals. Furthermore, the findings will help the Mayoral CA and WSP to refine the proposals to maximise potential benefits and review options that give residents better travel choices, and for those who can, a greater opportunity to use sustainable modes of travel.

Note:

Much of the data collected as part of this consultation was analysed using a method called 'cross tabulation'. This is a method used to compare the results of one question with the results of another to help understand how different groups of people answer a survey. This also helps us to see if there are any patterns or relationships between the groups and their response e.g. it might show us if age or home address influences how people answered the survey questions.

2.2. Previous Engagement (2021)

Before any proposals were developed, between July and September 2021, residents and businesses along the A4 took part in a transport questionnaire to find out their opinion on local transport issues and what improvements can be made.

Over 1700 people responded, with the key issues raised being:

- Most journeys are made by car.
- Traffic flow, air quality, noise, cycle paths and safety all rated currently as poor.
- 70% would cycle more often if there were separate cycle lanes.
- 60% would use buses more often if they were more reliable.
- 50% would walk along the A4 if the air was cleaner and less polluted.

This feedback was then used to identify the potential improvements; more than 100 different options were considered, leading to these current proposals.

2.3. A4 Bath to Bristol

These proposals focus on easing congestion along the A4 between Bath and Bristol by investing in better infrastructure (a requirement of CRSTS) to create an improved network that delivers more frequent and reliable bus services (plus increase attractiveness for walking, wheeling, and cycling). The proposals could deliver more than six miles of new bus lanes, nine miles of new cycle lanes, and increase greenery and community space across the proposed area.

As part of the proposals, there are three key sections covering the area between Bristol and Bath:

- Brislington and Totterdown
- Keynsham and Salford
- Bath

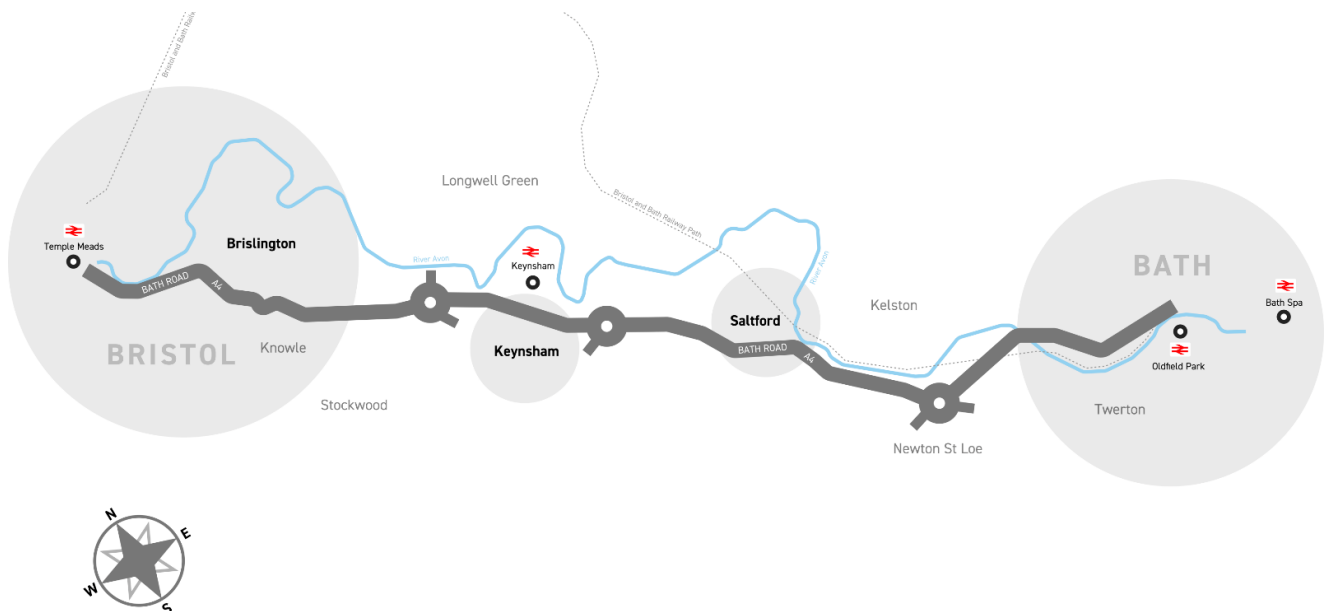


Figure 1: Map of the area

2.4. Details of proposals

The proposals largely comprise of elements that are expected to be delivered within the CRSTS timeframes to March 2027, with some of the proposals covering longer-term visions for the corridor programme.

The aim of the proposals is to provide better options for sustainable travel by delivering improvements that will encourage a change of travel habits along the A4 between Bath and Bristol. Travelling sustainably can include making journeys by bus, bike, walking and for those using a wheelchair or mobility scooter, wheeling. The proposals have been split into several sections along the A4.

Brislington & Totterdown

The proposals for the Brislington & Totterdown cover the section of the A4 between Three Lamps junction in Totterdown and Emery Road in Brislington. They include using the disused railway track between Callington Road and St Phillips Causeway as a new route. These proposals are split into three concepts: short term proposals, plus two options for long term proposals.

The short-term proposals could be put in place within the next two or three years, followed by more significant longer-term changes (depending on the responses received). Option 1 is to make use of the A4 for buses, walking, cycling and local traffic only, while Option 2 is for Brislington village to be for buses, walking, cycling and local traffic only.

The section of the Bath to Bristol A4 corridor (the analysis relating to the Brislington & Totterdown section is covered in a separate report) is being delivered by AECOM. This report presents the overall demographic profile of respondents for the entire corridor, including the sections of the corridor that are within Bath & North East Somerset.

Keynsham and Saltford

In Keynsham and Saltford, the proposals include new bus and cycle lanes and a new "mobility hub" on the Keynsham bypass.

The section between Brislington P&R and Hicks Gate Roundabout would include:

- Existing bus lanes would be extended to create new, almost continuous bus lanes in both directions between the Emery Road junction and Hicks Gate roundabout.
- Bus stops along the route would be built to the same standard (subject to space). This could include new shelters, step-free kerbs, and live digital bus information screens.
- A segregated two-way cycle path would be created on the left-hand side of the road heading towards Bristol. This would continue along the Keynsham bypass offering a safer route to Keynsham town centre via the new mobility hub.
- Clearly marked cycle-friendly crossings would be built which could include signals that activate green lights when they detect cyclists. Better crossings would be designed to provide easier and safer facilities for pedestrians.
- The narrow footpaths would be widened along the left-hand of the road heading towards Bristol, to include the planting of new trees and shrubs.

On the Keynsham bypass section, this would include:

- New bus lanes would be built along the whole length of the bypass. One lane in each direction would become a bus lane, leaving the other lane for all other traffic. The speed limit would be reduced (from 70mph to at least 50mph).
- A new dedicated route for walking, cycling and wheeling (including wheelchair and mobility scooter users) would be created along the left-hand Bristol-bound side of the bypass.
- A series of local cycling and walking routes would make it easier for people to travel from other locations in Keynsham to the new cycle path on the A4.
- A mobility hub on Keynsham bypass would be created making it easy to transfer between different types of transport. This would be located at the edge of Memorial Park (a short walk from Keynsham Rail Station and Keynsham High Street) and would have trees, bushes and shrubs planted around it.
- The mobility hub which would feature:
 - New bus stops serving express buses between Bristol and Bath including the X39.
 - New bus shelters and waiting areas with seating and live digital bus information screens.
 - A brand-new crossing over the bypass creating a new alternative level cycling and walking link between north and south Keynsham. The nearby Station Road bridge would remain and be improved to make space for a new dedicated path shared by pedestrians and cyclists.
 - A connection to Keynsham town centre through Memorial Park on new paths for walking and cycling connecting with existing routes (cycling would be permitted in Memorial Park which it currently isn't). Some trees could be lost but would be replaced, and any increase in noise would be minimised by using special "noise-reducing" materials on the surface of paths and the road. The Mayoral CA will work with Bath & North East Somerset Council to make sure the proposals fit with future plans for the park.
- To accommodate the new local cycling and walking paths, if these proposals went ahead the following car-parking would be unavailable:
 - On the Station Road bridge over the bypass (current parking is one-hour max - Mon-Sat only).
 - On most of the left-hand side of Bath Road (heading towards Keynsham from the bypass) between the Broadmead roundabout and the roundabout at Bath Hill /Wellsway (near the Talbot pub). Some on-street parking bays would remain.

On the Saltford: Broadmead roundabout to The Globe roundabout section, the proposals include:

- A new continuous two-way cycle path from Keynsham to the centre of Saltford, partially shared with pedestrians in areas where there is less space available.
- A series of local cycling and walking routes would be created to make it easier for people to travel from other locations in Saltford to the new cycle path on the A4.
- A new one-way bus lane heading towards Bath between Broadmead roundabout (at the edge of Keynsham) and Saltford would be built.

- Bus stops along the route would be built to the same standard (subject to space). This could include new shelters, step-free kerbs and live digital bus information screens.
- Improved, wider pavements where possible (subject to space).
- Safer road crossings would be considered including a new crossing near the Esso garage.
- Traffic signals in Saltford would be reviewed to see if bus and car delays can be reduced.
- To accommodate the new local cycling and walking paths, if these proposals went ahead the following car-parking would be unavailable:
 - On the right-hand side of Manor Road from the A4 (Little Coffee Shop side) to Golf Club Lane. Parking on the other side of the road would be unaffected.
 - On the left-hand side of Grange Road from the A4 until the junction with Claverton Road.
 - Around junctions on Norman Road and High Street, as well as near the Bird in Hand pub, to improve visibility.

Bath

In Bath, the proposals include new bus lanes and better links to the Bristol and Bath Railway Path for cyclists.

Further details on these proposals include:

- New bus lanes would be created to reduce delays for buses:
 - Approaching the Globe roundabout from Saltford
 - One-way bus lane (heading towards Bath city centre) from Old Newbridge Hill to Hungerford Road (with a short break around Chelsea Road)
- Bus stops along the route would be built to the same standard (subject to space). This could include new shelters, step-free kerbs and live digital bus information screens.
- Traffic signals which could detect buses using Newbridge Park & Ride and let them through the lights more quickly.
- Dedicated pedestrian and cycle crossings at the Globe roundabout.
- Improved paths shared by pedestrians and cyclists:
 - Along Wells Road and Corston Drive linking to Bath Spa University
 - Between the Globe roundabout and Newbridge Road junction. Beyond this, cyclists would join the Bristol and Bath Railway Path.
- Improved paths shared by pedestrians and cyclists.
- To accommodate the new bus lane, there would be no parking along Newbridge Road heading towards Bath between Old Newbridge Hill and Chelsea Road. On street parking would remain on the other side of the road, and residents would still be able to access driveways.
- The one-way access to the A4 along the bridge section of Osborne Road would be closed to traffic to reduce vehicles rat-running, and speed limits would be reduced.

Cycling and Walking

It is proposed to create a brand-new alternative cycle route between Bristol and Bath. This route would follow the A4 from Totterdown in Bristol all the way to Saltford, mostly via a dedicated two-way cycle path, but in some places (where space is limited) shared with pedestrians. Meanwhile a series of interlinked cycle paths and quiet routes - local roads specially designated for cyclists to use - would provide connections to local destinations.

At Saltford the cycle route would connect with the Bristol to Bath Railway Path, which offers a direct way to Bath. Further to this there is a proposal to extend the Bristol to Bath Railway Path between Brassmill Lane and Station Road.

Report Structure

This report details the key elements of the proposals, presenting a thorough cross-section of analysis relating to each and examining the results from each method of data collection:

- Engagement questionnaire.
- Emails/letters received from individuals and organisations

3. Engagement channels and response

3.1. Details of the engagement

The Mayoral CA held the six-week public engagement between Monday 21 August 2023 and Sunday 1 October 2023. The engagement activities asked for residents to make ‘big choices’ and give their views on the early-stage plans which aim to cut traffic and improve air quality along the A4 road between Bath and Bristol. Feedback from the community and stakeholders was collected using several channels and methods throughout the engagement period and is summarised below.

Methods	Number of Responses	Type
Questionnaire responses	4,703	Online
Paper copies of the questionnaire	148	Hard copy
Correspondence (Letters and Emails)	285	Combined

3.2. Engagement communication channels

The public engagement was publicised via local media. The Mayoral CA produced a questionnaire for the public engagement, which could be accessed online at <https://b2b.haveyoursaywest.co.uk/>. Hard copies were available upon request through email (bathto Bristol@westofengland-ca.gov.uk), or available at the in-person events. Two individuals made this request, and hard copies were sent by the Mayoral CA. People could also send their engagement responses to the email.

The engagement website utilised interactive maps with labelled keys to make the proposals clearer. It also showed ‘before’ and ‘after’ images of what the proposals could do, and how the improvements would be made.



Figure 2: Before and after at the Brislington Park and Ride

The Mayoral CA made use of social media advertising (Facebook and Instagram) during the engagement period. They garnered 330,064 impressions and received 3,108 link clicks. They also tweeted several times using the official Combined Authority account and had over 8,300 impressions across eight tweets. Bath and North East Somerset separately shared their press releases and then re-shared this information via the Combined Authority.

A press release was issued by The Mayoral CA on 22 August 2023, the same day of the launch of the engagement activities. In this press release, residents were asked to make ‘big choices’ on the plans for the A4 Bath to Bristol. It was also noted that the proposals are part of a wider £540 million programme from the Mayoral CA to improve public transport across the region, and that the plans are being delivered in close partnership with Bath and North East Somerset Council

3.3. Engagement Events

There was a combination of engagement events hosted in-person and online, meaning there were opportunities to engage with people using methods that suited them. All in-person venues were selected to ensure that they were accessible to all with the appropriate facilities (such as toilets) to encourage the widest possible attendance. Events were advertised by the Mayoral CA on their channels, in local print media, and were also included on the engagement webpage.

Area	Date	Times	Type of Event	Attendees
Bath	7/09/2023	6:30 pm – 8 pm	Online	27
Bath	14/09/2023	2 pm – 7 pm	In-person	50
Brislington	4/09/2023	6:30 pm – 8 pm	Online	85
Brislington	20/09/2023	2 pm – 7 pm	In-person	88
Brislington	26/09/2023	2 pm – 7 pm	In-person	193
Keynsham	11/09/2023	3 pm – 8 pm	In-person	140
Keynsham	22/09/2023	12 pm – 5 pm	In-person	78
Saltford	19/09/2023	2 pm – 7 pm	In-person	251

Engagement events were staffed by the Mayoral CA, as well as officers from Bath & North East Somerset Council, plus technical experts from the appointed design consultants, WSP, were also present at the engagement events. Attendees were encouraged to fill out the questionnaire, preferably online to aid with the subsequent analysis. Hard copies of the questionnaire were available.

Virtual events were hosted via Microsoft Teams and Zoom, starting with a short presentation describing the proposals, followed by an opportunity for attendees to comment or ask questions. The two webinars had over 195 comments from individuals, discussing the proposals and asking technical questions. The Chair grouped some of the comments by theme for these to be answered during the event, with other comments then addressed via Frequently Asked Questions (FAQs).

3.4. Councillor briefings and stakeholder meetings

Briefings of councillors and meetings with stakeholders that also took place during the engagement period are shown in the table below. A briefing pack was issued to all ward councillors in Bath & North East Somerset (B&NES) and Bristol City Council (BCC). Councillors from outside those areas directly affected were also invited to attend.

Title	Date	Attendees
BCC Ward Councillor Briefing: Making big choices on transport between Bath and Bristol on the A4	25 Aug 2023	BCC Ward Councillors of wards likely to be directly affected
2nd BCC Ward Councillor Briefing: Making big choices on transport between Bath and Bristol on the A4	29 Aug 2023	BCC Ward Councillors of wards likely to be directly affected. Second event held for those who couldn't attend the first
B&NES Ward Councillor Briefing: Making big choices on transport between Bath and Bristol on the A4	21 Aug 2023	B&NES Ward Councillors of wards likely to be directly affected
B&NES Parish & Town Councillor Briefing: Making big choices on transport between Bath and Bristol on the A4	6 Sept 2023	B&NES parish and town councillors likely to be directly affected
BBSC Transport Webinar	7 Sept 2023	Attendees who registered to attend were: Bristol Walking Alliance Sustrans National Express Coach Walk Ride Bath Bristol Cycling Campaign

4. Response Analysis and Methodology

4.1. Data analysis

The engagement generated a large amount of data, including questionnaires, emails, plus several other documents/written responses.

Responses received through the engagement questionnaire were entered into a data spreadsheet. The analysis of the closed-response questions in the questionnaire were analysed through frequency counts and are presented as percentage-based charts in the next chapter of this report. It should be noted that the results are presented by route section, with the closed responses and coding presented in this manner.

4.2. Approach to coding free-text responses

In order to convert the free text responses into a numeric (quantitative) format from which it would be possible to make meaningful conclusions, a coding approach was followed.

WSP developed a codeframe to capture the issues expressed in the free text responses to the open-ended questions. Each thematic issue raised was assigned to a structure within the codeframe based on sentiment – support, oppose, suggest, and concern. The sentiments expressed in each comment were assigned numeric codes. These numeric codes were then assigned to the comment, reflecting the issues raised in the free text responses. As a code could only be assigned to a comment once, in combination, the analysis gives a frequency count of the most prevalent issues raised by number of respondents. Once the coding of the responses was completed, a frequency count was undertaken on the data to determine what issues had been raised most frequently in the free text responses.

4.3. Results of the coding

Upon completion of the coding process, which included quality checking on the responses – such as whether the correct codes were being applied to the free text and checking for any mistyped codes that would not register properly in the analysis, the attention turned to building frequency tables. These tables provide a count of the number of times a specific code appeared within the comments, for each question – remembering that a code could only be applied once to a comment. As such, the number of times a code appears is the number of respondents that raised the specific issue captured in that code, within that question. The results are presented in the sections which follow.

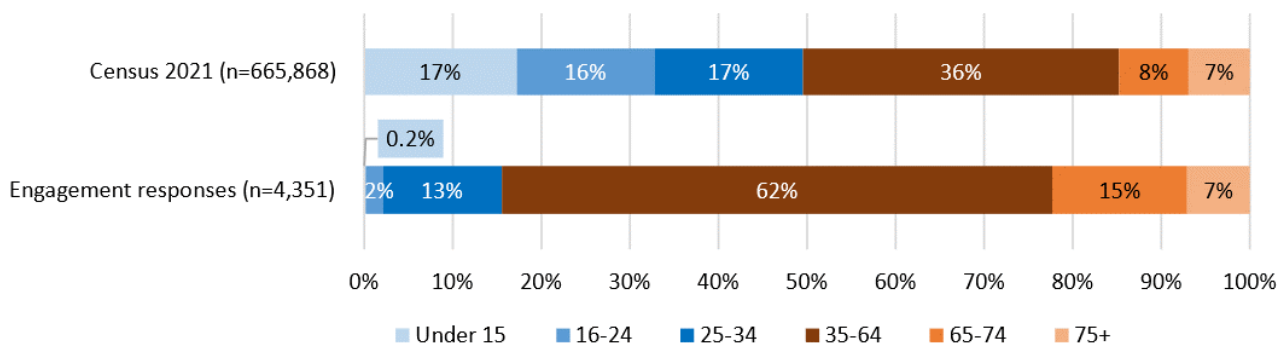
5. Analysis of engagement responses

5.1. Questionnaire respondent profile

This section of the report presents details of the profile of all respondents that took part in the engagement and provided a response via the questionnaire. It should be noted that the responses to these questions were not ‘forced’ meaning that respondents could skip to the next question without giving an answer. Therefore, in the chart title – the number of respondents that gave an answer to that question (i.e. not left blank) is included (n=X). This is out of the 4,851 that completed a questionnaire.

Age profile

Respondents were asked to provide details of their age by selecting the age grouping to which they belong. The results are shown in figure 3 and indicate that there is a broad range of respondents answering the questionnaire. The 25-34, 35-44 and 45-54 age categories are broadly similar, with around 20% of respondents in each of these groups. As this is for all respondents to the questionnaire, the results are compared to the 2021 Census data for Bristol and Bath & North East Somerset. The results are shown in figure 2 and suggest that there is a large representation of middle age groups in the responses to the engagement, substantially fewer responses in the under 34 years of age group, and a greater proportion in the 65 and above age groups.



Figures 2 & 3: “Please indicate your age”

Occupation

Respondents were asked to select the category that best described their occupation or current circumstances. The largest group of respondents were those who stated they were employed (60%), followed by those who are retired (24%) and those describing themselves as being self-employed (9%). Two percent of respondents stated they were a stay-at-home parent, carer or in a similar occupation. A comparison with 2021 census data was not possible due to different categories of occupation being used.

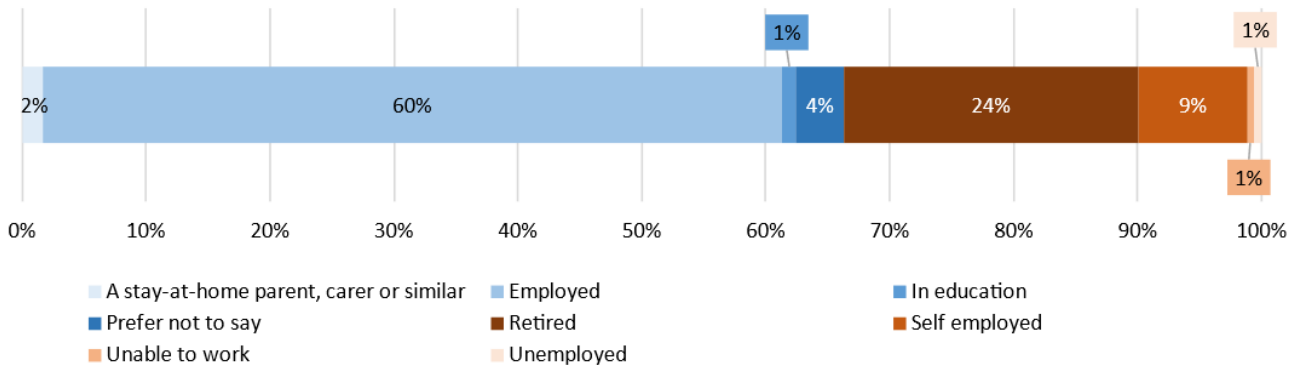
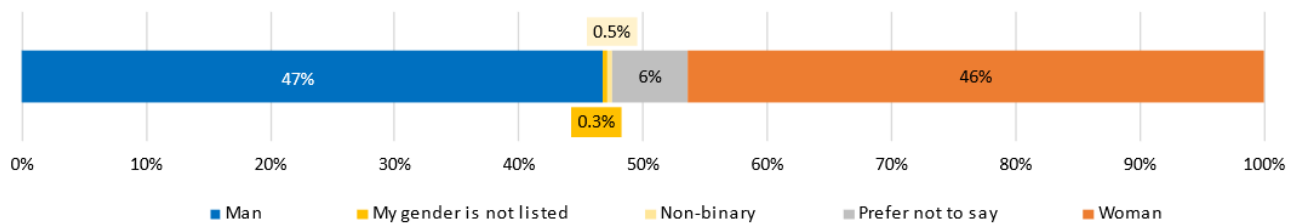


Figure 4: “Are you...” (n=4456)

Gender

Figure 5 shows that there was broadly an equal sample of respondents identifying as male or female (47% and 46% respectively). Six percent of respondents preferred not to give details of their gender, while 22 stated they were non-binary (0.5%), and 13 stated their gender was not listed among the options given (0.3%).



The 2021 census data gave respondents an option to define their sex as male or female. Using these options, out of the 4130 respondents to the questionnaire, 50.2% stated they were male with 49.8% female. Combining the 2021 census data for Bristol and Bath & North East Somerset revealed that out of 665,874 residents, 49.4% were male and 50.6% were female. The questionnaire responses therefore show a slight overrepresentation of female respondents compared to the 2021 Census. However, this is marginal at less than 1% difference.

Respondent type

The final general demographic question asked respondents ‘Are you responding as an individual or as representative of a business?’ Out of the 4,461 respondents – the majority of respondents responded as individuals (99%), with 1% on behalf of a business.

5.2. Support for aims of proposals overall

Respondents were asked whether they supported or opposed the aims of the proposals for the A4 Bath to Bristol in general, without looking at specific sections of the proposed scheme. The two questions were as follows:

- “The proposals seek to provide better public transport links on the route between Bath and Bristol through dedicated bus lanes that should improve service reliability. To what extent do you support this aim?”
- “The proposals seek to provide better walking, wheeling and cycling networks between Bristol and Bath, and communities in between, including Saltford and Keynsham, with better connections to public transport along the route to allow people to undertake more of their journey without a car. To what extent do you support this aim?”

For the first question regarding dedicated bus lanes (figure 6) the responses suggest that most respondents are opposed to the aims of the proposal in delivering bus lanes to improve bus service reliability, with over half (54%) being strongly opposed to this.

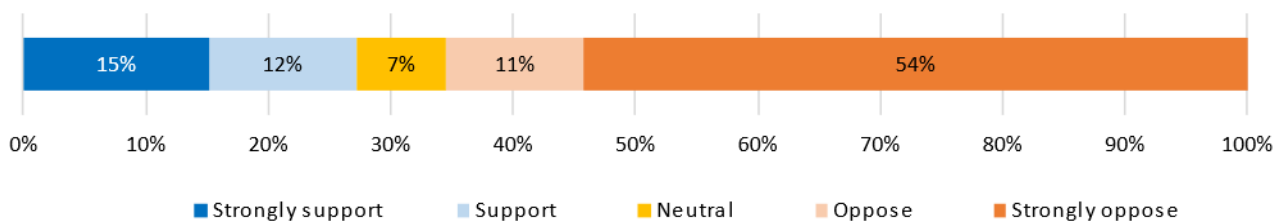


Figure 6: “The proposals seek to provide better public transport links on the route between Bath and Bristol through dedicated bus lanes that should improve service reliability. To what extent do you support this aim?”

There were also a large proportion of respondents who strongly opposed the aim of providing improved walking, wheeling and cycling networks (figure 7). However, it should be noted that the level of opposition to the aim is not as high as it is for the provision of dedicated bus lanes. Almost a fifth of respondents strongly support this aim (20% compared to 15% for the bus lanes). In the sections which follow, we will look further at the specific elements of these proposals and determine what may be driving the opposing comments.

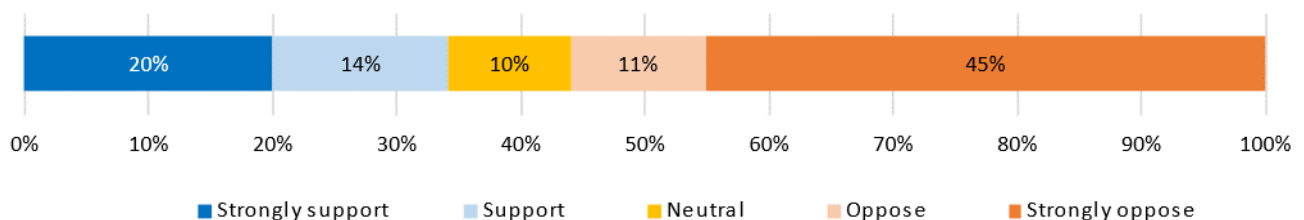


Figure 7: “The proposals seek to provide better walking, wheeling and cycling networks between Bristol and Bath, and communities in between, including Saltford and Keynsham, with better connections to public transport along the route to allow people to undertake more of their journey without a car. To what extent do you support this aim?”

5.3. Postcode analysis

Special analysis (cross-tabulation, as described above in the opening of this report) was performed on the results from the two questions about the proposed aims, with the results shown in figure 7 (above) and figure 8 (below).

Those postcodes that are in the vicinity of the improvement corridor are split, with all other postcodes (i.e. those that are not adjacent to or within the line of the improvements) are also presented as ‘other’ postcodes. The postcodes were:

- BS4: Bristol.
- BS31 (including sub-postcode areas in Keynsham: BS31 1 & BS31 2, and Saltford: BS31 3).
- BA1 and BA2: Bath.

A total of 1,406 people did not provide a postcode and therefore are not included in this cross section of data, as we have no way of determining their location and whether they are within the postcode boundary in proximity to the proposals, or a postcode elsewhere. These 1,406 respondents are those that left the question blank or that wrote something other than a postcode.

The results in figure 8 show that there are some significant differences depending on the postcode provided by respondents. For instance, the level of opposition is significantly greater in the BS31 postcode (Keynsham and Saltford), compared to the other postcode areas. This is further shown in that those in the Saltford sub-postcode area (BS31 3) are significantly more opposed – with 77% being strongly opposed, and 8% opposed (85% combined opposed). The opposite is also true in that the level of support is also substantially lower, for those respondents in the BS31 3 sub-postcode.

Similarly, the proportion of strongly supportive respondents from other postcode areas (i.e. not those along the route corridor) is greater than the Keynsham and Saltford postcode areas, especially compared with the Saltford sub-postcode area.

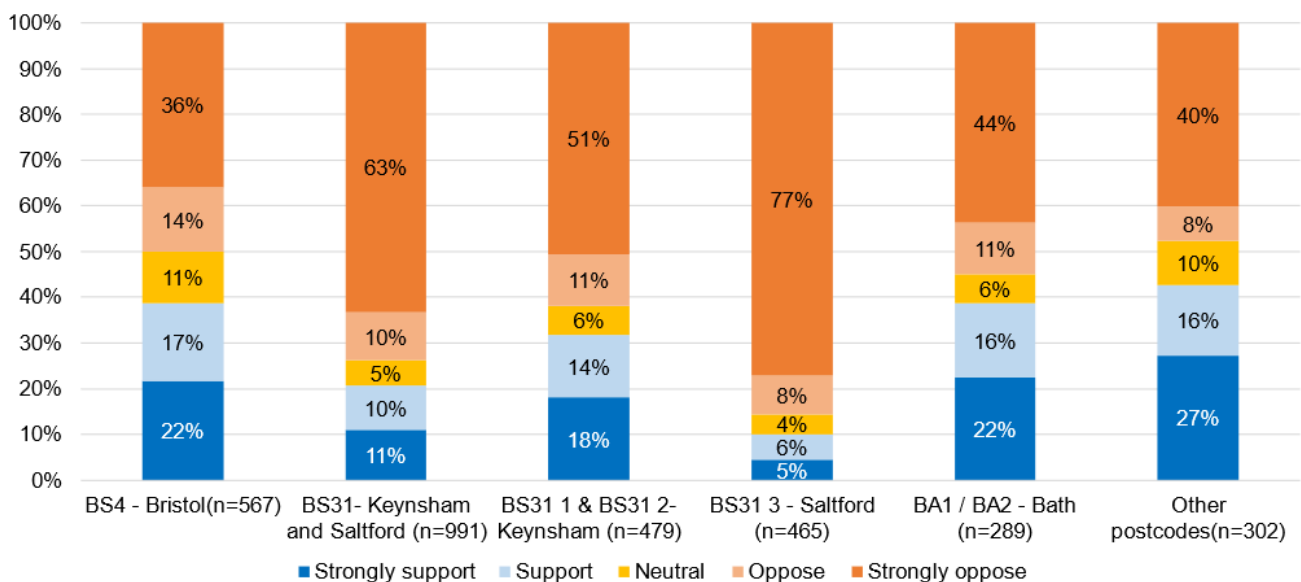


Figure 8: “The proposals seek to provide better public transport links on the route between Bath and Bristol through dedicated bus lanes that should improve service reliability. To what extent do you support this aim?” (split by postcode)

Figure 9 shows a similar pattern for the aim to provide improved walking, wheeling and cycling facilities.

Those in the BS31 postcode were more opposed to the proposed aim to improve walking, wheeling and cycling facilities compared to other postcode areas. Again, there was significantly more opposition in the Saltford sub-postcode (BS31 3) with 61% of respondents being strongly opposed to the stated aim. In Bristol and other postcodes, the combined level of support outweighs the same level of opposition. Meanwhile, in Bath the difference in proportions in support vs opposed indicates no material difference (44% combined support vs 46% combined oppose). In Keynsham, the proportion of combined opposition is greater than that for combined support.

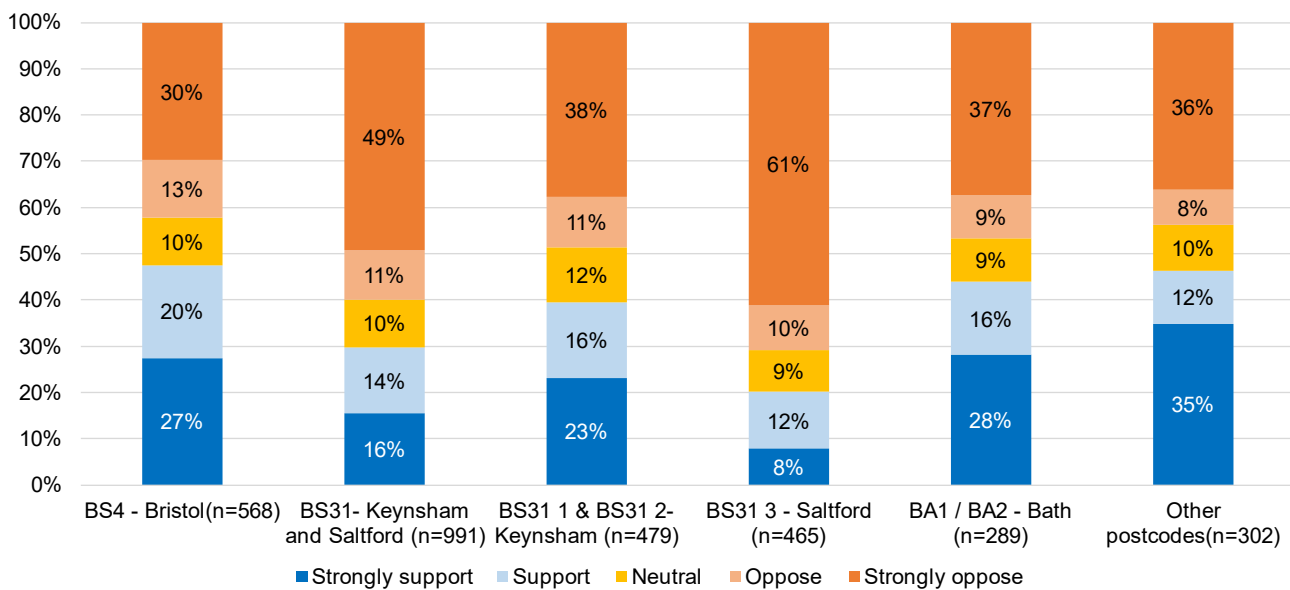


Figure 9: “The proposals seek to provide better walking, wheeling and cycling networks between Bristol and Bath, and communities in between, including Saltford and Keynsham, with better connections to public transport along the route to allow people to undertake more of their journey without a car. To what extent do you support this aim?” (split by postcode)

Indications from the results are that there are differences in the levels of support and opposition to the proposals generally. Those in the BS31 (Keynsham and Saltford) postcode are generally less supportive compared to the other postcode areas – especially in the Saltford sub-postcode area, and to a lesser extent in the Keynsham sub-postcode area. Meanwhile, those respondents who are live outside the postcodes along the route corridor of improvements seem generally more supportive of the proposals (with a higher percentage being strongly supportive of the two proposals, compared against the other postcodes along the line of route).

The sections of the route considered individually within with the engagement questionnaire are divided into the following:

- Brislington Park & Ride to Hicks Gate
- Keynsham Bypass: Hicks Gate roundabout to Broadmead roundabout
- Saltford: Broadmead roundabout to The Globe roundabout
- Keynsham Mobility Hub
- Bristol and Bath Railway Path: Saltford area
- Bath
- Bath to Bristol Railway Path: Bath area

6. Results by section of proposal for A4 Bath to Bristol

This section of the report presents the results of the engagement questionnaire split by the sections of route as detailed in the engagement materials. The Brislington & Totterdown section, which is closest to Bristol, is presented in a separate report. The following sections deal with those elements of the A4 Bath to Bristol proposals located in Bath & North East Somerset.

In each of these sections, respondents were asked to give details of their travel behaviour in terms of what they use that section of route for, the mode of transport they use to travel along that section of the route, and how often they travel along the section. This was then followed by respondents being asked to give their level of support for the measures proposed.

Feedback received that shows the of support for the measures proposed is compared to the postcode the respondent has provided (where one is given). This splits the respondent into whether they are in a postcode adjacent to that section of the corridor, or a different postcode outside of that area. For example, where respondents have been asked about the Keynsham Mobility Hub, this is within the Keynsham sub-postcode area (BS31 1 & BS31 2). Therefore, the comparison is between respondents in the BS31 1&2 sub-postcode area (Keynsham), the BS31 3 sub-postcode area (Saltford) and those that have provided other postcodes. As such, this allows us to determine whether proximity to the proposal is linked to the attitude expressed. Those respondents who did not provide a postcode have not been included in this analysis, but are included in the remaining findings presented in this report.

Finally, the respondents' comments to open-ended questions relating to the proposed section of the A4 corridor is then presented. The full results of the coding can be found in Appendix A of this report.

6.1. Brislington Park & Ride to Hicks Gate

This section refers to the proposals for the area along the route of the A4 between Brislington Park and Ride and Hicks Gate roundabout, west of Keynsham. The first questions presented here relate to the existing use of the section of route, before moving on to the results of the more 'feelings' based questions relating to the proposals.

The results indicate that the largest number of respondents are those that commute through the area on a regular basis (598 respondents), followed closely by those that live in the area, and finally those that visit the area for leisure purposes.

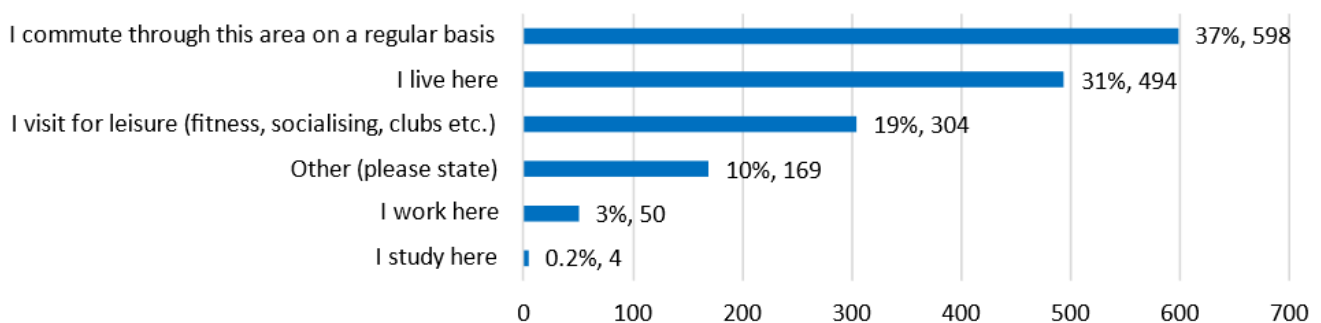


Figure 10: What do you use this section of the A4 between Brislington Park and Ride and Hicks Gate roundabout for, most of the time?

As shown in Figure 11, the main mode of transport used to travel along this section of the A4 is the car, with 80% (1,299) of respondents selecting this as their usual mode. This was followed by bus (160) and cycle (77).

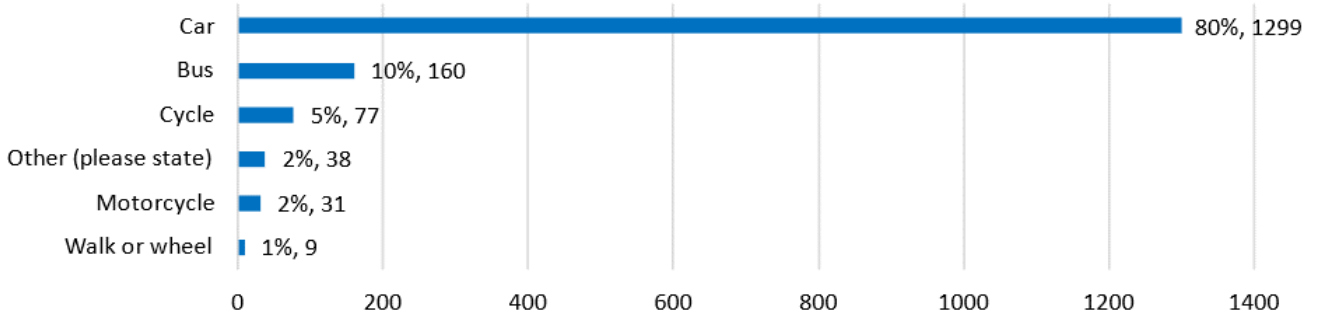


Figure 11: How do you usually travel along this section?

The majority of respondents use this section of route either daily, or 2-3 times per week. Comparatively few respondents said that they have never visited this section of route.

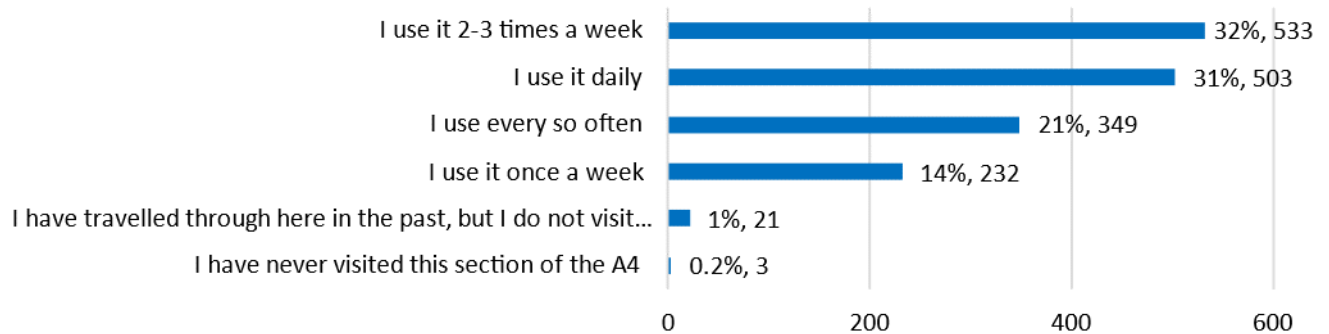


Figure 12: How often do you travel along this section, or part of, of the route?

A large percentage of respondents do not agree with the Brislington Park & Ride to Hicks Gate proposals. For all but one of the elements of the Keynsham and Saltford proposals, around 60% of respondents strongly disagree with what is being proposed. However, a comparatively smaller proportion of respondents opposed the new segregated cycle track between Brislington Park and Ride and Hicks Gate (42%) while close to a fifth of respondents strongly support this element of the proposals in this section of the A4.

A large percentage of respondents do not agree with the Brislington Park & Ride to Hicks Gate proposals. For all but one of the elements of the Keynsham and Saltford proposals, around 60% of respondents strongly disagree with what is being proposed. However, a comparatively smaller proportion of respondents opposed the new segregated cycle track between Brislington Park and Ride and Hicks Gate (42%) while close to a fifth of respondents strongly support this element of the proposals in this section of the A4.

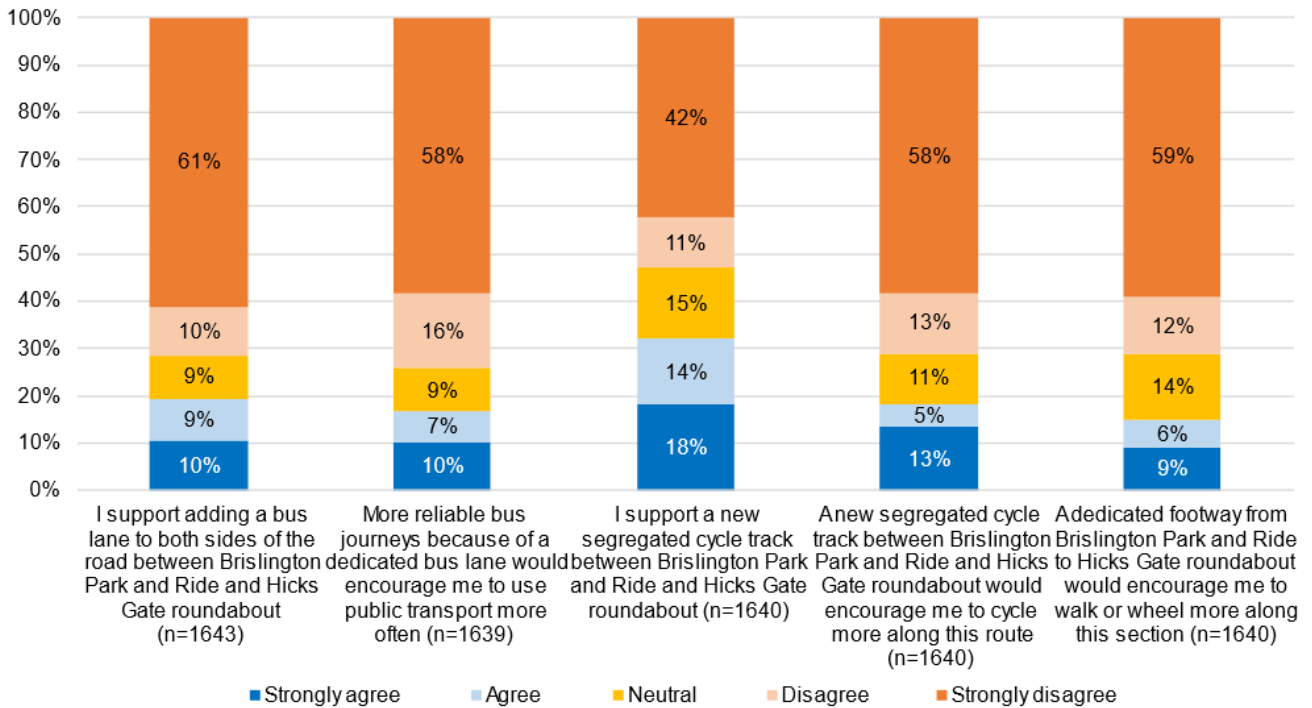


Figure 13: Level of support for elements of the Brislington Park & Ride to Hicks Gate proposals

Comments in relation to the Brislington Park & Ride to Hicks Gate proposals – Anything else

An open-ended question asked respondents to leave any comments that they had in relation to the Brislington Park & Ride to Hicks Gate proposals. The tables below present the most commonly occurring supportive and opposing comments, plus suggestions made in the comments. In the tables, the top 10 most commonly occurring codes are presented, while the full coding results can be seen in Appendix A. Some relevant quotes are also included to give a flavour of the comments that the codes were applied to.

The most frequently occurring supportive comment was to support the proposed cycle lane, with this appearing in comments from 49 respondents.

“The segregated cycle lanes will be a massive help on this stretch as cars can be unbelievably risky when overtaking cyclists when on the road and the condition and width of the pavement make it dangerous for cyclists and pedestrians...”

This was followed by comments which were supportive of the proposals (26 respondents).

“I live in Keynsham and do not drive. The improvements would benefit both myself and my children to be more active in the area and take more buses.”

Comments provided in support of the Brislington Park & Ride to Hicks Gate proposals:

Supportive comments	Count
Support proposed cycle lane / cycle infrastructure	49
Comment supportive of proposals (generally) / much needed	26
Support proposed bus lane introduction	21
Support (with condition)	19
Proposals should go further / don't go far enough	9
Support improvements for pedestrians / will be beneficial to pedestrians	8
Support traffic calming / reductions in speed limit	3
Proposals will improve traffic flow / reduce congestion	3
Support proposed bus priority measures (traffic signals etc.)	2
Support Keynsham Mobility Hub	1
Support improved bus stops (including real time information)	1

The most frequently occurring unsupportive comment was that the proposals will increase congestion and make traffic worse (mentioned by 304 respondents in their feedback).

“Traffic is already very heavy along this section, simply reducing lanes will have a huge impact on journey times and will therefore also add to poor air quality.”

On the same subject, another respondent noted:

“The A4 between Bath and Bristol is already an extremely busy route. Reducing the capacity for cars & will cause chaos, large traffic jams and as a consequence, increased pollution and journey times.”

Comments provided in opposition to the Brislington Park & Ride to Hicks Gate proposals:

Unsupportive comments	Count
Proposal will increase congestion / make traffic worse	304
Comment not supportive of proposals (generally) / not needed	194
Proposal won't make a difference / no benefit to respondent	123
Oppose proposed bus lane introduction	119
Oppose: Bus lane will be poorly used / aren't needed	69
Proposal will be a waste of money / poor value	67
Oppose: Cycle lane will be poorly used / aren't needed	59
Proposals discriminate against car users / war on the motorist	46
Oppose: Footway will be poorly used / isn't needed	40
Oppose proposed cycle lane / cycle infrastructure	25
Proposal will increase severance / make getting about more difficult	25

Finally, the most commonly occurring suggestion was that funding should be used to improve existing bus / train services (65 respondents making comments in that regard).

“If you want people to use cars less, and use buses more, spend the money on providing more buses.”

Another respondent noted:

“The number of people cycling along this route is very low and your proposals will not make bus journeys any more popular until you first make them both cheap and reliable enough to make them a realistic and sustainable option.”

Segregation of cyclists from traffic was also a key issue, with 27 respondents commenting about this issue as part of their feedback.

“With regards to cycle lanes these should be segregated where possible. Shared paths with pedestrians should be avoided if at all possible as they are dangerous and create conflict between cyclists and pedestrians”

Another respondent suggested that there was a specific part of the route which should include segregation for cyclists from motor vehicles, and also between pedestrians and cyclists.

“It is critical that there is a physical barrier between cycle path and the road, also between cyclists and pedestrians especially around the St Brendan’s area - it is very difficult to cycle along the path when St Brendan’s students are coming out”

Suggestions provided for the Brislington Park & Ride to Hicks Gate proposals:

Suggestion	Count
Suggest funding should be used to improve existing bus / train services	65
Suggest cyclists should be fully segregated from traffic	27
Suggest focus on improving safety / implementing safety measures	26
Suggest opening a new train station to serve the area / develop or reinstate rail routes	24
Suggest improving or adding direct bus links or connections between different places	23
Suggest better enforcement of cyclist behaviour / poor cyclist behaviour	17
Suggest improving Park & Ride services (longer hours, cheaper prices, more options etc.)	16
Suggest funding should be used to develop a light rail / tram system	14
Suggest new road links between specific places	12
Suggest better enforcement of driver behaviour / poor driver behaviour	11

Data to indicate support for the Brislington Park & Ride to Hicks Gate proposals was analysed to see whether respondents were based in the two BS31 2 sub-postcode area of Keynsham (in the vicinity of the proposals) or postcode locations in Saltford and outside BS31. As shown in figure 14 overleaf, in all cases it appears that being within the Saltford sub-postcode area (BS31 3) substantially increases the proportion of respondents that are strongly opposed to the proposed element.

It should be noted that in relation to the proposed segregated cycle track, the proportion of respondents that strongly support this element of the proposal is 35% outside the BS31 postcode, compared to 27% in Keynsham (BS31 1&2) and 11% in Saltford (BS31 3).

The level of strong agreement with this particular proposal is consistently greater than within the BS31 sub-postcodes, especially so when compared to Saltford. In some cases the level of agreement is between a third and a quarter of the level of support outside of the BS31 postcode. This does seem to suggest that distance from the proposals has a considerable impact on the level of support and opposition. Agreement with the proposals is consistently greater outside of BS31, with this margin being narrow compared to the Keynsham respondents, but considerably greater support compared to Saltford respondents.

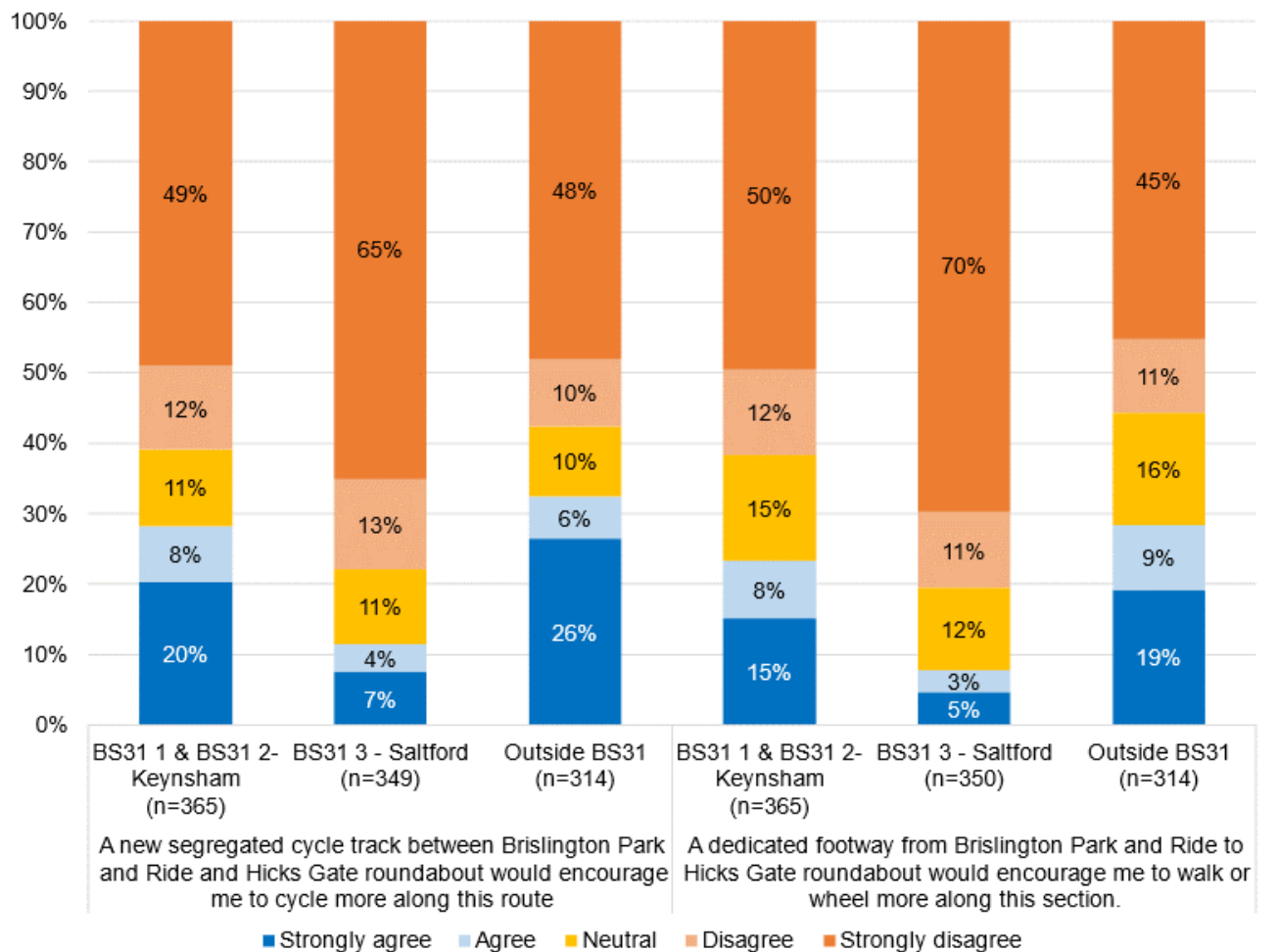
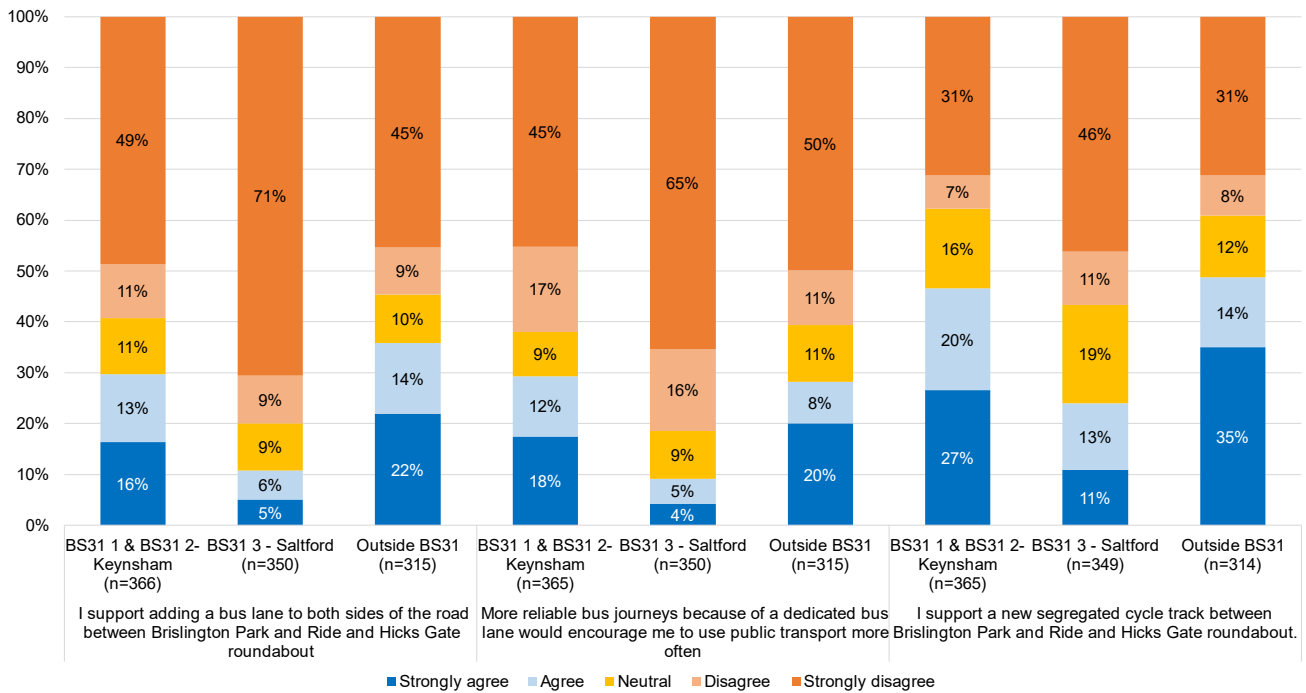


Figure 14: Support for Brislington Park & Ride to Hicks Gate proposals, cross tabulation by postcode

Level of support for the Brislington Park & Ride to Hicks Gate proposals – cross tabulation by attitude towards the aims of the proposals

This section of the report presents analysis of the Brislington P&R to Hicks Gate proposals by the level of support for the aims. These have been grouped into a general ‘support’, ‘neutral’ and ‘oppose’ categories.

The tables below show the level of support for these particular proposals, by the answers given in response to Q1 – i.e. the aim of the proposals to provide better public transport links on the route between Bath and Bristol through dedicated bus lanes that should improve service reliability.

“I support adding a bus lane to both sides of the road between Brislington Park and Ride and Hicks Gate roundabout”

Level of agreement...	Supporting Q1 (n=242)	Neutral Q1 (n=62)	Opposing Q1 (n=973)
Strongly agree	47%	5%	0%
Agree	29%	18%	2%
Neutral	10%	31%	8%
Disagree	7%	21%	11%
Strongly disagree	7%	26%	78%

“More reliable bus journeys because of a dedicated bus lane would encourage me to use public transport more often”

Level of agreement...	Supporting Q1 (n=243)	Neutral Q1 (n=62)	Opposing Q1 (n=969)
Strongly agree	45%	8%	1%
Agree	23%	11%	1%
Neutral	15%	26%	7%
Disagree	10%	29%	17%
Strongly disagree	7%	26%	75%

“I support a new segregated cycle track between Brislington Park and Ride and Hicks Gate roundabout.”

Level of agreement...	Supporting Q1 (n=240)	Neutral Q1 (n=62)	Opposing Q1 (n=972)
Strongly agree	63%	21%	3%
Agree	23%	24%	10%
Neutral	9%	29%	17%
Disagree	3%	8%	13%
Strongly disagree	3%	18%	56%

“A new segregated cycle track between Brislington Park and Ride and Hicks Gate roundabout would encourage me to cycle more along this route”

Level of agreement...	Supporting Q1 (n=241)	Neutral Q1 (n=62)	Opposing Q1 (n=973)
Strongly agree	50%	13%	2%
Agree	11%	11%	3%
Neutral	14%	19%	8%
Disagree	11%	18%	14%
Strongly disagree	14%	39%	74%

“A dedicated footway from Brislington Park and Ride to Hicks Gate roundabout would encourage me to walk or wheel more along this section.”

Level of agreement...	Supporting Q1 (n=240)	Neutral Q1 (n=62)	Opposing Q1 (n=972)
Strongly agree	37%	8%	1%
Agree	15%	8%	3%
Neutral	22%	21%	10%
Disagree	12%	23%	12%
Strongly disagree	14%	40%	74%

As noted in the tables above, there was equally strong opposition to the idea of providing dedicated bus lanes (Q1) and adding a bus lane between Brislington Park and Ride, and Hicks Gate roundabout. It also appears there is a belief that more reliable bus journeys will take place due to the dedicated bus lane. Support for Q1 appears to match that of the support for the bus lane proposals.

In Q2, respondents were asked for their feedback to the following:

“the aim to provide better walking, wheeling and cycling networks between Bristol and Bath, and communities in between, including Salford and Keynsham, with better connections to public transport along the route to allow people to undertake more of their journey without a car.”

The tables below present these results:

“I support adding a bus lane to both sides of the road between Brislington Park and Ride and Hicks Gate roundabout

Level of agreement...	Supporting Q2 (n=338)	Neutral Q2 (n=116)	Opposing Q2 (n=821)
Strongly agree	33%	4%	0%
Agree	23%	8%	2%
Neutral	13%	16%	7%
Disagree	10%	19%	10%
Strongly disagree	21%	53%	81%

“More reliable bus journeys because of a dedicated bus lane would encourage me to use public transport more often”

Level of agreement...	Supporting Q2 (n=338)	Neutral Q2 (n=117)	Opposing Q2 (n=817)
Strongly agree	32%	4%	0%
Agree	15%	9%	1%
Neutral	16%	20%	5%
Disagree	17%	26%	14%
Strongly disagree	19%	42%	80%

“I support a new segregated cycle track between Brislington Park and Ride and Hicks Gate roundabout.”

Level of agreement...	Supporting Q2 (n=335)	Neutral Q2 (n=118)	Opposing Q2 (n=819)
Strongly agree	53%	6%	2%
Agree	29%	21%	6%
Neutral	9%	42%	15%
Disagree	5%	10%	14%
Strongly disagree	5%	20%	64%

“A new segregated cycle track between Brislington Park and Ride and Hicks Gate roundabout would encourage me to cycle more along this route”

Level of agreement...	Supporting Q2 (n=337)	Neutral Q2 (n=118)	Opposing Q2 (n=819)
Strongly agree	40%	3%	1%
Agree	12%	5%	2%
Neutral	15%	21%	6%
Disagree	17%	13%	12%
Strongly disagree	16%	58%	80%

“A dedicated footway from Brislington Park and Ride to Hicks Gate roundabout would encourage me to walk or wheel more along this section.”

Level of agreement...	Supporting Q2 (n=336)	Neutral Q2 (n=118)	Opposing Q2 (n=818)
Strongly agree	28%	3%	1%
Agree	14%	3%	2%
Neutral	24%	24%	7%
Disagree	15%	16%	11%
Strongly disagree	18%	55%	79%

As noted in the tables above, there is a strong link between support for the aim to provide walking, wheeling and cycling improvements (Q2) and all parts of the proposals in this section which relate to cycling and walking.

Level of support for bus elements for the Brislington Park & Ride to Hicks Gate proposals – comparing results from ‘usual mode of travel’

This section of the report shows the level of support for the bus-related elements of the Brislington P&R to Hicks Gate section of the A4 Bath to Bristol corridor. The results that relate to bus travel have been compared by whether the respondent mostly uses private car or sustainable transport (bus or cycle).

“I support adding a bus lane to both sides of the road between Brislington Park and Ride and Hicks Gate roundabout”

Level of agreement...	Car user (n=1298)	Sustainable transport user (n=245)
Strongly agree	6%	34%
Agree	8%	13%
Neutral	9%	10%
Disagree	11%	8%
Strongly disagree	66%	35%

“More reliable bus journeys because of a dedicated bus lane would encourage me to use public transport more often”

Level of agreement...	Car user (n=1296)	Sustainable transport user (n=243)
Strongly agree	6%	32%
Agree	6%	13%
Neutral	8%	12%
Disagree	17%	13%
Strongly disagree	63%	30%

“A dedicated footway from Brislington Park and Ride to Hicks Gate roundabout would encourage me to walk or wheel more along this section.”

Level of agreement...	Car user (n=1295)	Sustainable transport user (n=245)
Strongly agree	6%	27%
Agree	4%	9%
Neutral	12%	22%
Disagree	13%	10%
Strongly disagree	64%	31%

Across the bus elements, there is a clear indication that car users are less in agreement with the measures being proposed, compared to those respondents who are mostly sustainable transport users (i.e. bus users and cyclists).

Level of support for cycle elements for the Brislington Park & Ride to Hicks Gate proposals – comparing results from ‘usual mode of travel’

This section of the report presents the level of support for the cycle-related elements of the Brislington P&R to Hicks Gate section of the A4 Bath to Bristol corridor. The results that relate to cycling have been compared by whether the respondent mostly uses private car or sustainable transport (bus or cycle).

“I support a new segregated cycle track between Brislington Park and Ride and Hicks Gate roundabout.”

Level of agreement...	Car user (n=1294)	Sustainable transport user (n=246)
Strongly agree	13%	45%
Agree	14%	12%
Neutral	17%	8%
Disagree	11%	13%
Strongly disagree	45%	22%

“A new segregated cycle track between Brislington Park and Ride and Hicks Gate roundabout would encourage me to cycle more along this route”

Level of agreement...	Car user (n=1296)	Sustainable transport user (n=245)
Strongly agree	9%	38%
Agree	5%	6%
Neutral	10%	15%
Disagree	14%	9%
Strongly disagree	63%	32%

Across the cycling elements, there is a clear indication that car users are less in agreement with the measures being proposed, compared to those respondents that are mostly sustainable transport users (i.e. bus users and cyclists).

The results shown in Figure 15 indicate that a greater proportion of respondents disagree with the Keynsham and Saltford proposals having the impacts listed. The most notable difference is that there are a larger proportion of respondents that agree the proposals will improve safety for those cycling along the route, compared with the other impacts listed in this question.

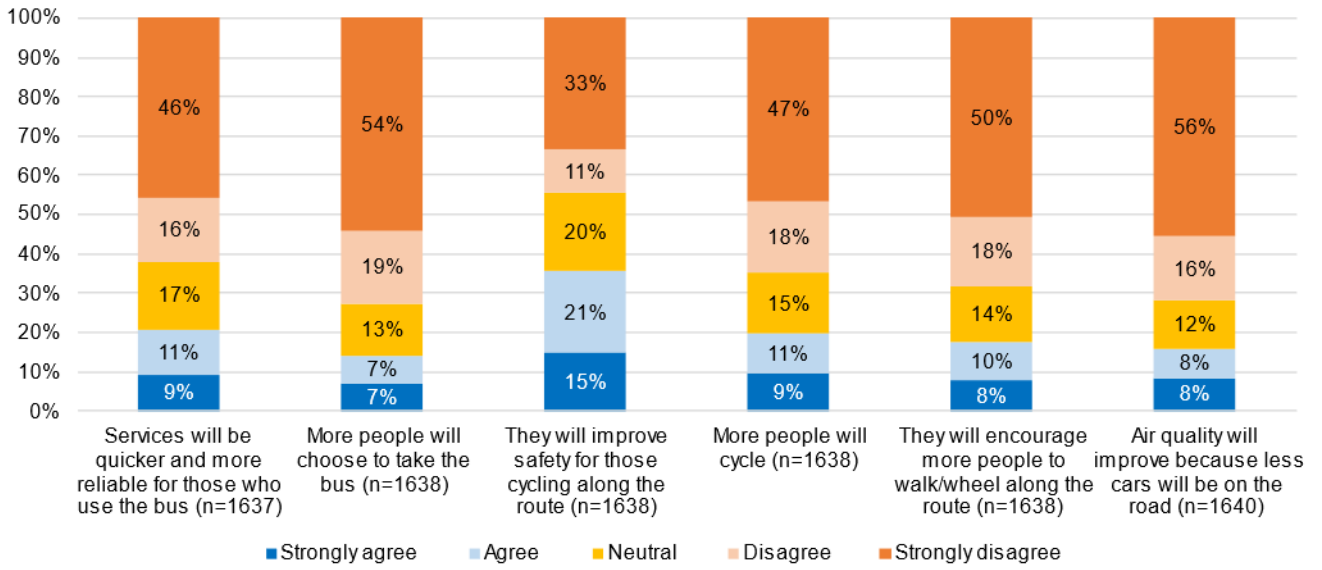


Figure 15: Potential impact of the Brislington Park & Ride to Hicks Gate proposals

6.2. Keynsham Bypass: Hicks Gate roundabout to Broadmead roundabout

The next section of the route included the Keynsham bypass and the section between Hicks Gate roundabout and Broadmead roundabout.

The largest number of respondents (859) stated that they live in the area, followed by those that commute through the area (480) on a regular basis. Visiting the area for leisure was the third most mentioned reason for using the Keynsham bypass area.

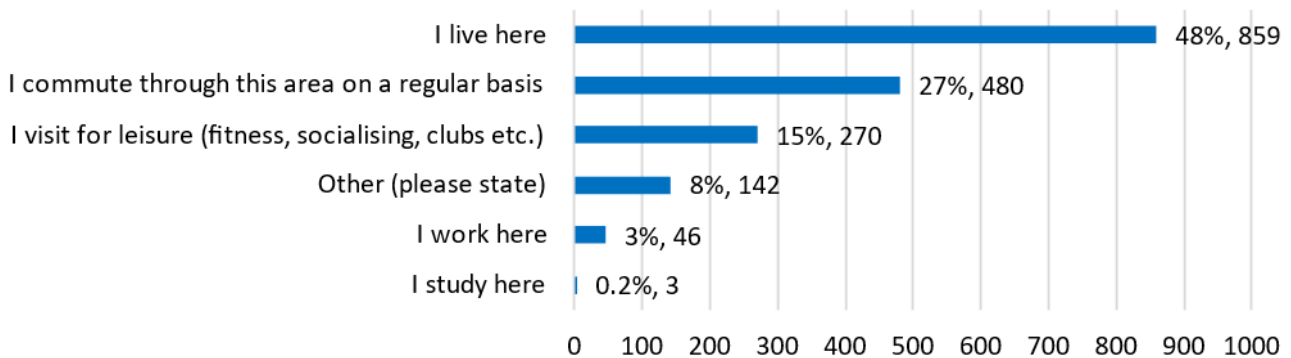


Figure 16: What do you use the Keynsham bypass for, most of the time?

As shown in figure 17 (below), the main mode of transport used to travel along the Keynsham bypass is the car, with 1,560 respondents selecting this as their usual mode. This was followed by bus (129) and other modes (56). This indicates that cars dominate the mode share on this section of the A4.

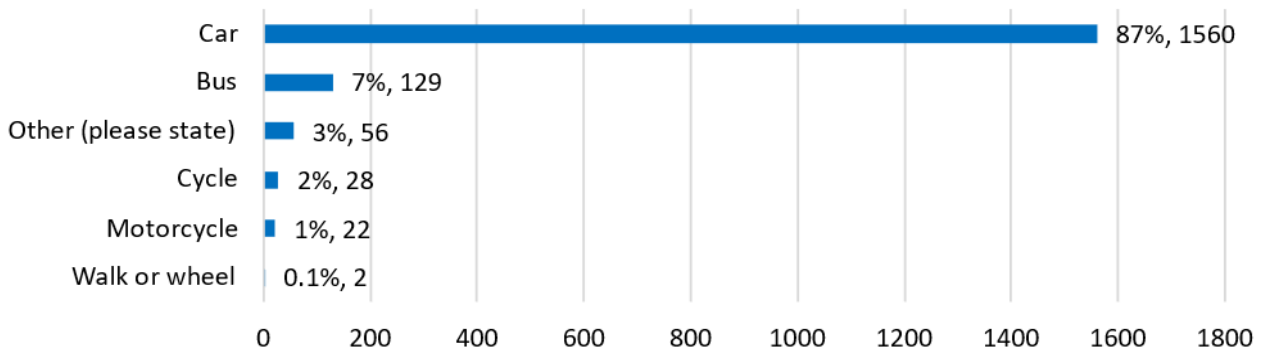


Figure 17: How do you usually travel along the Keynsham bypass?

The largest numbers of respondents use the Keynsham bypass 2-3 times per week, followed by daily. A comparatively small number of respondents said they have never visited this section of the A4.

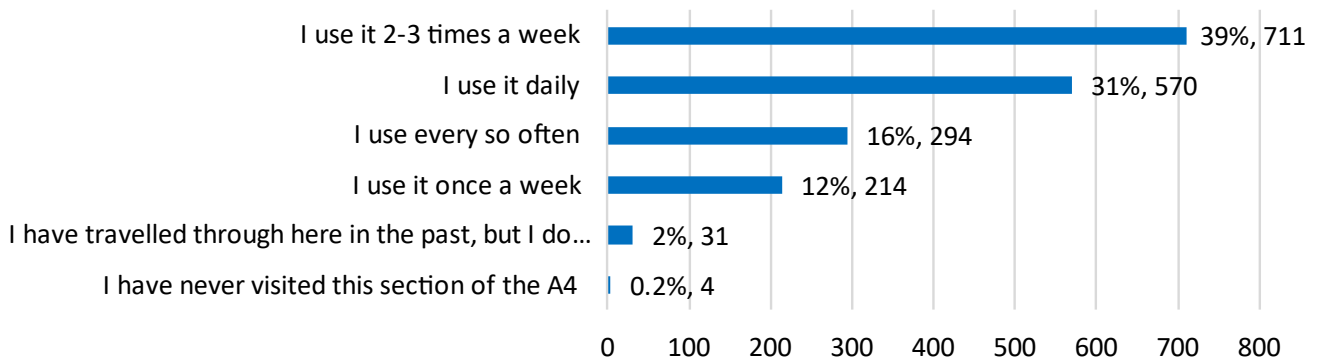


Figure 18: How often do you travel along the Keynsham bypass?

Responses to the proposals for the Keynsham bypass were mostly negative, with over half of respondents strongly opposing all the elements proposed. This was particularly evident for the more reliable bus journeys on a dedicated bus lane (70% strongly oppose) and a separate shared use path along the Keynsham bypass encouraging active travel use (66% strongly oppose). The option which had the greatest level of support was the proposal for a segregated cycle track or shared use path – although the level of support is outweighed by the level of disagreement with this element of the proposal.

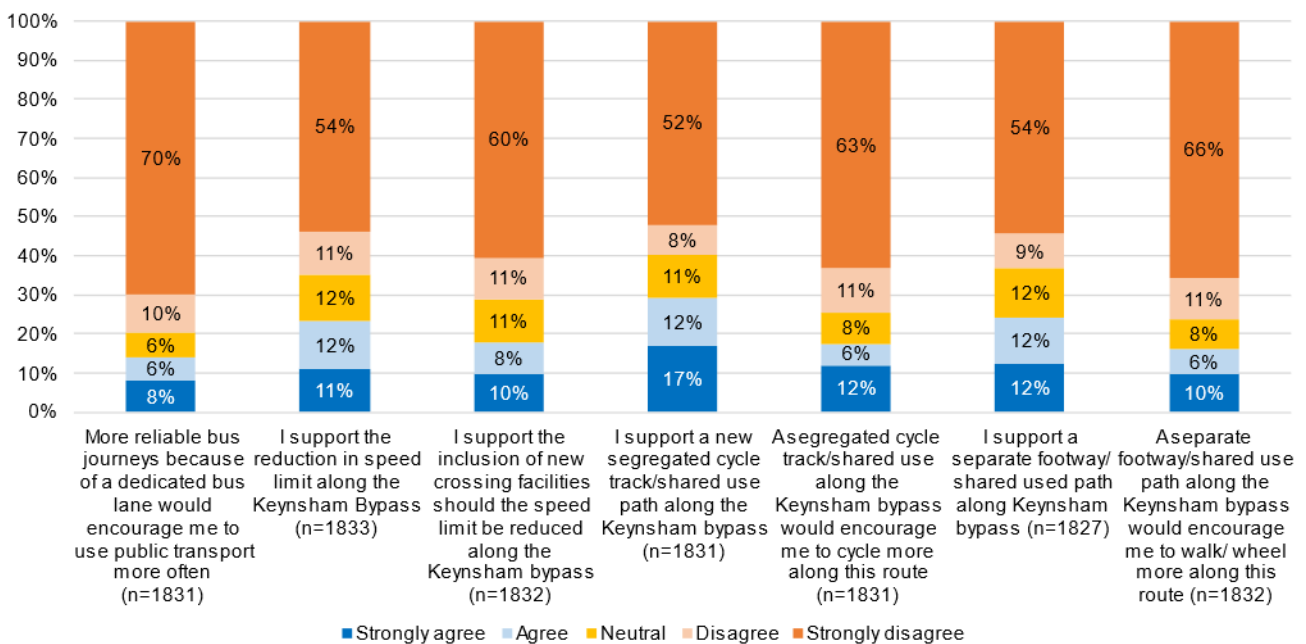


Figure 19: Support for elements of the Keynsham bypass proposal

Comments in relation to the Keynsham bypass proposals – Anything else

Respondents were asked to give any comments that they had about the Keynsham bypass proposals. The most commonly shared opinion in relation to the Keynsham bypass proposals was the support for new cycle infrastructure (72 respondents).

“Adding a walking/cycling route along the current A4 bypass is a great idea. I couldn't find information about access, but it would be great if the route could be accessed from Keynsham at different points along the way.”

“I think the safe separate cycle route is an excellent idea as at present there is no way I would cycle along the bypass. I'm not so sure about walking as can't see this being as well used as it's a long way.”

Interestingly, the next most raised issue was to provide support but with a condition. Examples in the comments included:

“The plans for the Keynsham bypass are good, PROVIDED THE BYPASS ISN'T WIDENED.”

“I only support a two-way cycle lane if it does not involve losing any lanes and is safe.”

“If built there needs to be a clear strategy for maintaining the cycle and walk ways throughout the year. On my commute from Saltford to north Bristol the current cycling infrastructure is not maintained frequently enough.”

Supportive comments	Count
Support proposed cycle lane / cycle infrastructure	72
Support (with condition)	36
Comment supportive of proposals (generally) / much needed	30
Support traffic calming / reductions in speed limit	30
Support proposed bus lane introduction	15
Proposals should go further / don't go far enough	15
Support improvements for pedestrians / will be beneficial to pedestrians	13
Support Keynsham Mobility Hub	10
Support proposed bus priority measures (traffic signals etc.)	4
Support improved bus stops (including real time information)	4

Comments provided in support of the Keynsham bypass proposals:

In terms of the opposing comments, the most frequently mentioned issue was that the proposal will lead to increased congestion and worsening traffic (483 respondents):

“The bypass gets congested as it is. Reducing it to one Lane will cause chaos.”

“This proposal will probably increase congestion especially at the roundabout junction at Waitrose. This already gets congested with two active lanes, reducing by one lane and turning it into a bus lane will make things worse.”

Another issue present is opposition to the introduction of the bus lane on this section (216 respondents):

“The buses aren't usually ever held up along the A4, and there aren't enough buses using the route to warrant converting 2 whole lanes over to bus lanes 24 hours a day. If the frequency of buses was more than doubled, then it could warrant this.”

“The only times the buses are impacted on the Keynsham bypass are at the very ends, so no need for a dedicated bus lane along its entire length. Just need a small section approaching the junction.”

Unsupportive comments	Count
Proposal will increase congestion / make traffic worse	483
Oppose proposed bus lane introduction	216
Oppose works affecting the Keynsham bypass (it is fine as it is)	201
Comment not supportive of proposals (generally) / not needed	181
Proposal won't make a difference / no benefit to respondent	138
Oppose: Bus lane will be poorly used / aren't needed	92
Proposal will be a waste of money / poor value	87
Proposals discriminate against car users / war on the motorist	59
Oppose: Footway will be poorly used / isn't needed	58
Oppose: Cycle lane will be poorly used / aren't needed	57

Comments provided in opposition to the Keynsham bypass proposals:

As was seen in the previous section, the most frequently occurring suggestion was to use funding to improve existing bus and train services (90 respondents):

“Spend the money not on changing the road infrastructure but on providing more buses. The reason so many people drive is because bus services are too infrequent”

Suggestions provided for the Keynsham bypass proposals:

Suggestion	Count
Suggest funding should be used to improve existing bus / train services	90
Suggest cyclists should be fully segregated from traffic	47
Suggest improving or adding direct bus links or connections between different places	41
Suggest opening a new train station to serve the area / develop or reinstate rail routes	32
Suggest focus on improving safety / implementing safety measures	32
Suggest better connections are needed to the cycleway	24
Suggest better enforcement of cyclist behaviour / poor cyclist behaviour	21
Suggest pedestrians should be fully segregated from traffic	17
Suggest new road links between specific places	17
Suggest funding should be used to develop a light rail / tram system	16

As with previous sections, the analysis undertaken to compare the level of support for the Keynsham bypass proposals was split by postcode. As this section of the proposed improvement corridor is within the BS31 1&2 sub-postcode area, the comparison was between those respondents living within this sub-postcode area, respondents in Saltford, and those in other postcodes.

The results in figure 20 show that the level of support for the proposed elements of the Keynsham bypass proposals varies, depending on the particular element. Saltford-based respondents are generally less in agreement with the proposed elements for the Keynsham Bypass. Those in the Saltford sub-postcode were most opposed to this – 56% strongly disagreeing with the speed limit change.

Respondents from Saltford (BS31 3) were largely in disagreement with the proposals for a dedicated bus lane, and also for the improvement of pedestrian and cycling facilities. Those respondents from Keynsham (BS31 1&2) were more likely to agree with these measures, but not to the same extent as those from outside of the BS31 postcode area.

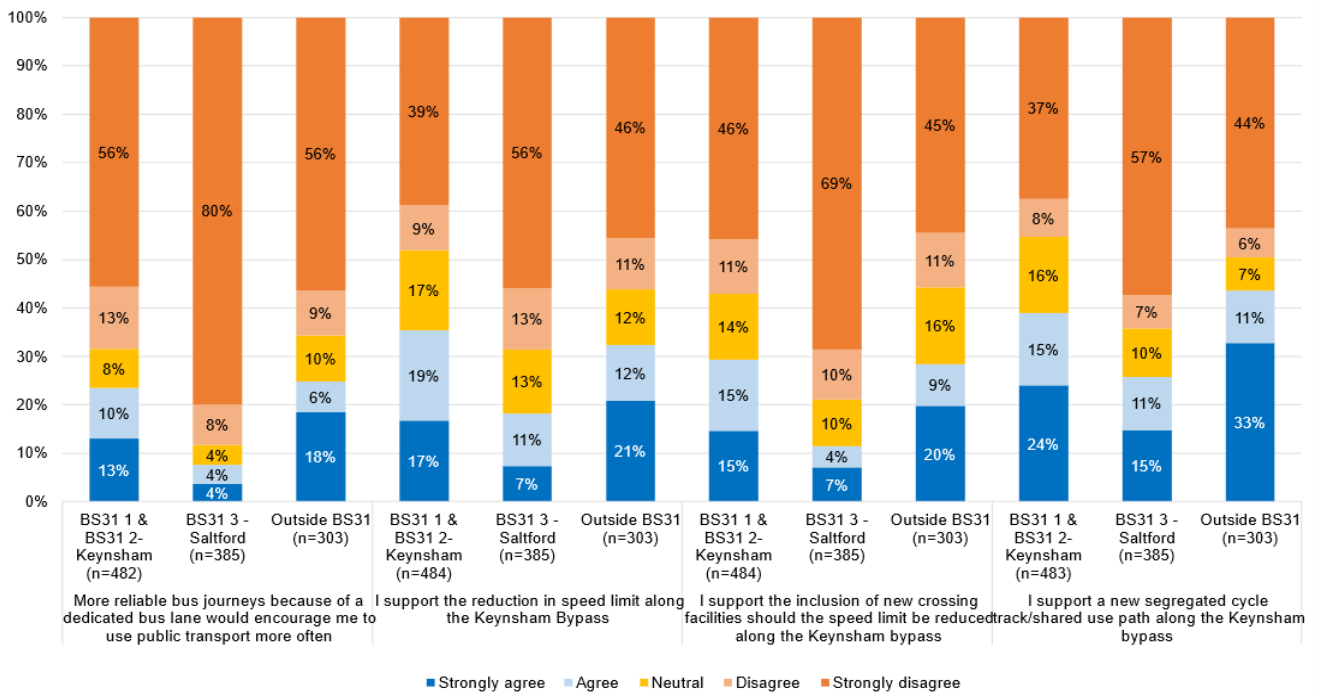
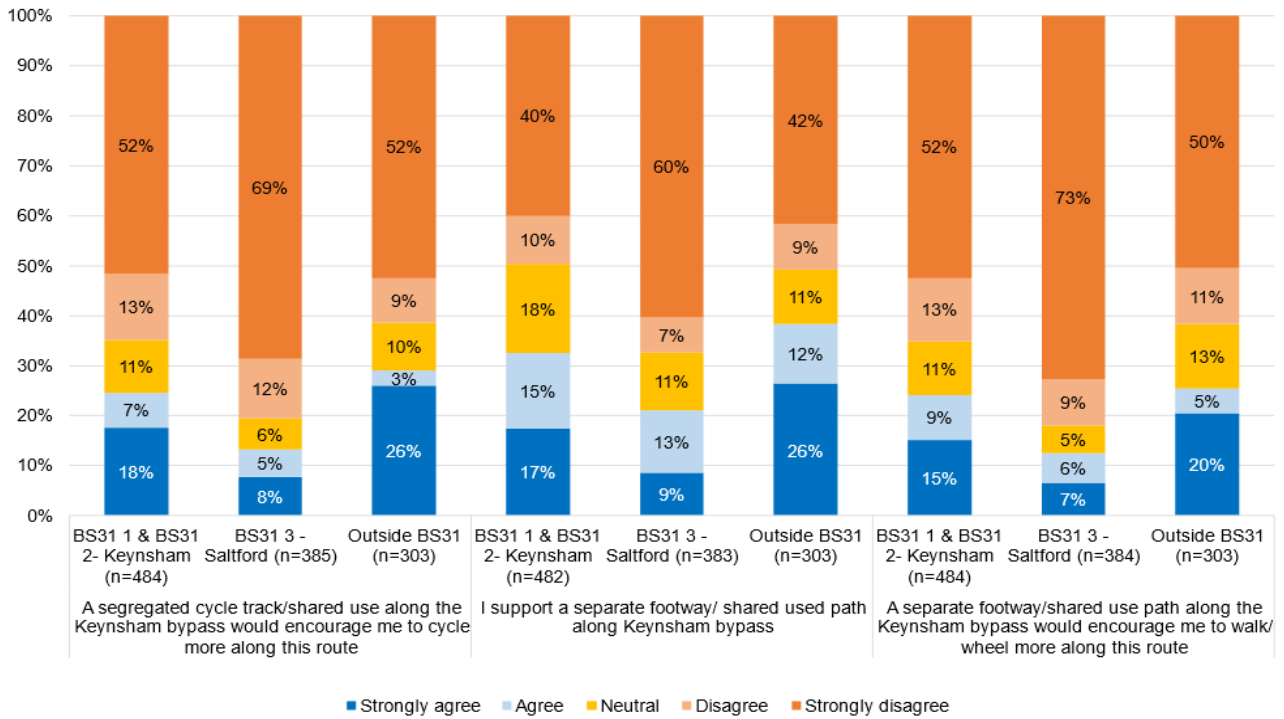


Figure 20: Support for the Keynsham bypass proposal by postcode

Level of support for the Keynsham Bypass proposals

This section of the report presents the results of the Keynsham Bypass proposals, by the level of support for their aims. The level of support has been grouped into a general ‘support’, ‘neutral’ and ‘oppose’ categories.

The tables below show the level of support for these specific parts of the proposals on this section by the answers given in response to Q1 – i.e. the aim of the proposals to provide better public transport links on the route between Bath and Bristol through dedicated bus lanes that should improve service reliability.

“I support adding a bus lane to both sides of the Keynsham Bypass.”

Level of agreement...	Supporting Q1 (n=247)	Neutral Q1 (n=62)	Opposing Q1 (n=982)
Strongly agree	43%	3%	0%
Agree	23%	5%	0%
Neutral	11%	15%	1%
Disagree	7%	15%	5%
Strongly disagree	16%	63%	94%

“More reliable bus journeys because of a dedicated bus lane would encourage me to use public transport more often.”

Level of agreement...	Supporting Q1 (n=247)	Neutral Q1 (n=62)	Opposing Q1 (n=981)
Strongly agree	41%	2%	0%
Agree	22%	16%	1%
Neutral	16%	11%	2%
Disagree	9%	13%	8%
Strongly disagree	11%	58%	89%

“I support the reduction in speed limit along the Keynsham Bypass”

Level of agreement...	Supporting Q1 (n=247)	Neutral Q1 (n=62)	Opposing Q1 (n=983)
Strongly agree	48%	8%	2%
Agree	26%	19%	7%
Neutral	9%	21%	11%
Disagree	5%	19%	12%
Strongly disagree	11%	32%	67%

"I support the inclusion of new crossing facilities should the speed limit be reduced along the Keynsham bypass."

Level of agreement...	Supporting Q1 (n=247)	Neutral Q1 (n=61)	Opposing Q1 (n=983)
Strongly agree	43%	11%	1%
Agree	21%	10%	3%
Neutral	13%	23%	9%
Disagree	8%	30%	10%
Strongly disagree	15%	26%	78%

"I support a new segregated cycle track/shared use path along the Keynsham bypass"

Level of agreement...	Supporting Q1 (n=246)	Neutral Q1 (n=62)	Opposing Q1 (n=982)
Strongly agree	62%	16%	4%
Agree	18%	16%	8%
Neutral	11%	29%	10%
Disagree	3%	13%	8%
Strongly disagree	6%	26%	70%

"A segregated cycle track/shared use along the Keynsham bypass would encourage me to cycle more along this route"

Level of agreement...	Supporting Q1 (n=246)	Neutral Q1 (n=62)	Opposing Q1 (n=982)
Strongly agree	50%	11%	2%
Agree	11%	6%	2%
Neutral	15%	18%	4%
Disagree	11%	24%	10%
Strongly disagree	13%	40%	83%

"I support a separate footway/ shared used path along Keynsham bypass."

Level of agreement...	Supporting Q1 (n=244)	Neutral Q1 (n=62)	Opposing Q1 (n=981)
Strongly agree	50%	13%	2%
Agree	20%	24%	7%
Neutral	16%	24%	10%
Disagree	5%	15%	8%
Strongly disagree	9%	24%	72%

“A separate footway/shared use path along the Keynsham bypass would encourage me to walk/wheel more along this route”

Level of agreement...	Supporting Q1 (n=247)	Neutral Q1 (n=62)	Opposing Q1 (n=982)
Strongly agree	43%	8%	1%
Agree	12%	11%	2%
Neutral	16%	19%	3%
Disagree	12%	19%	9%
Strongly disagree	17%	42%	85%

As noted in the tables above, strong opposition to the aim of providing dedicated bus lanes (Q1) appears closely aligned with opposition of adding a bus lane to both sides of the Keynsham Bypass. It also appears to show there is a belief that this will encourage greater use of public transport. Support for Q1 appears aligned with support for the bus lane proposals.

Next, respondents were asked their level of support for this part of the proposals on this section of the A4 Bath to Bristol, by their feedback given in response to Q2 – i.e. the aim to provide better walking, wheeling and cycling networks between Bristol and Bath, and communities in between, including Saltford and Keynsham, with better connections to public transport along the route to allow people to undertake more of their journey without a car.

“I support adding a bus lane to both sides of the Keynsham Bypass.”

Level of agreement...	Supporting Q2 (n=342)	Neutral Q2 (n=118)	Opposing Q2 (n=829)
Strongly agree	31%	3%	0%
Agree	18%	1%	0%
Neutral	8%	7%	1%
Disagree	9%	9%	3%
Strongly disagree	34%	80%	95%

“More reliable bus journeys because of a dedicated bus lane would encourage me to use public transport more often.”

Level of agreement...	Supporting Q2 (n=343)	Neutral Q2 (n=118)	Opposing Q2 (n=827)
Strongly agree	29%	3%	0%
Agree	17%	5%	0%
Neutral	12%	11%	2%
Disagree	13%	12%	6%
Strongly disagree	28%	69%	91%

“I support the reduction in speed limit along the Keynsham Bypass”

Level of agreement...	Supporting Q2 (n=343)	Neutral Q2 (n=118)	Opposing Q2 (n=829)
Strongly agree	36%	4%	2%
Agree	24%	16%	6%
Neutral	11%	23%	9%
Disagree	11%	16%	11%
Strongly disagree	18%	41%	72%

“I support the inclusion of new crossing facilities should the speed limit be reduced along the Keynsham bypass.”

Level of agreement...	Supporting Q2 (n=343)	Neutral Q2 (n=117)	Opposing Q2 (n=829)
Strongly agree	34%	2%	1%
Agree	18%	7%	2%
Neutral	15%	21%	7%
Disagree	12%	17%	9%
Strongly disagree	22%	54%	82%

“I support a new segregated cycle track/shared use path along the Keynsham bypass”

Level of agreement...	Supporting (n=341)	Q2 Neutral (n=118)	Q2 Opposing (n=829)
Strongly agree	52%	8%	2%
Agree	21%	17%	5%
Neutral	12%	32%	7%
Disagree	6%	9%	8%
Strongly disagree	10%	34%	78%

“A segregated cycle track/shared use along the Keynsham bypass would encourage me to cycle more along this route”

Level of agreement...	Supporting Q2 (n=342)	Neutral Q2 (n=118)	Opposing Q2 (n=828)
Strongly agree	39%	3%	1%
Agree	12%	3%	1%
Neutral	13%	18%	2%
Disagree	17%	14%	8%
Strongly disagree	19%	62%	88%

“I support a separate footway/shared used path along Keynsham bypass.”

Level of agreement...	Supporting Q2 (n=341)	Neutral Q2 (n=118)	Opposing Q2 (n=826)
Strongly agree	39%	3%	1%
Agree	24%	14%	4%
Neutral	16%	27%	8%
Disagree	9%	14%	7%
Strongly disagree	12%	43%	79%

“A separate footway/shared use path along the Keynsham bypass would encourage me to walk/wheel more along this route”

Level of agreement...	Supporting Q2 (n=343)	Neutral Q2 (n=117)	Opposing Q2 (n=829)
Strongly agree	34%	1%	1%
Agree	13%	3%	1%
Neutral	15%	16%	1%
Disagree	16%	14%	6%
Strongly disagree	22%	67%	90%

As noted in the tables above, there does not appear to be a particularly strong link between support for the aim to provide walking, wheeling and cycling improvements (Q2) and the elements of the proposals in this section which relate to cycling and walking. However, those respondents who oppose the aim are mostly opposed to the elements relating to cycling and walking.

Level of support for bus elements for the Keynsham Bypass proposals

This section of the report presents the level of support for the bus-related elements of the Keynsham Bypass section of the A4 Bath to Bristol corridor. Those elements that relate to bus travel have been compared by whether the respondent mostly uses private car or sustainable transport (bus or cycle).

“I support adding a bus lane to both sides of the Keynsham Bypass.”

Level of agreement...	Car user (n=1560)	Sustainable transport user (n=159)
Strongly agree	7%	28%
Agree	5%	9%
Neutral	4%	4%
Disagree	6%	4%
Strongly disagree	78%	54%

“More reliable bus journeys because of a dedicated bus lane would encourage me to use public transport more often.”

Level of agreement...	Car user (n=1558)	Sustainable transport user (n=159)
Strongly agree	6%	27%
Agree	5%	8%
Neutral	6%	8%
Disagree	10%	11%
Strongly disagree	73%	47%

“I support the reduction in speed limit along the Keynsham Bypass”

Level of agreement...	Car user (n=1560)	Sustainable transport user (n=159)
Strongly agree	9%	26%
Agree	12%	13%
Neutral	12%	12%
Disagree	11%	12%
Strongly disagree	56%	37%

Across the bus elements, there is a clear indication that those respondents who are mostly sustainable transport users (i.e. bus users and cyclists) are more supportive of the bus proposals, compared to car users.

Level of support for walk, wheeling and cycle elements for the Keynsham Bypass proposals – comparing results from ‘usual mode of travel’

This section of the report presents the level of support for the walk, wheeling and cycle-related elements of the Keynsham Bypass section of the A4 Bath to Bristol corridor. Those elements that relate to walking, wheeling and cycling have been compared by whether the respondent mostly uses private car or sustainable transport (bus or cycle).

“I support the inclusion of new crossing facilities should the speed limit be reduced along the Keynsham bypass.”

Level of agreement...	Car user (n=1559)	Sustainable transport user (n=159)
Strongly agree	8%	24%
Agree	8%	13%
Neutral	11%	9%
Disagree	11%	8%
Strongly disagree	62%	47%

“I support a new segregated cycle track/shared use path along the Keynsham bypass”

Level of agreement...	Car user (n=1558)	Sustainable transport user (n=159)
Strongly agree	15%	33%
Agree	12%	9%
Neutral	11%	8%
Disagree	8%	8%
Strongly disagree	53%	42%

“A segregated cycle track/shared use along the Keynsham bypass would encourage me to cycle more along this route”

Level of agreement...	Car user (n=1558)	Sustainable transport user (n=159)
Strongly agree	10%	28%
Agree	6%	5%
Neutral	7%	10%
Disagree	11%	13%
Strongly disagree	66%	45%

“I support a separate footway/ shared used path along Keynsham bypass.”

Level of agreement...	Car user (n=1554)	Sustainable transport user (n=159)
Strongly agree	11%	27%
Agree	12%	10%
Neutral	12%	13%
Disagree	9%	8%
Strongly disagree	56%	42%

“A separate footway/shared use path along the Keynsham bypass would encourage me to walk/ wheel more along this route”

Level of agreement...	Car user (n=1559)	Sustainable transport user (n=159)
Strongly agree	8%	26%
Agree	6%	6%
Neutral	7%	8%
Disagree	11%	12%
Strongly disagree	68%	48%

Across the cycling elements, there is a clear indication that sustainable transport users (i.e. bus users and cyclists) are more supportive of the proposals compared to car users. However, there is still a large element of opposition to the proposals, even among sustainable transport users.

As seen in Figure 21, respondents did not generally agree with the suggested impacts of the Keynsham bypass proposals – over half of respondents strongly disagree in all but one of the impacts. Improved safety had a lesser proportion of strongly disagreeing respondents and a greater proportion of strongly agreeing respondents (although they still disagreed overall).

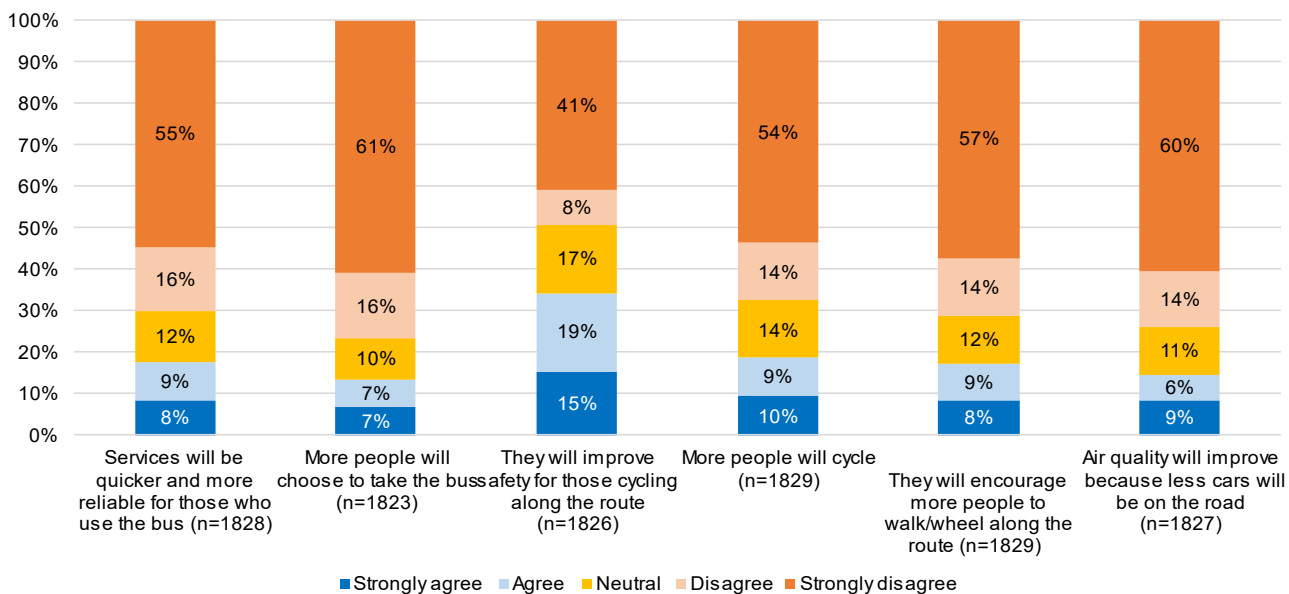


Figure 21: Potential impacts of the Keynsham bypass proposal

6.3. Saltford: Broadmead roundabout to The Globe roundabout

The next section of the route is within Saltford and includes the area between the Broadmead roundabout and The Globe roundabout

The largest number of respondents stated that they live in the area (763) followed by those who commute through the area on a regular basis (489 respondents). Visiting the area for leisure was the next most mentioned reason for using this section of the A4 (271).

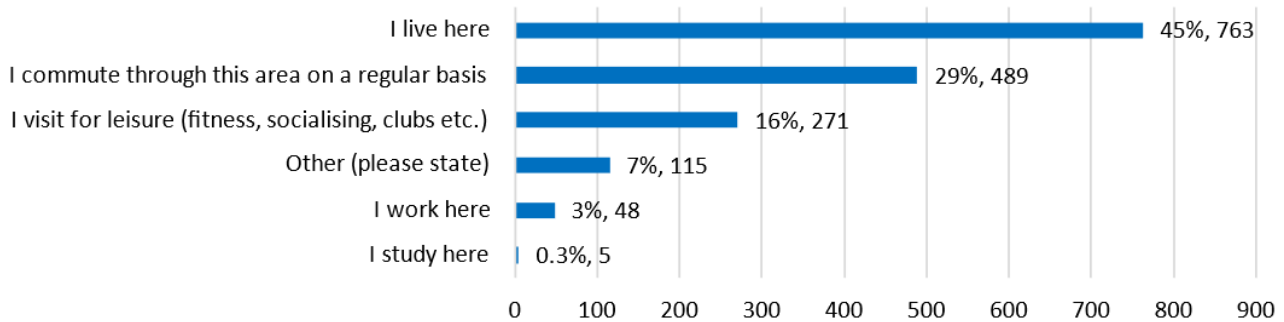


Figure 22: What do you use this section of the A4 between Broadmead roundabout and The Globe roundabout for, most of the time?

As shown in figure 23, the main mode of transport used to travel along this section of the A4 is the car, with 1,264 respondents selecting this as their usual mode. This was followed by bus (194) and other modes (66). This indicates that cars dominate the mode share on this section of the A4.

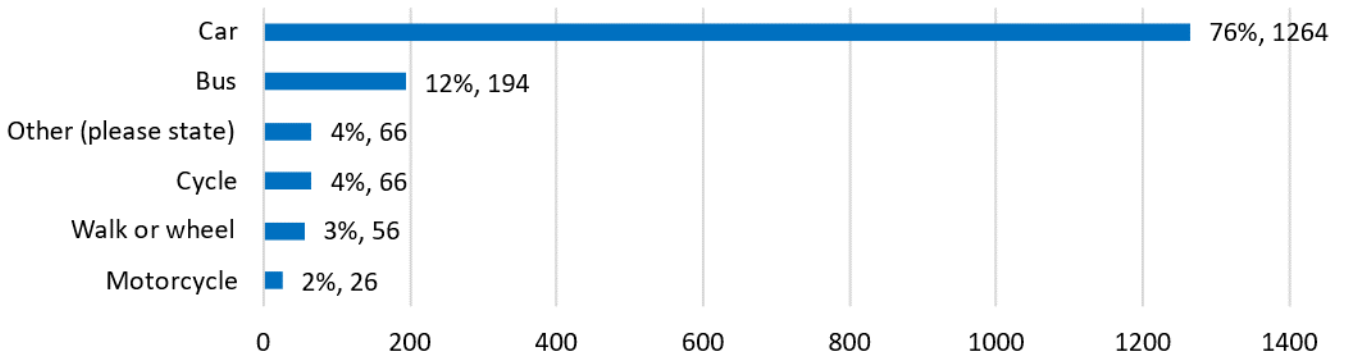


Figure 23: How do you usually travel along this section, or part of, of the route?

The largest number of respondents reported using this section of route daily (783 respondents), followed by those that use the route 2-3 times per week (474 respondents).

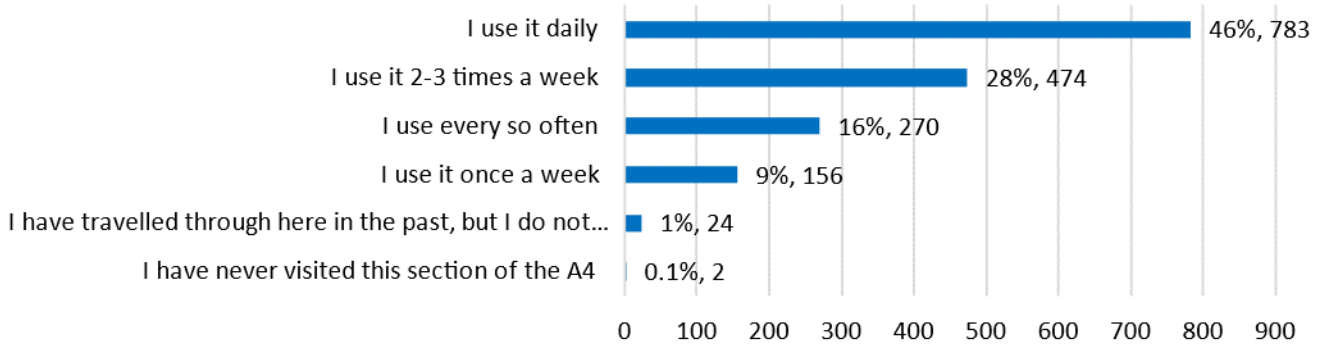


Figure 24: How often do you travel along this section, or part of, of the route?

The results shown in figure 25 indicate that the proposals between Broadmead and The Globe roundabout are not supported by most respondents. In all cases, the proportion of respondents who strongly disagree with the proposed elements is greater than half of the total respondents (i.e. the majority). The largest proportion of respondents strongly oppose an additional bus lane between Broadmead roundabout and Saltford - 68% of respondents strongly disagree with this suggestion. The proposed segregated cycle lane has the largest proportion of respondents in agreement, but this is still significantly fewer than the proportion of respondents who are opposed.

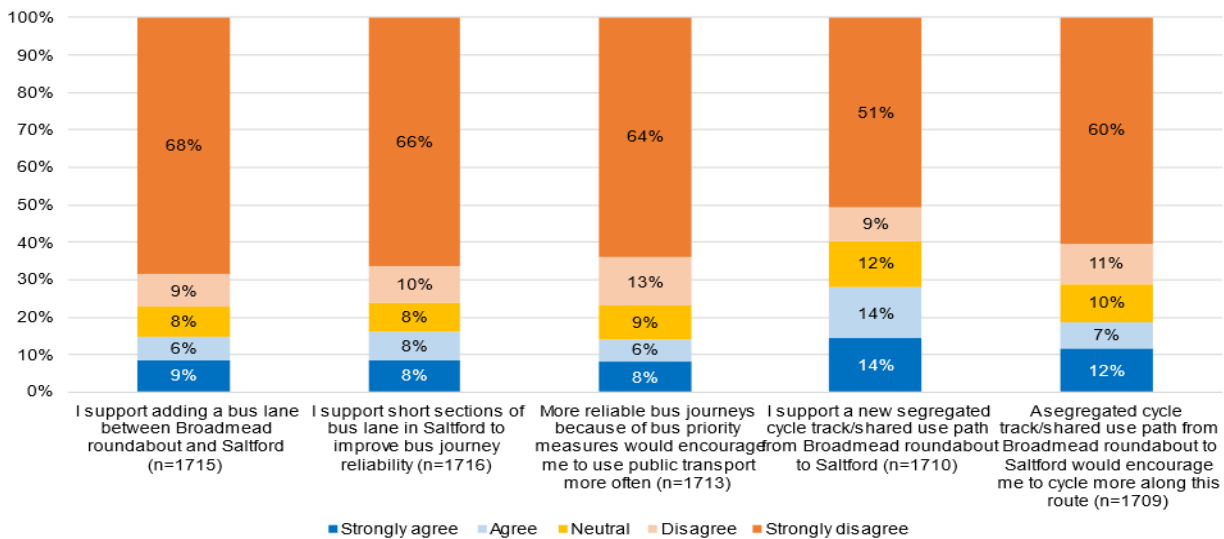


Figure 25: Level of support for the Broadmead to The Globe proposals

Comments in relation to the Broadmead to The Globe roundabout proposals – anything else

The tables below show the top 10 most common comments to this question.

The most mentioned comment was to support the proposed cycle infrastructure in this area, with 39 respondents raising this in their responses.

“Cycling should be given priority with every transport network given the immense health and environmental benefits. ‘Cycle first’ should be the plan.”

“As a confident cyclist, the changes will allow me to share cycling for transport with my young family in a positive way, rather than with the usual motorised traffic/road infrastructure conflicts that deter me from doing so now. Cycling will become habitual for us and reduce our car use.”

This was followed by respondents noting that the proposals should go further than they are proposed to (20 respondents).

“Short sections of bus lane have negligible success in achieving their aims. It would be better to bite the unpopular bullet and acquire land from frontages along Bath Rd to permit widening of carriageways that is sufficient to install a bus lane of effective length.”

Supportive comments	Count
Support proposed cycle lane / cycle infrastructure	39
Proposals should go further / don’t go far enough	20
Comment supportive of proposals (generally) / much needed	17
Support proposed bus lane introduction	16
Support (with condition)	14
Support improvements for pedestrians / will be beneficial to pedestrians	9
Support traffic calming / reductions in speed limit	3
Support proposed bus priority measures (traffic signals etc.)	2
Support improved bus stops (including real time information)	2
Proposals will improve traffic flow / reduce congestion	2

In terms of opposing comments (sample below), the main issue was that the proposal will increase congestion and lead to worsening traffic (284 respondents).

“No, air quality outside my house on Bath Road will be even worse with traffic queuing outside it”

“There won't be less cars, they will just be moving slower and polluting more so the air quality will be worse. Also if Saltford becomes a nightmare to drop be through it will just push cars through other areas such as Corston - Keynsham or Kelston-Bitton which doesn't solve any of the issues.”

Comments provided in opposition to the Broadmead to The Globe roundabout proposals:

Unsupportive comments **Count**

Unsupportive comments	Count
Proposal will increase congestion / make traffic worse	284
Comment not supportive of proposals (generally) / not needed	169
Proposal won't make a difference / no benefit to respondent	136
Oppose proposed bus lane introduction	123
Proposal will be a waste of money / poor value	95
Oppose: Cycle lane will be poorly used / aren't needed	73
Oppose proposed cycle lane / cycle infrastructure	57
Oppose: Bus lane will be poorly used / aren't needed	47
Proposal will increase severance / make getting about more difficult	34
Proposals discriminate against car users / war on the motorist	27

The main suggestion was that funding should be used to improve existing bus and train services (62 respondents).

“Improve the bus service to get more people using buses. There is a totally separate and very safe cycle track between Keynsham, Saltford & Bath already.”

This was closely followed by suggestions to open a new station in the area (61 respondents).

“There will not be less cars on this road unless the Saltford train station is opened and a bypass is built”

“Re-instate the train station in Saltford, with a local collection bus rather than mess with the infrastructure.”

“What would actually help Saltford is the revival of their train station.”

Suggestions provided for the Broadmead to The Globe roundabout proposals:

Suggestion	Count
Suggest funding should be used to improve existing bus / train services	62
Suggest opening a new train station to serve the area / develop or reinstate rail routes	61
Suggest focus on improving safety / implementing safety measures	33
Suggest cyclists should be fully segregated from traffic	32
Suggest better connections are needed to the cycleway	28
Suggest new road links between specific places	26
Suggest better enforcement of cyclist behaviour / poor cyclist behaviour	26
Suggest upgrade to existing pedestrian crossing location	20
Suggest improving or adding direct bus links or connections between different places	16
Suggest focusing on ensuring roads are well maintained / in good condition	15
Suggest pedestrians should be fully segregated from traffic	15

This section of the A4 route mostly passes through the BS31 3 sub-postcode area (Saltford) as well as a small section of the BS31 1 sub-postcode area. The responses were analysed to compare attitudes to the elements of the Broadmead to The Globe roundabout proposals for those respondents within the BS31 sub-postcode areas, versus those outside of BS31.

As seen in figure 26, the proportion of respondents who disagree with the proposed elements for the section between Broadmead and The Globe roundabout is consistently greater among respondents from the BS31 3 sub-postcode, i.e. Saltford. There are also some significant differences in the level of support depending on whether the respondent is from within the BS31 postcode or outside of it. For example, a bus lane on this section is strongly supported by 21% of respondents outside BS31, compared to 14% in Keynsham and 4% in Saltford. Similarly, differences in the proportion of strongly supportive responses can be seen in the other elements of the proposals, depending on the respondent being inside the BS31 postcode or outside of it. It should be noted that throughout the results shown in Figure 26, the proportion of responses in agreement with the proposed measures is consistently greater from those in Keynsham than Saltford, where the level of strongly agreeing responses is between a third and a quarter of the proportion for those outside of the BS31 postcode.

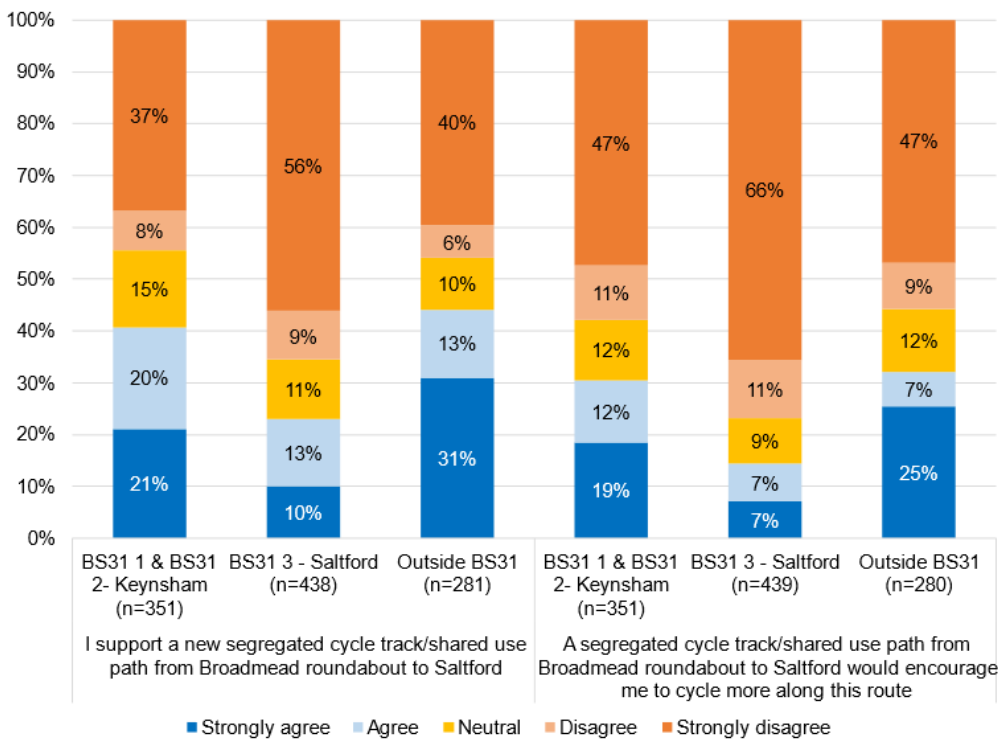
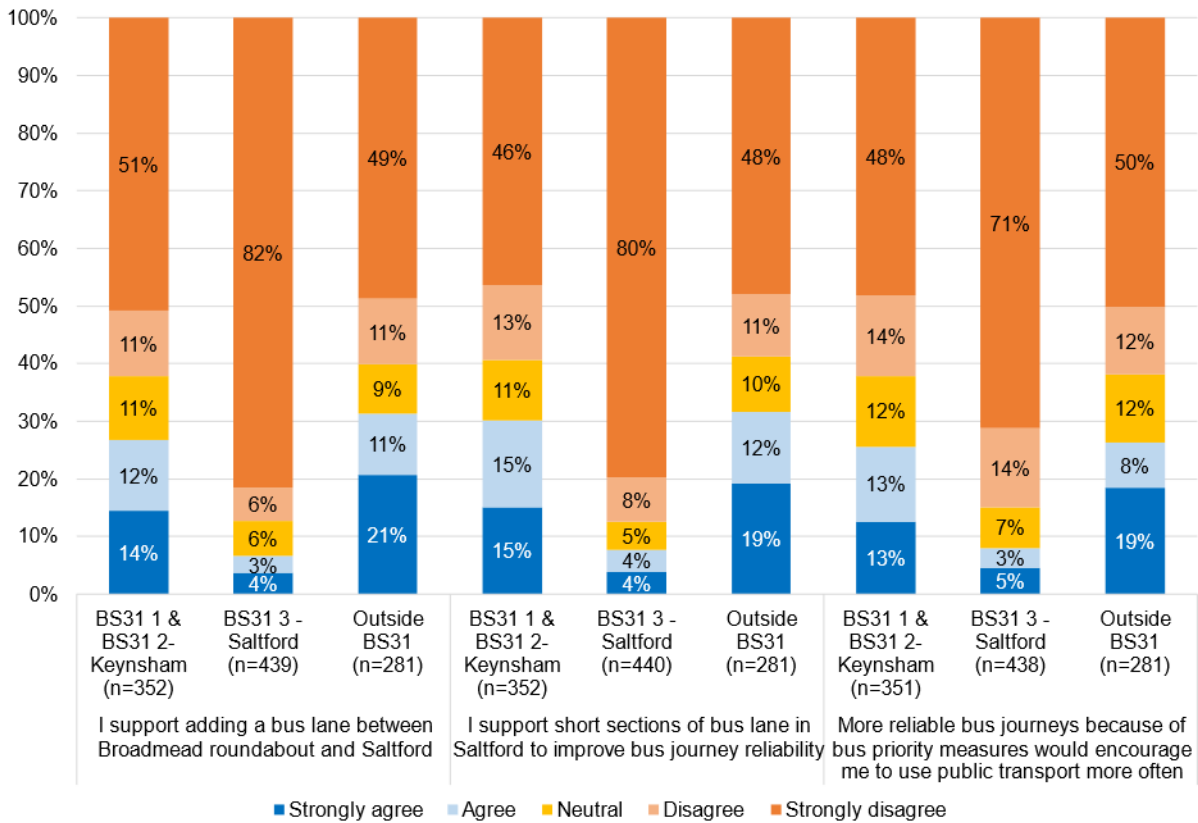


Figure 26: Support for Broadmead to The Globe proposals (by postcode)

Level of support for the Broadmead to The Globe roundabout proposals – cross tabulation by attitude towards the aims of the proposals

This section of the report presents an analysis of the Broadmead to The Globe roundabout proposal by the level of support for its aims. The results have been grouped into general ‘support’, ‘neutral’ and ‘oppose’ categories.

The tables below show the level of support for elements of the proposals on this section of the A4 Bath to Bristol, by feedback given in response to Q1 – i.e. the aim of the proposals to provide better public transport links on the route between Bath and Bristol through dedicated bus lanes that should improve service reliability.

“I support adding a bus lane between Broadmead roundabout and Saltford.”

Level of agreement...	Supporting Q1 (n=244)	Neutral Q1 (n=61)	Opposing Q1 (n=980)
Strongly agree	42%	3%	1%
Agree	22%	8%	2%
Neutral	17%	28%	4%
Disagree	7%	16%	9%
Strongly disagree	11%	44%	85%

“I support short sections of bus lane in Saltford to improve bus journey reliability”

Level of agreement...	Supporting Q1 (n=244)	Neutral Q1 (n=61)	Opposing Q1 (n=980)
Strongly agree	42%	3%	0%
Agree	26%	11%	3%
Neutral	14%	26%	5%
Disagree	7%	13%	11%
Strongly disagree	11%	46%	81%

“More reliable bus journeys because of bus priority measures would encourage me to use public transport more often.”

Level of agreement...	Supporting Q1 (n=244)	Neutral Q1 (n=61)	Opposing Q1 (n=977)
Strongly agree	39%	7%	1%
Agree	23%	5%	1%
Neutral	20%	30%	4%
Disagree	9%	23%	14%
Strongly disagree	10%	36%	80%

“I support a new segregated cycle track/shared use path from Broadmead roundabout to Saltford.”

Level of agreement...	Supporting Q1 (n=242)	Neutral Q1 (n=60)	Opposing Q1 (n=977)
Strongly agree	59%	15%	3%
Agree	24%	27%	9%
Neutral	10%	28%	11%
Disagree	4%	3%	11%
Strongly disagree	4%	27%	66%

“A segregated cycle track/shared use path from Broadmead roundabout to Saltford would encourage me to cycle more along this route”

Level of agreement...	Supporting Q1 (n=242)	Neutral Q1 (n=61)	Opposing Q1 (n=975)
Strongly agree	51%	8%	2%
Agree	14%	15%	4%
Neutral	18%	20%	7%
Disagree	7%	13%	12%
Strongly disagree	10%	44%	75%

As noted in the tables above, strong opposition to the aim of providing dedicated bus lanes (Q1) appears closely aligned with opposition to the adding of a bus lane between Broadmead roundabout and Saltford, as does the belief that more reliable bus journeys will result due to the dedicated bus lane i.e support for the aim (Q1) appears aligned with support for the bus lane proposals.

Next, respondents were asked their level of support for elements of the proposals by the feedback given in response to Q2 – i.e. the aim to provide better walking, wheeling and cycling networks between Bristol and Bath, and communities in between, including Saltford and Keynsham, with better connections to public transport along the route to allow people to undertake more of their journey without a car.

“I support adding a bus lane between Broadmead roundabout and Saltford.”

Level of agreement...	Supporting Q2 (n=338)	Neutral Q2 (n=116)	Opposing Q2 (n=829)
Strongly agree	30%	3%	1%
Agree	18%	3%	1%
Neutral	16%	16%	3%
Disagree	11%	18%	7%
Strongly disagree	25%	59%	88%

“I support short sections of bus lane in Saltford to improve bus journey reliability”

Level of agreement...

	Supporting Q2 (n=338)	Neutral Q2 (n=116)	Opposing Q2 (n=829)
Strongly agree	30%	2%	0%
Agree	22%	7%	2%
Neutral	12%	18%	4%
Disagree	13%	12%	9%
Strongly disagree	22%	61%	85%

“More reliable bus journeys because of bus priority measures would encourage me to use public transport more often.”

Level of agreement...

	Supporting Q2 (n=338)	Neutral Q2 (n=116)	Opposing Q2 (n=826)
Strongly agree	28%	3%	0%
Agree	18%	3%	1%
Neutral	16%	22%	4%
Disagree	17%	15%	12%
Strongly disagree	22%	59%	83%

“I support a new segregated cycle track/shared use path from Broadmead roundabout to Saltford.”

Level of agreement...

	Supporting Q2 (n=336)	Neutral Q2 (n=115)	Opposing Q2 (n=826)
Strongly agree	48%	6%	1%
Agree	27%	20%	6%
Neutral	11%	31%	9%
Disagree	7%	13%	10%
Strongly disagree	8%	30%	73%

“A segregated cycle track/shared use path from Broadmead roundabout to Saltford would encourage me to cycle more along this route”

Level of agreement...

	Supporting Q2 (n=337)	Neutral Q2 (n=115)	Opposing Q2 (n=824)
Strongly agree	40%	2%	1%
Agree	17%	6%	3%
Neutral	15%	27%	5%
Disagree	12%	16%	10%
Strongly disagree	16%	50%	81%

As noted in the tables above, there is a strong link between support for the aim to provide walking, wheeling and cycling improvements (Q2) and the elements of the proposals in this section which relate to cycling and walking. Those that oppose the aim (Q2) are also those that are most likely to also

oppose the elements of the proposal on the Broadmead to The Globe roundabout section (which relate to cycling and walking improvements).

Level of support for bus elements for the Broadmead to The Globe roundabout proposals – comparing results from ‘usual mode of travel’

This section of the report presents the level of support for the bus-related elements of the Broadmead to The Globe roundabout section of the A4 Bath to Bristol corridor. Those elements that relate to bus travel have been compared by whether the respondent mostly uses private car or sustainable transport (bus or cycle).

“I support adding a bus lane between Broadmead roundabout and Saltford.”

Level of agreement...	Car user (n=1263)	Sustainable transport user (n=313)
Strongly agree	7%	18%
Agree	6%	7%
Neutral	7%	11%
Disagree	9%	8%
Strongly disagree	72%	56%

“I support short sections of bus lane in Saltford to improve bus journey reliability”

Level of agreement...	Car user (n=1263)	Sustainable transport user (n=314)
Strongly agree	6%	17%
Agree	8%	9%
Neutral	6%	11%
Disagree	10%	12%
Strongly disagree	70%	52%

“More reliable bus journeys because of bus priority measures would encourage me to use public transport more often.”

Level of agreement...	Car user (n=1261)	Sustainable transport user (n=313)
Strongly agree	6%	16%
Agree	5%	9%
Neutral	8%	12%
Disagree	13%	14%
Strongly disagree	68%	49%

It is noted that for both car users and sustainable transport users (cyclists and bus users) there is opposition to the proposals. However, it does appear from the tables above that car users are more likely to oppose the elements on this section, compared to the sustainable transport users.

Level of support for walk, wheel and cycle elements for the Broadmead to The Globe roundabout proposals – comparing results from ‘usual mode of travel’

This section of the report presents the level of support for the walk, wheel and cycle-related elements of the Broadmead to The Globe roundabout section of the A4 Bath to Bristol corridor. Those elements that relate to walking, wheeling and cycling have been compared by whether the respondent mostly uses private car or sustainable transport (bus or cycle).

“I support a new segregated cycle track/shared use path from Broadmead roundabout to Saltford.”

Level of agreement...	Car user (n=1260)	Sustainable transport user (n=313)
Strongly agree	12%	25%
Agree	14%	14%
Neutral	13%	8%
Disagree	9%	10%
Strongly disagree	53%	43%

“A segregated cycle track/shared use path from Broadmead roundabout to Saltford would encourage me to cycle more along this route”

Level of agreement...	Car user (n=1257)	Sustainable transport user (n=313)
Strongly agree	9%	21%
Agree	6%	9%
Neutral	10%	12%
Disagree	10%	12%
Strongly disagree	64%	47%

For the two walking, wheeling and cycling elements proposed on this section of the A4 Bath to Bristol corridor, there is a clear indication that car users are less in agreement with the measures being proposed compared to those respondents who are mostly sustainable transport users (i.e. bus users and cyclists). However, it should be noted that the most respondents in both groups oppose the cycling elements proposed.

As shown in figure 27, in all but one of the predicted potential impacts, more than half of the respondents strongly disagree that these will take place. The only predicted impact in which fewer than half of the respondents strongly disagreed on is that the proposals will improve safety for those walking or cycling along the route. While there were also a greater proportion of respondents who felt this impact would occur, compared with the other predicted impacts, the proportion remains a small amount of the responses overall.

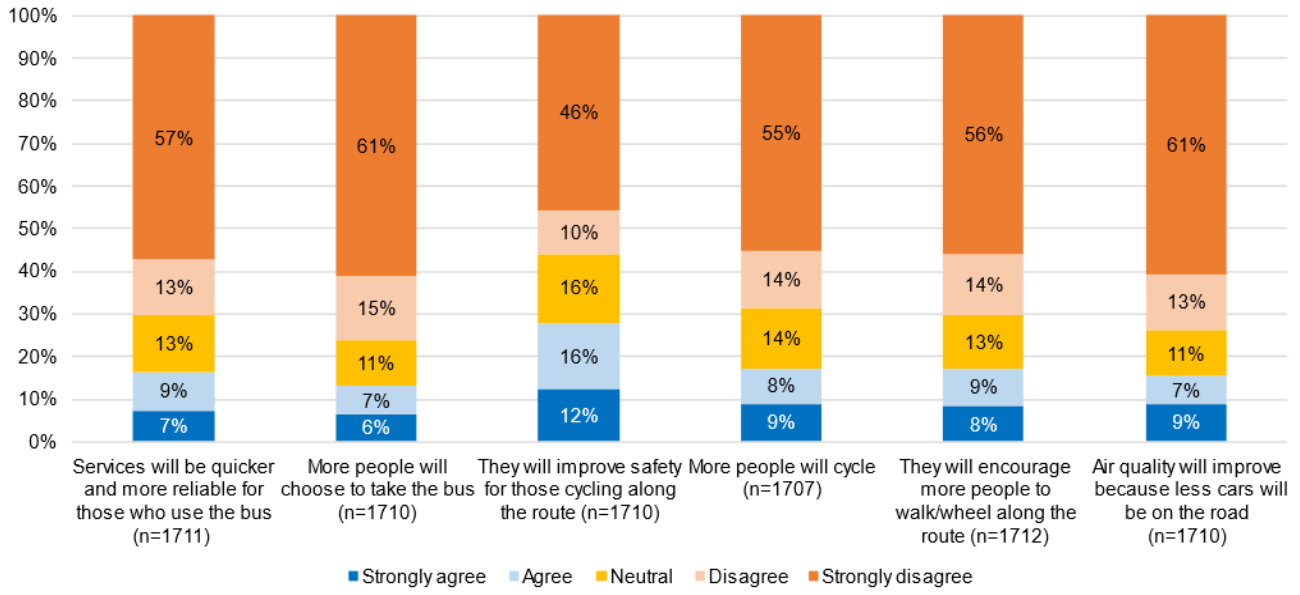


Figure 27: Potential impacts of Broadmead to The Globe proposals

6.4. Keynsham Mobility Hub

The next section of the engagement related to the proposals for a Mobility Hub at Keynsham. A mobility hub is a facility where pedestrians and cyclists could use facilities and transfer to bus services in the locality.

Across all the proposed elements associated with the Keynsham Mobility Hub (figure 28), the largest proportion of respondents did not support the proposals. Overall, 49% of respondents strongly opposed the introduction of the Keynsham Mobility Hub, while 11% were strongly supportive of this being introduced. Generally, the proportion of respondents who indicated their support of the Keynsham Mobility Hub is considerably smaller than the proportion opposed.

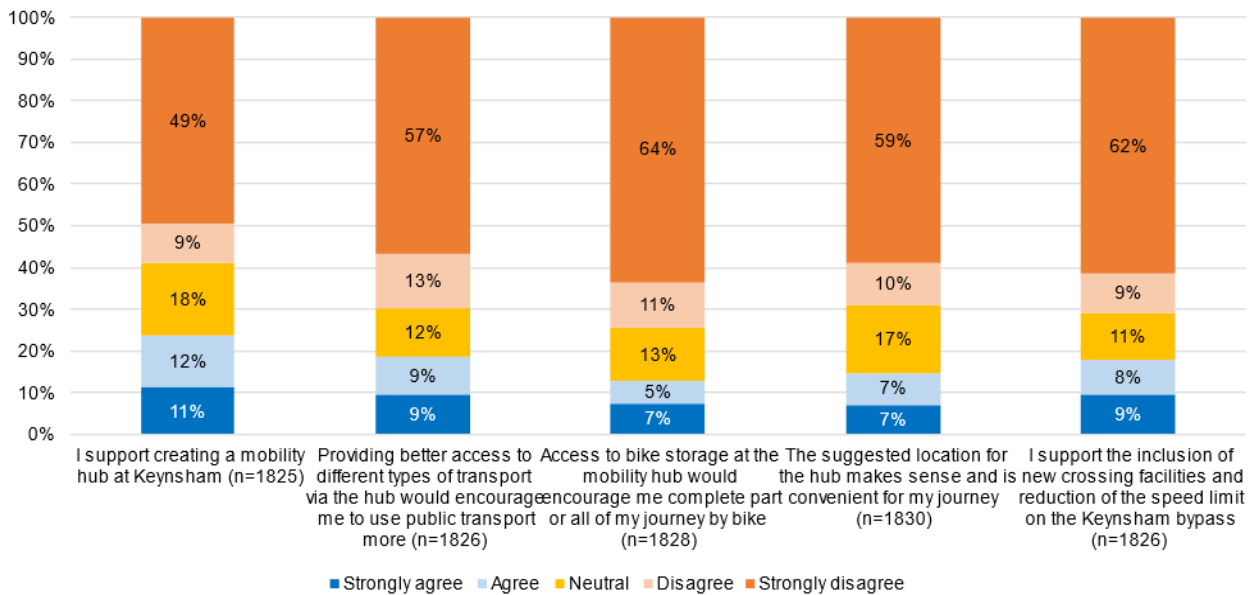


Figure 28: Support for Keynsham Mobility Hub

The proposed Keynsham Mobility Hub will be located within the BS31 1 sub-postcode area, and the feedback from those within the Keynsham sub-postcode areas (BS31 1&2) was compared to those from Saltford (BS31 3) and other postcodes outside of BS31 (figure 29). Looking at the data presented, those living outside the BS31 postcode were generally more supportive of the proposals and less likely to be opposed. However, respondents in the Keynsham sub-postcodes were quite similar compared to the sentiments outside of BS31. Meanwhile, the level of opposition was considerably greater among respondents from the Saltford sub-postcode (BS31 3) compared to the other categories. For example, 55% of respondents from Saltford strongly disagree with the creation of the Keynsham Mobility Hub, compared to 38% in Keynsham and 30% outside of the BS31 postcode. All other responses regarding the Keynsham Mobility Hub elicited a similar response from those within the Saltford sub-postcode.

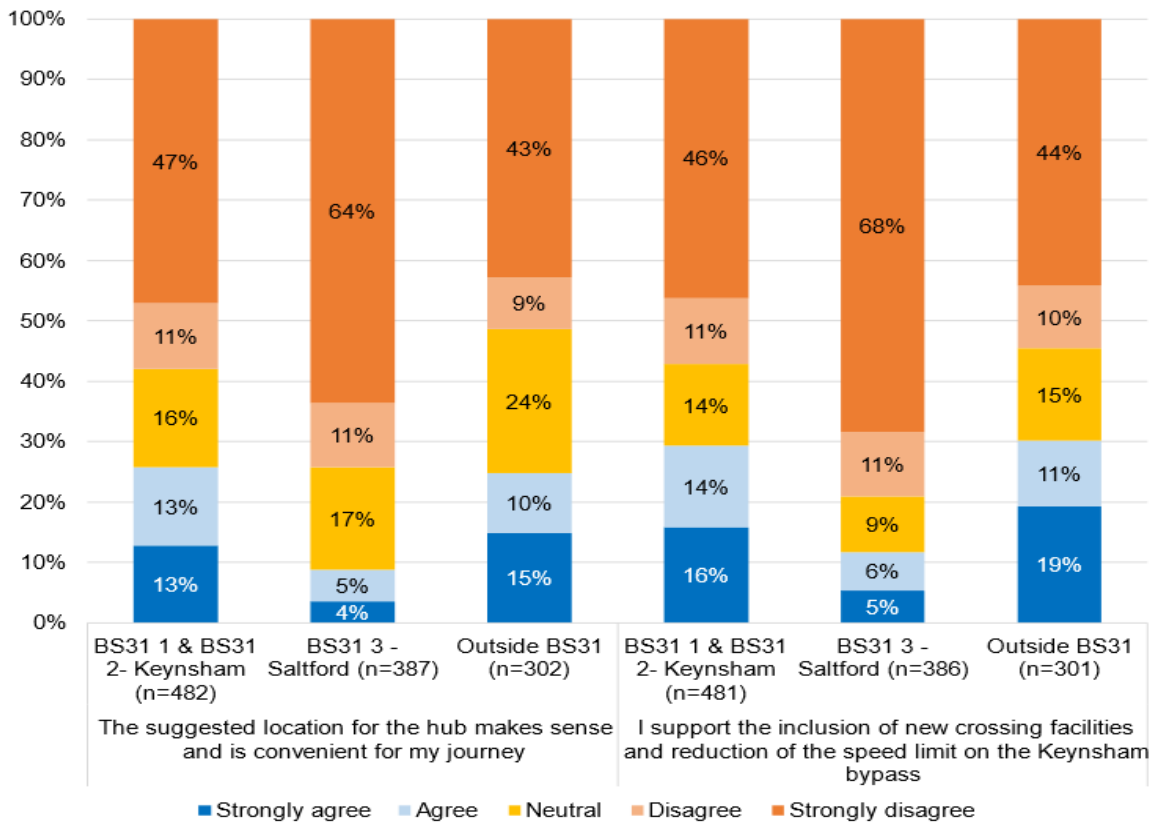
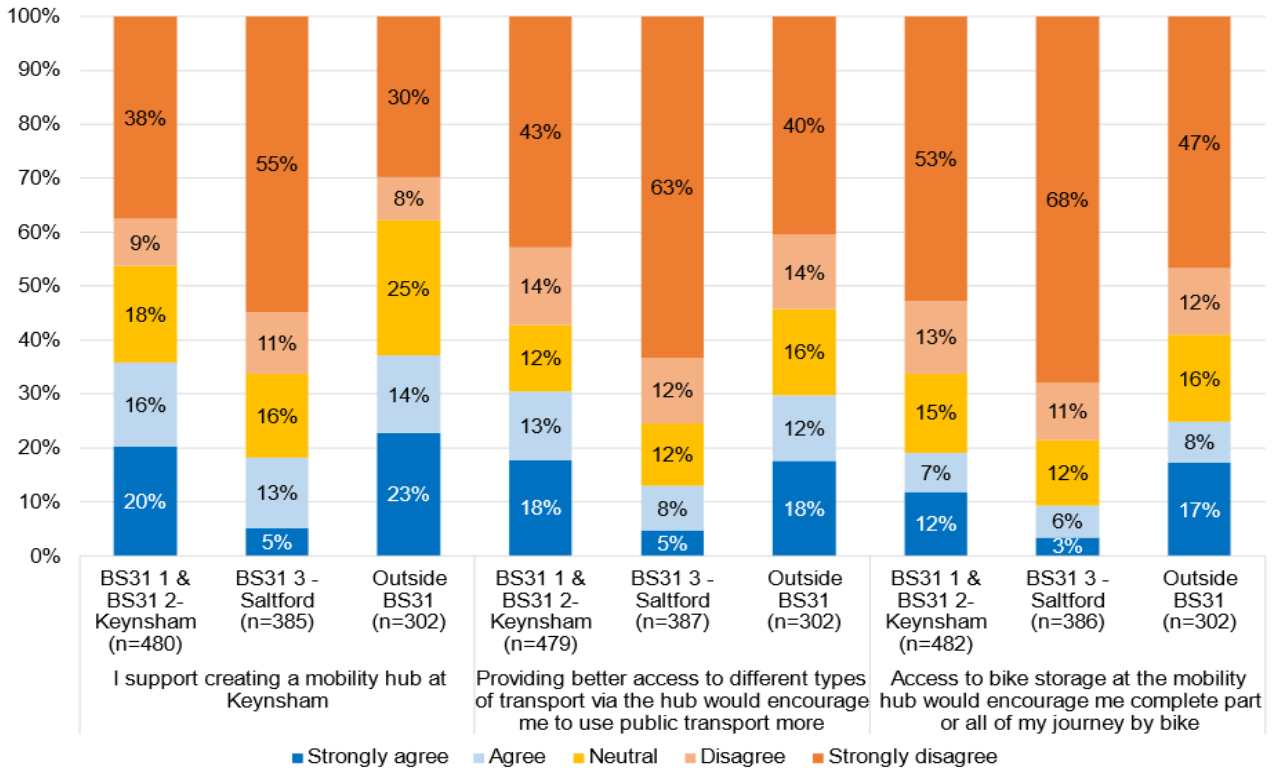


Figure 29: Support for Keynsham Mobility Hub, by postcode

Level of support for the Keynsham Mobility Hub proposals – cross tabulation by attitude towards the aims of the proposals

This section of the report presents a comparison of the elements of the Keynsham Mobility Hub proposals, by the level of support for the aims of the proposals. The responses have been grouped into a general ‘support’, ‘neutral’ and ‘oppose’ categories.

The tables below show the level of support for elements of the proposals on this section of the A4 Bath to Bristol, by responses to Q1 – i.e. the aim of the proposals to provide better public transport links on the route between Bath and Bristol through dedicated bus lanes that should improve service reliability.

“I support creating a mobility hub at Keynsham”

Level of agreement...	Supporting Q1 (n=245)	Neutral Q1 (n=63)	Opposing Q1 (n=980)
Strongly agree	50%	8%	1%
Agree	23%	30%	7%
Neutral	15%	29%	17%
Disagree	4%	10%	9%
Strongly disagree	8%	24%	66%

“Providing better access to different types of transport via the hub would encourage me to use public transport more”

Level of agreement...	Supporting Q1 (n=245)	Neutral Q1 (n=63)	Opposing Q1 (n=982)
Strongly agree	42%	10%	1%
Agree	24%	17%	4%
Neutral	17%	21%	9%
Disagree	7%	22%	13%
Strongly disagree	10%	30%	74%

“Access to bike storage at the mobility hub would encourage me complete part or all of my journey by bike.”

Level of agreement...	Supporting Q1 (n=246)	Neutral Q1 (n=63)	Opposing Q1 (n=982)
Strongly agree	35%	5%	1%
Agree	13%	6%	2%
Neutral	27%	22%	7%
Disagree	9%	19%	9%
Strongly disagree	15%	48%	80%

“The suggested location for the hub makes sense and is convenient for my journey.”

Level of agreement...	Supporting Q1 (n=246)	Neutral Q1 (n=63)	Opposing Q1 (n=983)
Strongly agree	34%	6%	1%
Agree	21%	10%	3%
Neutral	24%	25%	13%
Disagree	8%	22%	8%
Strongly disagree	14%	37%	75%

“I support the inclusion of new crossing facilities and reduction of the speed limit on the Keynsham bypass”

Level of agreement...	Supporting Q1 (n=245)	Neutral Q1 (n=63)	Opposing Q1 (n=981)
Strongly agree	47%	8%	1%
Agree	20%	8%	4%
Neutral	14%	29%	8%
Disagree	7%	19%	9%
Strongly disagree	12%	37%	79%

From the results shown in the tables above, there appears to be close alignment between the support to provide dedicated bus lanes (Q1) and the creation of a Mobility Hub at Keynsham and the associated elements.

Respondents were asked their level of support for elements of the proposals by the feedback given in response to Q2 – i.e. the aim to provide better walking, wheeling and cycling networks between Bristol and Bath, and communities in between, including Saltford and Keynsham, with better connections to public transport along the route to allow people to undertake more of their journey without a car.

“I support creating a mobility hub at Keynsham”

Level of agreement...	Supporting Q2 (n=341)	Neutral Q2 (n=116)	Opposing Q2 (n=829)
Strongly agree	38%	3%	1%
Agree	25%	11%	5%
Neutral	18%	35%	14%
Disagree	7%	9%	8%
Strongly disagree	12%	41%	71%

“Providing better access to different types of transport via the hub would encourage me to use public transport more”

Level of agreement...	Supporting Q2 (n=341)	Neutral Q2 (n=117)	Opposing Q2 (n=830)
Strongly agree	32%	3%	1%
Agree	23%	7%	3%
Neutral	17%	24%	7%
Disagree	14%	20%	10%
Strongly disagree	15%	47%	80%

“Access to bike storage at the mobility hub would encourage me complete part or all of my journey by bike.”

Level of agreement...	Supporting Q2 (n=342)	Neutral Q2 (n=117)	Opposing Q2 (n=830)
Strongly agree	27%	1%	1%
Agree	13%	1%	1%
Neutral	25%	21%	5%
Disagree	14%	13%	8%
Strongly disagree	21%	64%	85%

“The suggested location for the hub makes sense and is convenient for my journey.”

Level of agreement...	Supporting Q2 (n=342)	Neutral Q2 (n=117)	Opposing Q2 (n=831)
Strongly agree	25%	1%	1%
Agree	17%	5%	2%
Neutral	28%	25%	9%
Disagree	12%	11%	7%
Strongly disagree	18%	58%	80%

“I support the inclusion of new crossing facilities and reduction of the speed limit on the Keynsham bypass”

Level of agreement...	Supporting Q2 (n=341)	Neutral Q2 (n=117)	Opposing Q2 (n=829)
Strongly agree	34%	3%	0%
Agree	18%	7%	2%
Neutral	15%	23%	6%
Disagree	12%	11%	7%
Strongly disagree	21%	56%	84%

There is a strong link between support for the aim to provide walking, wheeling and cycling improvements (Q2) and the Keynsham Mobility Hub. This relationship appears to be particularly strong around opposing sentiments.

What features would encourage you to use the hub regularly?

Respondents were asked to give details on what features would encourage them to use the Keynsham Mobility Hub (figure 30). While the largest group of respondents answered features other than those listed (593 respondents), a total of 404 respondents said that toilets would be a feature they would like to see introduced, with information on transport services (349), enclosed cycle parking (218) and sheltered waiting areas (215) also mentioned. It should be noted that respondents could select more than one option in response to this question and were not limited to one response.

Where respondents had mentioned features other than those listed, some comments were made as to what other improvements could be made to encourage use of the Keynsham Mobility Hub. A total of 507 respondents said that nothing would encourage them, which included comments that they did not support the Hub. This was followed by comments requesting improvements to bus services (25 respondents), improvements to parking facilities or a Park and Ride facility (19 respondents) and Access improvements to the Hub (9 respondents).

Other comments included requests for improvements to rail services, including introduction of a light rail system (8 respondents), improved disabled provision (6 respondents) and improvements to the road network in the area (3 respondents). Some respondents mentioned cycle lane provision, improved facilities at the hub such as CCTV, information, improved seating, plus that all the features given as options would encourage use of the Hub.



Figure 30: What features would encourage use of the Keynsham Mobility Hub

Comments in relation to the Keynsham Mobility Hub proposals – anything else

Respondents were asked to comment on the Keynsham Mobility Hub proposal. The top 10 most commonly occurring issues in the comments received are presented in the tables below.

The most commonly occurring supportive response was in support of the Keynsham Mobility Hub (47 respondents)

“Out of all the proposed changes this would have the largest impact (positively) on the most people.”

“I like the idea of the transport hub. Would be great for local people that want to ride eBikes, eScooters, etc and then get the train or bus for longer distances. I think secure storage would definitely help, plus toilets are a good idea, as makes people more comfortable.”

Comments provided in support of the Keynsham Mobility Hub proposals:

Supportive comments	Count
Support Keynsham Mobility Hub	47
Support (with condition)	28
Comment supportive of proposals (generally) / much needed	13
Support proposed cycle lane / cycle infrastructure	10
Proposals should go further / don't go far enough	10
Support traffic calming / reductions in speed limit	6
Support improvements for pedestrians / will be beneficial to pedestrians	5
Support improved bus stops (including real time information)	4
Support proposed bus lane introduction	3

Comments opposing the Keynsham Mobility Hub were the most commonly mentioned among the respondents (193 respondents).

"Having a hub on the A4 is pointless as you can't get down from either side of Keynsham by bus as no service is available."

"...I don't think the Hub will improve transport for the area - it will make the area more congested."

Comments provided in opposition to the Keynsham Mobility Hub proposals:

Unsupportive comments	Count
Oppose Keynsham Mobility Hub	193
Comment not supportive of proposals (generally) / not needed	117
Proposal will be a waste of money / poor value	116
Proposal will increase congestion / make traffic worse	101
Proposal won't make a difference / no benefit to respondent	79
Oppose works affecting the Keynsham bypass (it is fine as it is)	35
Oppose proposed bus lane introduction	34
Proposals discriminate against car users / war on the motorist	25
Oppose traffic calming / reductions in speed limit	24
Proposal will increase severance / make getting about more difficult	21

As has been a key pattern with the responses to the questions in this engagement questionnaire, the most common suggestion was that funding should be used to improve bus and rail services (96 respondents).

"A better suggestion and a cheaper one would be to improve the existing bus services from the centre of Keynsham to both Bath and Bristol."

"I think that an improvement of public transport through Keynsham is key to reducing car transport. This cannot be achieved without the assistance from local authorities and supported by the rate payers."

A total of 59 respondents also made comments that the focus should be on improving safety and implementation of safety measures.

“Bike theft is rife in the area, and bike storage without proper security is ill-advised”

“While the mobility hub is a good idea in theory, given its proposed location in the park away from any residences, there are concerns about security, particularly after dark. Given the incidents of anti-social behaviour that have taken place in the park, anyone who considers themselves to be vulnerable in any way would understandably be reluctant to use the hub after dark.”

Suggestions provided for the Broadmead to Keynsham Mobility Hub proposals:

Suggestion	Count
Suggest funding should be used to improve existing bus / train services	96
Suggest focus on improving safety / implementing safety measures	58
Suggest improving or adding direct bus links or connections between different places	37
Suggest opening a new train station to serve the area / develop or reinstate rail routes	33
Suggest alternative location for Keynsham Mobility Hub	32
Suggest funding should be used to develop a light rail / tram system	20
Suggest need for lighting of walking and cycling routes	14
Suggest better enforcement of cyclist behaviour / poor cyclist behaviour	14
Suggest better connections are needed to the cycleway	13
Suggest improving Park & Ride services (longer hours, cheaper prices, more options etc.)	12

Over half of respondents strongly disagreed that the Keynsham Mobility Hub would result in more people cycling or walking (54% strongly disagree), while similarly 55% strongly disagreed that the Hub would increase public transport use as a choice. For all potential impacts listed in figure 31, the larger proportion of respondents strongly disagreed with the impact being a result of the Hub being introduced. A far smaller proportion of respondents were in favour of the proposed Hub, with fewer than 20% of respondents agreeing with the impact in all cases.

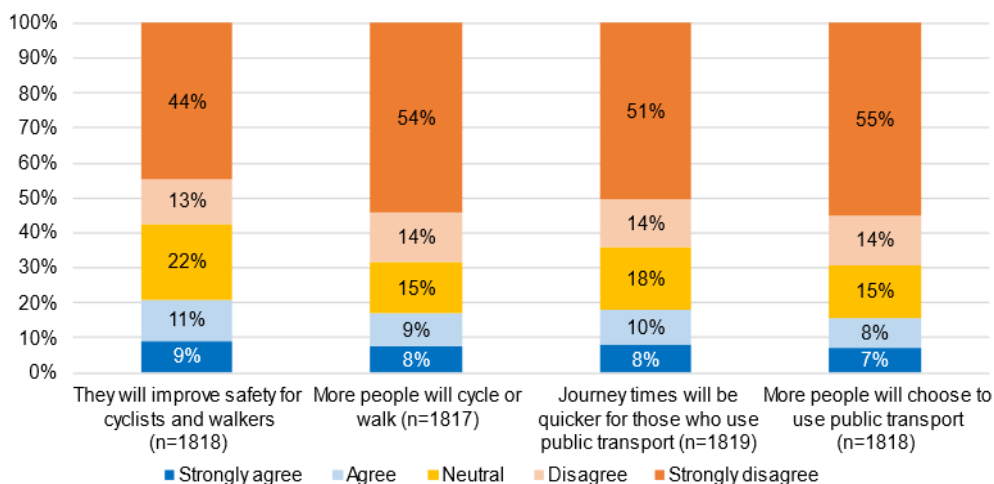


Figure 31: Potential impacts of the Keynsham Mobility Hub

6.5. Bath proposals

This section relates to the proposals within the Bath area, specifically between The Globe roundabout and Windsor Bridge Road.

The largest number of respondents are residents of the area (418 respondents) followed by those that visit for leisure, and those that commute through the area (118 respondents in each case). A total of 37 respondents said that they work in the area, while two respondents also mentioned that they study in the area.

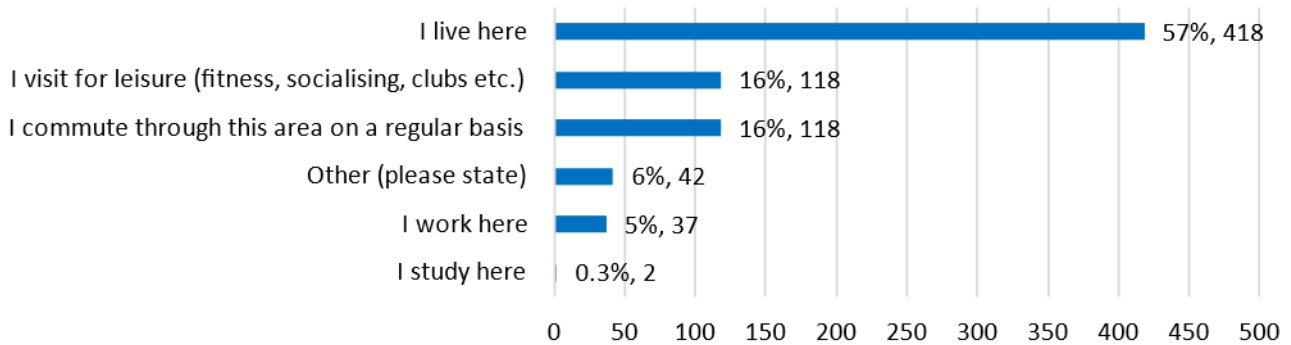


Figure 32: Why do you mostly use the section into/out of Bath from The Globe roundabout to Windsor Bridge Road?

The main mode of transport along this section of route in Bath was the car, with 456 respondents indicating this as the mode they usually used. This was followed by 83 respondents that use the bus, and 71 that walk or wheel in the area. Cycling was also mentioned by 54 respondents. From this we can see that the car is the dominant mode for journeys made in the Bath section of the proposed scheme corridor.

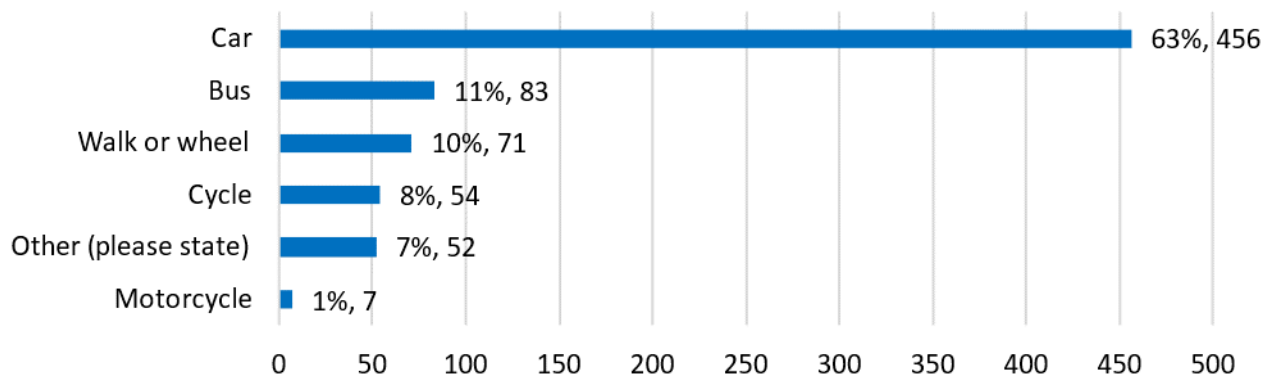


Figure 33: How do you usually travel along this section?

The largest number of respondents stated that they use the Bath section of the route daily (303 respondents) followed by 211 respondents who said that they use the section of the route 2-3 times per week. Only one respondent said they had never used the section.

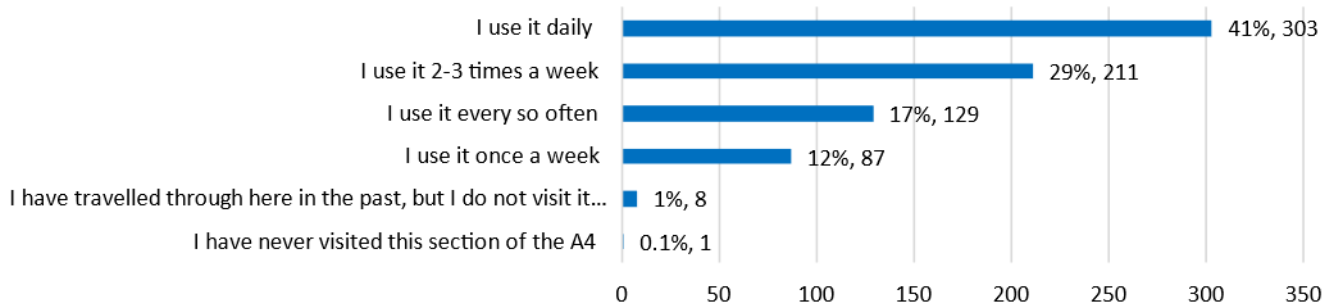


Figure 34: How often do you travel along this section of the route?

The results shown in figure 35 indicate that the elements of the proposal differ significantly in terms of their support. The proposed bus lane between Newbridge P&R and Windsor Bridge Road has 62% of respondents strongly disagreeing with this element whilst the proposal to improve crossing points around The Globe roundabout has 24% of respondents strongly disagreeing with this element.

The proposed improvement to crossing points appears to be a popular element of the proposals in Bath, with over half (51%) of respondents agreeing with this element of the scheme (combined). Improved access to the Bath to Bristol Railway Path is also supported by approximately the same combined proportion of respondents (41%), compared to those who oppose it (42%). This indicates that views on this element are broadly split between supportive and opposing sentiments.

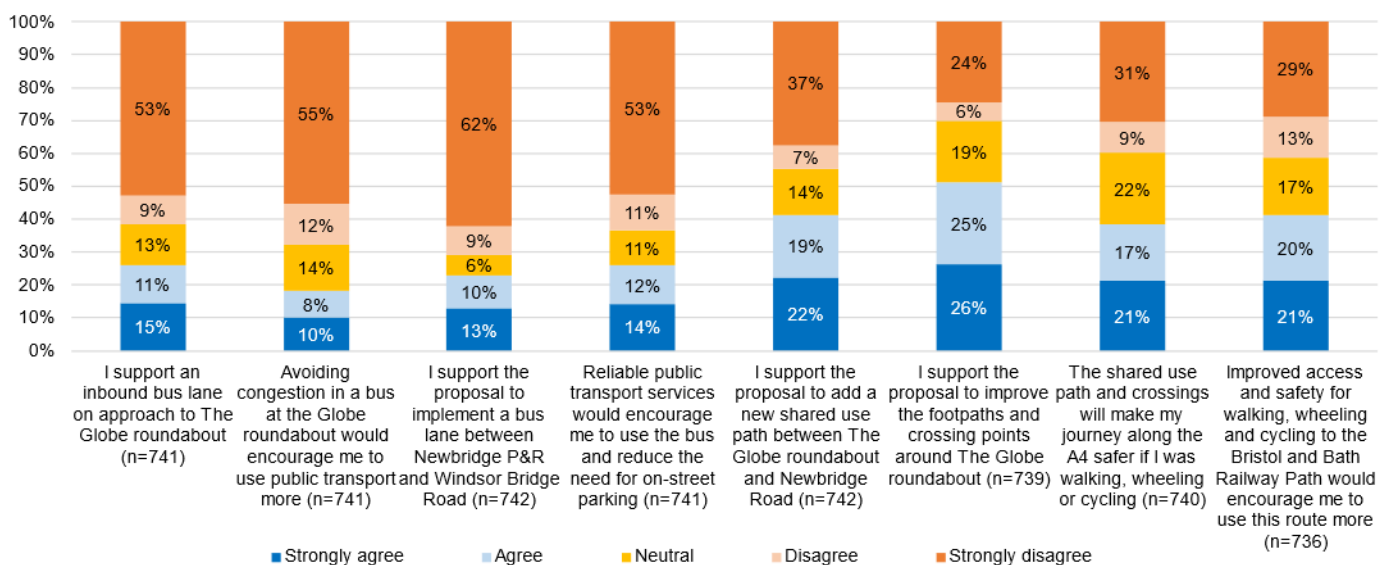


Figure 35: Level of support for the Bath proposals

One petition was formally submitted to the Mayoral CA relating to this section of the A4, which included 243 signatures. The petition collected signatures in the Newbridge and Locksbrook area that will be affected by the proposed road changes. Those undersigned within the petition were strongly opposed to the proposed changes to the A4 from the Globe Roundabout to the Windsor Bridge, including changes to Osborne Road and the river and cycle path. They requested an extension to the public engagement to allow for further information to be provided.

Comments in relation to the Bath proposals – anything else

Respondents were asked to give any further comments on the proposals for the Bath area.

The most commonly occurring pattern in the responses was support for the cycle infrastructure in the Bath area (with 19 respondents mentioning this in their comments).

“I strongly support extending the B2B railway path along the former railway line all the way to Green Park Station I really hope that is the long-term aspiration.”

“Great idea to create a proper cycle route from the end of the cycle track”

Comments provided in support of the Bath proposals:

Supportive comments	Count
Support proposed cycle lane / cycle infrastructure	19
Proposals should go further / don't go far enough	12
Comment supportive of proposals (generally) / much needed	10
Support (with condition)	9
Support proposed bus lane introduction	8
Support improvements for pedestrians / will be beneficial to pedestrians	3
Support proposed road closure	3
Support traffic calming / reductions in speed limit	3
Support improved bus stops (including real time information)	2
Support Bristol short term proposals	1
Support Bristol: long term proposal Option 1	1
Support Keynsham Mobility Hub	1
Support proposed bus priority measures (traffic signals etc.)	1
Proposals will improve traffic flow / reduce congestion	1

The main opposing comment towards the proposals in Bath was that these would increase congestion and make traffic worse. This was mentioned in the comments of 96 respondents with regards to the proposals for the Bath area.

“Any measure to restrict the width of roads for use by cars, vans and lorries will dramatically increase traffic congestion and air pollution.”

“This will worsen congestion and the removal of parking availability will cause the parking situation to become much worse.”

“I don't agree with any of the bus lane extensions. I think it will cause more problems for all other vehicles and more congestion will occur, especially at peak times. There is already congestion around the junction of Old Newbridge Hill and Brassmill Lane at peak times; I can't see how the proposals will improve this situation.”

Comments provided in opposition to the Bath proposals:

Unsupportive comments	Count
Proposal will increase congestion / make traffic worse	96
Comment not supportive of proposals (generally) / not needed	94
Oppose proposed bus lane introduction	82
Proposal won't make a difference / no benefit to respondent	63
Proposal will be a waste of money / poor value	58
Oppose: Bus lane will be poorly used / aren't needed	47
Oppose: Cycle lane will be poorly used / aren't needed	26
Oppose proposed road closure	26
Proposals discriminate against car users / war on the motorist	20
Proposal will increase severance / make getting about more difficult	20

The main suggestion for the Bath proposals was that funding should be used to improve bus and rail services (as mentioned in the feedback received from 32 respondents).

“Newbridge road is barely congested and is not a cause of bus delays. Reliability is up to the bus capacity not road conditions. A bus lane would not help and would cause huge problems for residents of Newbridge Road”

“Improving the bus operator is more important than any of this, all the busses turn up at once and drive in convoy down the A4. Either the bus I wanted to get doesn't arrive or three come at once. Having buses equal distances apart on the route is more important so I know when I go to the bus stop, I won't have to wait more than 10 minutes.”

Suggestions provided for the Bath proposals:

Suggestion	Count
Suggest funding should be used to improve existing bus / train services	32
Suggest focus on improving safety / implementing safety measures	18
Suggest cyclists should be fully segregated from traffic	18
Suggest better enforcement of cyclist behaviour / poor cyclist behaviour	16
Suggest better connections are needed to the cycleway	13
Suggest improving Park & Ride services (longer hours, cheaper prices, more options etc.)	12
Suggest pedestrians should be fully segregated from traffic	8
Suggest funding should be used to develop a light rail / tram system	7
Suggest improving or adding direct bus links or connections between different places	6
Suggest new pedestrian crossing location	6
Suggest need for lighting of walking and cycling routes	6
Suggest better enforcement of driver behaviour / poor driver behaviour	6

The Bath section of the scheme is located within the BA1 and BA2 postcodes and results were compared with other postcodes outside this area. The results shown in figure 36 indicate that there is not always an obvious difference between the responses depending on whether the respondent was inside or outside the BA1/BA2 area.

Observations from figure 36 include:

- Stronger opposition to the bus lane between Newbridge P&R and Windsor Bridge Road is evident among those within BA1/BA2 (62%) compared to those outside (46%).
- For the shared use paths (both in terms of safety and as proposed between The Globe and Newbridge Road) sentiment is more split among those outside the BA1/BA2 postcode compared to those within (level of strongly support is greater outside, but so is the level of strongly oppose). A similar difference is evident for the proposal to improve access to the Bath to Bristol Railway Path.
- Improved crossings around The Globe roundabout are more supported by those within the BA1/BA2 postcode, compared to those outside.

It should be noted that these indications are not conclusive given the proportions shown. However, there are some differences evident between the respondents from the BA1/BA2 postcode and those elsewhere.

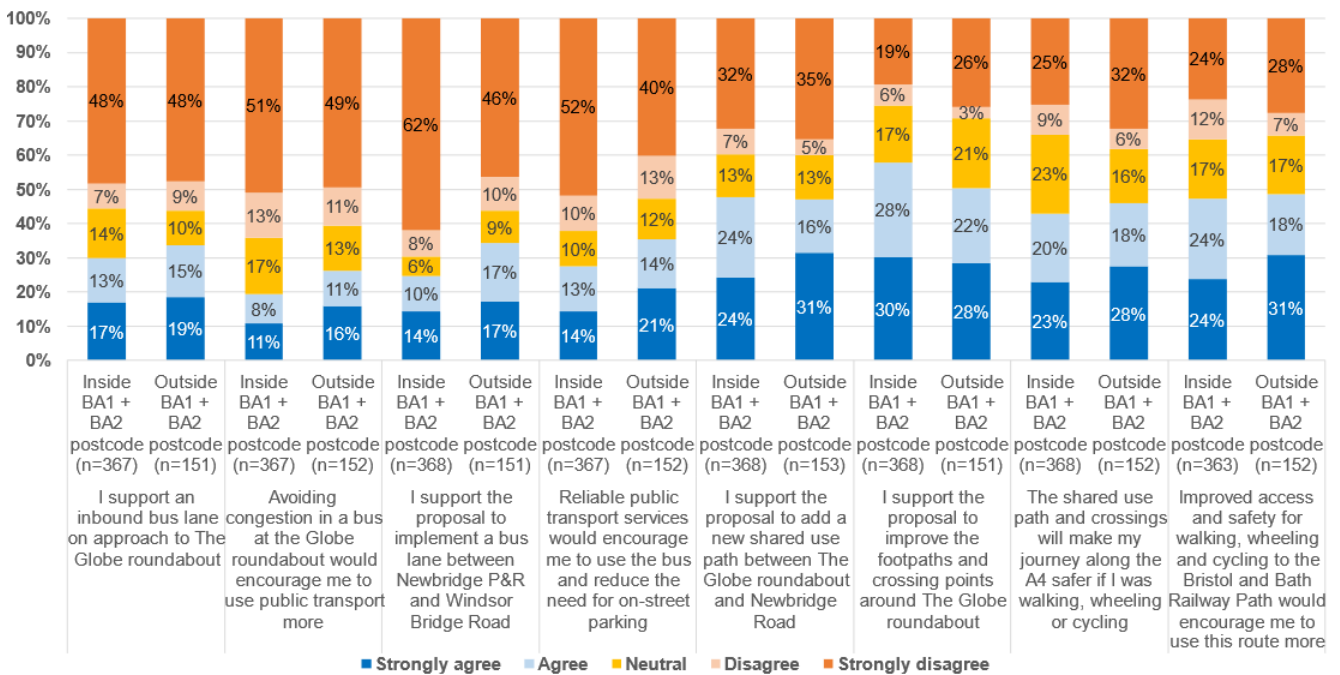


Figure 36: Potential impact of the Bath proposals, by postcode

Level of support for the Bath proposals – cross tabulation by attitude towards the aims of the proposals

This section of the report presents a comparison of the elements of the Bath proposals, by the level of support for the aims of the proposals. The level of support for the aims has been grouped into a general ‘support’, ‘neutral’ and ‘oppose’ categories.

The tables below show the level of support for elements of the proposals on this section of the A4 Bath to Bristol, by feedback given in response to Q1 – i.e. the aim of the proposals to provide better public transport links on the route between Bath and Bristol through dedicated bus lanes that should improve service reliability.

“I support an inbound bus lane on approach to The Globe roundabout”

Level of agreement...	Supporting Q1 (n=96)	Neutral Q1 (n=20)	Opposing Q1 (n=169)
Strongly agree	49%	0%	0%
Agree	29%	15%	3%
Neutral	10%	45%	5%
Disagree	7%	10%	11%
Strongly disagree	4%	30%	81%

“Avoiding congestion in a bus at the Globe roundabout would encourage me to use public transport more”

Level of agreement...	Supporting Q1 (n=96)	Neutral Q1 (n=20)	Opposing Q1 (n=169)
Strongly agree	38%	5%	0%
Agree	24%	5%	1%
Neutral	21%	45%	5%
Disagree	10%	15%	11%
Strongly disagree	7%	30%	83%

“I support the proposal to implement a bus lane between Newbridge P&R and Windsor Bridge Road”

Level of agreement...	Supporting Q1 (n=96)	Neutral Q1 (n=21)	Opposing Q1 (n=167)
Strongly agree	45%	0%	0%
Agree	28%	10%	3%
Neutral	11%	24%	2%
Disagree	6%	29%	9%
Strongly disagree	9%	38%	86%

“Reliable public transport services would encourage me to use the bus and reduce the need for on-street parking.”

Level of agreement...	Supporting Q1 (n=95)	Neutral Q1 (n=21)	Opposing Q1 (n=169)
Strongly agree	52%	14%	1%
Agree	25%	5%	5%
Neutral	12%	43%	7%
Disagree	6%	19%	14%
Strongly disagree	5%	19%	72%

“I support the proposal to add a new shared use path between The Globe roundabout and Newbridge Road.”

Level of agreement...	Supporting Q1 (n=97)	Neutral Q1 (n=21)	Opposing Q1 (n=168)
Strongly agree	57%	19%	4%
Agree	22%	43%	15%
Neutral	16%	14%	13%
Disagree	2%	5%	8%
Strongly disagree	3%	19%	60%

“I support the proposal to improve the footpaths and crossing points around The Globe roundabout”

Level of agreement...	Supporting Q1 (n=97)	Neutral Q1 (n=21)	Opposing Q1 (n=167)
Strongly agree	56%	29%	7%
Agree	27%	38%	22%
Neutral	15%	19%	23%
Disagree	2%	0%	7%
Strongly disagree	0%	14%	41%

“The shared use path and crossings will make my journey along the A4 safer if I was walking, wheeling or cycling”

Level of agreement...	Supporting Q1 (n=97)	Neutral Q1 (n=21)	Opposing Q1 (n=167)
Strongly agree	53%	24%	4%
Agree	28%	38%	10%
Neutral	13%	19%	22%
Disagree	4%	0%	10%
Strongly disagree	2%	19%	54%

“Improved access and safety for walking, wheeling and cycling to the Bristol and Bath Railway Path would encourage me to use this route more”

Level of agreement...	Supporting Q1 (n=97)	Neutral Q1 (n=20)	Opposing Q1 (n=167)
Strongly agree	63%	15%	7%
Agree	19%	40%	17%
Neutral	11%	25%	18%
Disagree	4%	10%	13%
Strongly disagree	3%	10%	46%

The tables above indicates a strong link between support for the aim of providing dedicated bus lanes (Q1), and support for the bus lanes on approach to The Globe roundabout and between Newbridge P&R and Windsor Bridge Road. There is also a supportive link between Q1 and the statement that reliable public transport services would encourage use of the bus and reduce the need for on-street parking. Those that support the aim to provide bus lanes (Q1) are also likely to be supportive of cycling and walking improvements.

Next, respondents were asked their level of support for elements of the proposals by the feedback given in response to Q2 – i.e. the aim to provide better walking, wheeling and cycling networks between Bristol and Bath, and communities in between, including Saltford and Keynsham, with better connections to public transport along the route to allow people to undertake more of their journey without a car.

“I support an inbound bus lane on approach to The Globe roundabout”

Level of agreement...	Supporting Q2 (n=124)	Neutral Q2 (n=28)	Opposing Q2 (n=133)
Strongly agree	35%	4%	2%
Agree	26%	7%	2%
Neutral	19%	7%	2%
Disagree	6%	25%	9%
Strongly disagree	15%	57%	86%

“Avoiding congestion in a bus at the Globe roundabout would encourage me to use public transport more”

Level of agreement...	Supporting Q2 (n=124)	Neutral Q2 (n=28)	Opposing Q2 (n=133)
Strongly agree	28%	4%	1%
Agree	19%	4%	2%
Neutral	23%	7%	5%
Disagree	12%	21%	8%
Strongly disagree	18%	64%	86%

“I support the proposal to implement a bus lane between Newbridge P&R and Windsor Bridge Road”

Level of agreement...	Supporting Q2 (n=125)	Neutral Q2 (n=27)	Opposing Q2 (n=132)
Strongly agree	33%	4%	1%
Agree	24%	4%	2%
Neutral	14%	4%	2%
Disagree	10%	26%	5%
Strongly disagree	20%	63%	90%

“Reliable public transport services would encourage me to use the bus and reduce the need for on-street parking.”

Level of agreement...	Supporting Q2 (n=124)	Neutral Q2 (n=28)	Opposing Q2 (n=133)
Strongly agree	39%	11%	2%
Agree	20%	11%	5%
Neutral	18%	7%	6%
Disagree	12%	14%	11%
Strongly disagree	11%	57%	76%

“I support the proposal to add a new shared use path between The Globe roundabout and Newbridge Road.”

Level of agreement...	Supporting Q2 (n=125)	Neutral Q2 (n=28)	Opposing Q2 (n=133)
Strongly agree	50%	4%	2%
Agree	33%	14%	8%
Neutral	11%	36%	12%
Disagree	3%	7%	8%
Strongly disagree	3%	39%	71%

“I support the proposal to improve the footpaths and crossing points around The Globe roundabout”

Level of agreement...	Supporting Q2 (n=125)	Neutral Q2 (n=27)	Opposing Q2 (n=133)
Strongly agree	48%	11%	6%
Agree	36%	15%	16%
Neutral	12%	52%	22%
Disagree	2%	4%	7%
Strongly disagree	2%	19%	50%

“The shared use path and crossings will make my journey along the A4 safer if I was walking, wheeling or cycling”

Level of agreement...	Supporting Q2 (n=125)	Neutral Q2 (n=28)	Opposing Q2 (n=132)
Strongly agree	47%	4%	2%
Agree	34%	14%	5%
Neutral	14%	39%	20%
Disagree	2%	14%	11%
Strongly disagree	3%	29%	64%

“Improved access and safety for walking, wheeling and cycling to the Bristol and Bath Railway Path would encourage me to use this route more”

Level of agreement...	Supporting Q2 (n=124)	Neutral Q2 (n=28)	Opposing Q2 (n=132)
Strongly agree	56%	0%	5%
Agree	24%	14%	15%
Neutral	12%	29%	17%
Disagree	6%	29%	8%
Strongly disagree	2%	29%	55%

As noted in the tables above, there is a strong link between support for the aim to provide walking, wheeling and cycling improvements (Q2), and the elements of the proposals in the Bath section which relate to cycling and walking. Similarly, those who opposing the aim are also more likely to oppose the cycling and walking elements proposed for Bath. It should be noted that they also are the most likely to oppose the bus improvements.

Level of support for bus elements for the Bath proposals – comparing results from ‘usual mode of travel’

This section of the report presents the level of support for the bus-related elements of the Bath section of the A4 Bath to Bristol corridor. The elements that relate to bus travel have been compared to whether the respondent mostly uses private car or sustainable transport (bus or cycle).

“I support an inbound bus lane on approach to The Globe roundabout”

Level of agreement...	Car user (n=454)	Sustainable transport user (n=206)
Strongly agree	9%	31%
Agree	8%	18%
Neutral	12%	11%
Disagree	9%	9%
Strongly disagree	61%	32%

“Avoiding congestion in a bus at the Globe roundabout would encourage me to use public transport more”

Level of agreement...	Car user (n=453)	Sustainable transport user (n=207)
Strongly agree	5%	24%
Agree	6%	15%
Neutral	13%	17%
Disagree	11%	14%
Strongly disagree	65%	29%

“I support the proposal to implement a bus lane between Newbridge P&R and Windsor Bridge Road”

Level of agreement...	Car user (n=453)	Sustainable transport user (n=208)
Strongly agree	7%	28%
Agree	9%	14%
Neutral	6%	6%
Disagree	9%	9%
Strongly disagree	68%	43%

“Reliable public transport services would encourage me to use the bus and reduce the need for on-street parking.”

Level of agreement...	Car user (n=454)	Sustainable transport user (n=207)
Strongly agree	8%	29%
Agree	9%	18%
Neutral	11%	10%
Disagree	11%	9%
Strongly disagree	61%	33%

Across the bus elements proposed for Bath, there is a clear indication that car users are less in agreement with the measures being proposed, compared to those respondents who are mostly sustainable transport users (i.e. bus users and cyclists). Car users are also the most likely to disagree with the elements proposed to improve bus services.

Level of support for walk, wheel and cycle elements for the Bath proposals – comparing results from ‘usual mode of travel’

This section of the report presents the level of support for the walk, wheel and cycle-related elements of the Bath section of the A4 Bath to Bristol corridor. Those elements that relate to walking, wheeling and cycling have been compared to whether the respondent mostly uses private car or sustainable transport (bus or cycle).

“I support the proposal to add a new shared use path between The Globe roundabout and Newbridge Road.”

Level of agreement...	Car user (n=454)	Sustainable transport user (n=207)
Strongly agree	16%	40%
Agree	20%	16%
Neutral	14%	14%
Disagree	7%	7%
Strongly disagree	43%	23%

“I support the proposal to improve the footpaths and crossing points around The Globe roundabout”

Level of agreement...	Car user (n=452)	Sustainable transport user (n=206)
Strongly agree	21%	44%
Agree	26%	19%
Neutral	19%	19%
Disagree	5%	6%
Strongly disagree	29%	12%

“The shared use path and crossings will make my journey along the A4 safer if I was walking, wheeling or cycling”

Level of agreement...	Car user (n=453)	Sustainable transport user (n=207)
Strongly agree	15%	38%
Agree	16%	17%
Neutral	22%	20%
Disagree	10%	8%
Strongly disagree	36%	16%

“Improved access and safety for walking, wheeling and cycling to the Bristol and Bath Railway Path would encourage me to use this route more”

Level of agreement...	Car user (n=450)	Sustainable transport user (n=206)
Strongly agree	15%	37%
Agree	20%	20%
Neutral	17%	17%
Disagree	14%	10%
Strongly disagree	34%	17%

Across the walking, wheeling and cycling elements proposed for Bath, there is a clear indication that respondents that are mostly sustainable transport users (i.e. bus users and cyclists) are generally more supportive of the measures being proposed in this area. However, it should be noted that car users are not necessarily opposed to the walking, wheeling and cycling elements – with the views expressed in the tables above being more balanced, especially when compared with the bus elements of the scheme.

Generally, the larger proportion of respondents disagree with the suggested impacts of the proposals in the Bath area, compared to those who agree (figure 37). Improved safety has the largest proportion of respondents who agree to this being an outcome, suggesting that safety improvements are recognised (although this is a combined 35% compared to 47% of respondents that disagree to the Bath proposals being safety beneficial for those walking or wheeling).

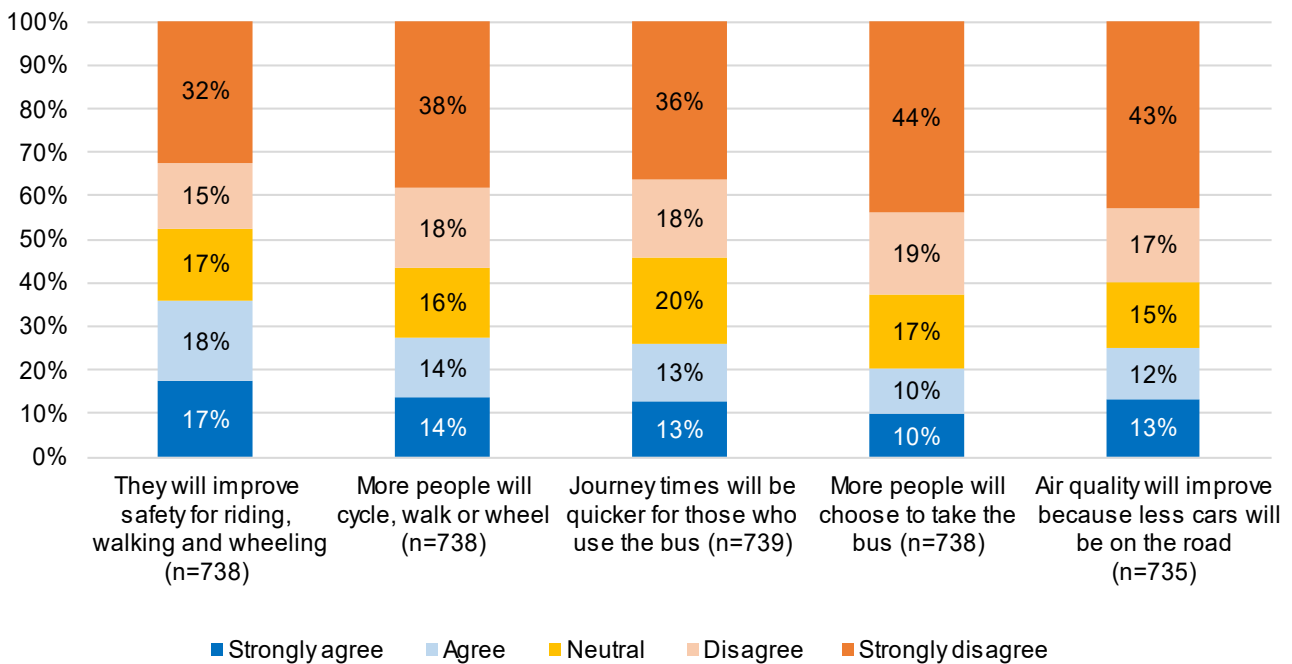


Figure 37: Potential impact of the Bath proposals

6.6. Bristol and Bath Railway Path: Saltford area

The next section of the corridor comprised the Bath to Bristol Railway Path (BBRP), in the Saltford area. Questions in relation to the path within the Bath area follow later in this report.

Increased levels of cycling as a result of the proposals for the Bristol to Bath Railway Path (Railway Path) in the Saltford area resulted in supportive attitudes among respondents (Figure 38). In all cases, the largest proportion of respondents agreed with the statements; this was especially the case for providing better off road cycle provision, in which 62% of respondents supported the statement (combined strongly agree and disagree). In all cases, over a third of respondents strongly agree that the elements being proposed as part of the Railway Path proposals in the Saltford area will encourage cycling.

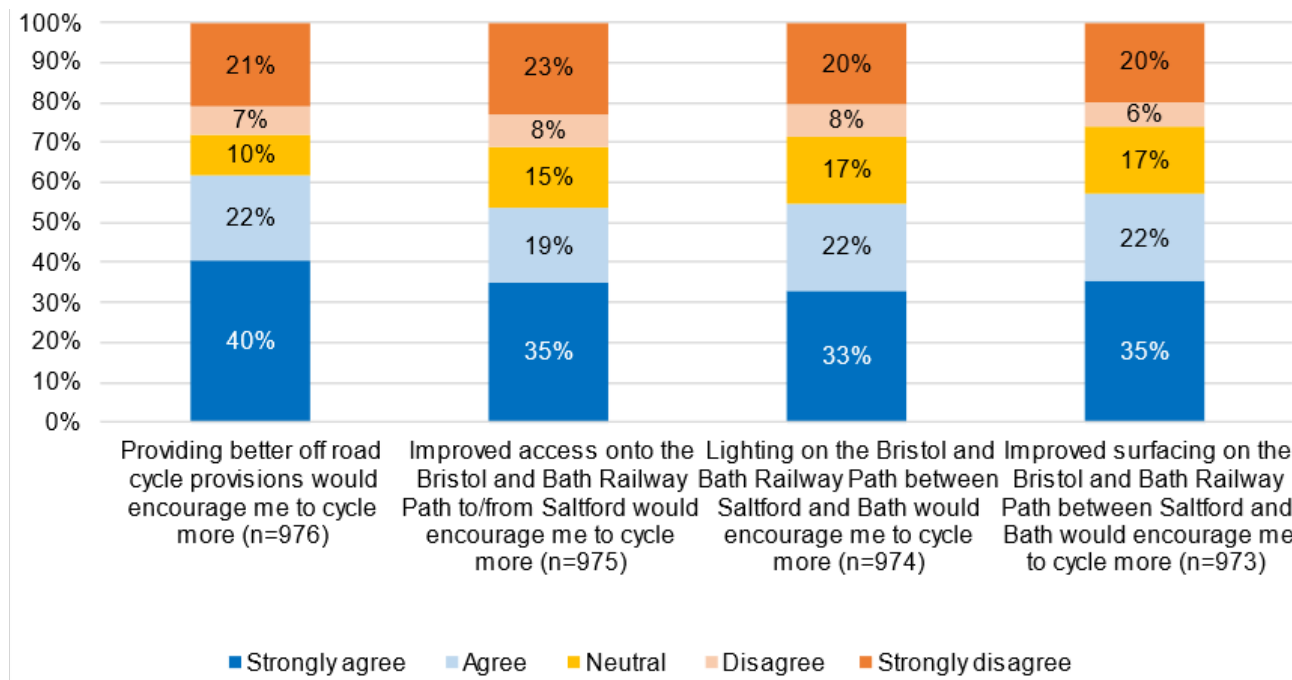


Figure 38: Support for the Bath and Bristol Railway Path proposals

Comments in relation to the Bristol and Bath Railway Path proposals in Saltford area – anything else

In terms of the comments left in response to the open-ended question on this element of the proposals, the top 10 most commonly occurring issues are presented in the tables below.

On the BBRP in the Saltford area, the most supportive comment was in favour of the proposed cycle lane / cycle infrastructure (58 respondents raising this in their comments).

“Cycling should be prioritised over vehicles, greener and healthier for the planet and the users.”

“Investment in improvements in the existing cycle path would be a worthwhile improvement. Better surface, widen it. Add more on/off ramps, particularly a Keynsham connection(s). Sensitive solar lighting would be good. Camera surveillance may encourage more women users. Strategically placed services, and group meeting points may also encourage vulnerable users.”

Comments provided in support of the BBRP in the Salford area proposals:

Supportive comments	Count
Support proposed cycle lane / cycle infrastructure	58
Comment supportive of proposals (generally) / much needed	32
Support improvements for pedestrians / will be beneficial to pedestrians	15
Proposals should go further / don't go far enough	14
Support (with condition)	5
Support traffic calming / reductions in speed limit	3
Support Keynsham Mobility Hub	1

The most common unsupportive comments include the view that additional cycle lanes are not needed.

"I don't think there's anything wrong with it, I don't think we need improvements."

"The vast majority of people do not and will not cycle. This is a political pipe dream."

"It's a nature reserve leave as is. Don't touch it. leave alone. cyclists are fine, leave it alone."

Comments provided in opposition to the BBRP in the Salford area proposals:

Unsupportive comments	Count
Comment not supportive of proposals (generally) / not needed	40
Proposal won't make a difference / no benefit to respondent	27
Oppose proposed cycle lane / cycle infrastructure	25
Oppose: Cycle lane will be poorly used / aren't needed	18
Proposal will be a waste of money / poor value	18
Oppose: Footway will be poorly used / isn't needed	8
Proposal will increase congestion / make traffic worse	7
Proposals discriminate against car users / war on the motorist	7
Proposals will cause safety concerns / increased risk of accidents	7
Oppose proposed bus lane introduction	3
Oppose: Bus lane will be poorly used / aren't needed	3

The most common suggestion was to focus on improving safety.

"Safety as a woman travelling alone especially in winter when its dark. safety is the most important factor."

"A4 route would be safer for vulnerable users. As a female I won't use the cycle path after dark as it's too isolated."

"I have used the path on many occasions for both cycling and walking. If I am on my own, I get very nervous for my personal safety. I appreciate CCTV along the whole path is unrealistic but perhaps at the entry points so there is some feeling of who is accessing the path at certain times to make you feel"

'accounted for' should anything happen and deter others who may be using the path for negative reasons."

A need for better connections to the cycleway were also noted, with 49 respondents stating this as an issue of importance to them.

"Need to assess access from the northern side of the railway path also. The connection between Bitton Village and the railway path is overlooked"

"Better connection between centre of Bath and the start of the cycling path"

"It would be great to have an uninterrupted path into the centre of Bath rather than the current abrupt end at Brassmill Lane."

"Increased access to/from the path to Kelston, Saltford, Newton Park, Newton St Loe and other locations along the length would make it much more attractive - the full distance from Bath to Bristol is too far for me and my children. Local links would make it much more attractive. A link to Keynsham station would be excellent"

Suggestions provided for the BBRP in the Saltford area proposals:

Suggestion	Count
Suggest focus on improving safety / implementing safety measures	68
Suggest better connections are needed to the cycleway	49
Suggest need for lighting of walking and cycling routes	49
Suggest better enforcement of cyclist behaviour / poor cyclist behaviour	39
Suggest cyclists should be fully segregated from traffic	29
Suggest pedestrians should be fully segregated from traffic	16
Suggest focusing on ensuring roads are well maintained / in good condition	10
Ensure footways and cycleways have sufficient signage / wayfinding information	10
Suggest opening a new train station to serve the area / develop or reinstate rail routes	9
Suggest funding should be used to improve existing bus / train services	7

The Railway Path proposals in the Saltford area are within the BS31 3 sub-postcode area. Responses were analysed and split by those within the Saltford and Keynsham sub-postcode areas, compared to those respondents outside the BS31 postcode. As the results in figure 39 show, those respondents outside of the BS31 postcode are more likely to agree with the stated impact of the proposals in this section (also they are less likely to oppose). However, this difference is marginal, without a huge difference compared to respondents from Keynsham. Meanwhile, Saltford respondents are considerably less in agreement with the proposed elements being proposed for the Railway Path in the Saltford area encouraging them to cycle. While those outside BS31 and those in the Keynsham sub-postcode area are more supportive than opposed, the same is not so evident for respondents from the BS31 3 sub-postcode area (Saltford). Better off-road cycle provision encouraging more cycling is particularly supported, with 70% of respondents outside BS31 either agreeing or strongly agreeing with this, while this was 65% in the Keynsham sub-postcode area, and 46% for those in the Saltford sub-postcode area.

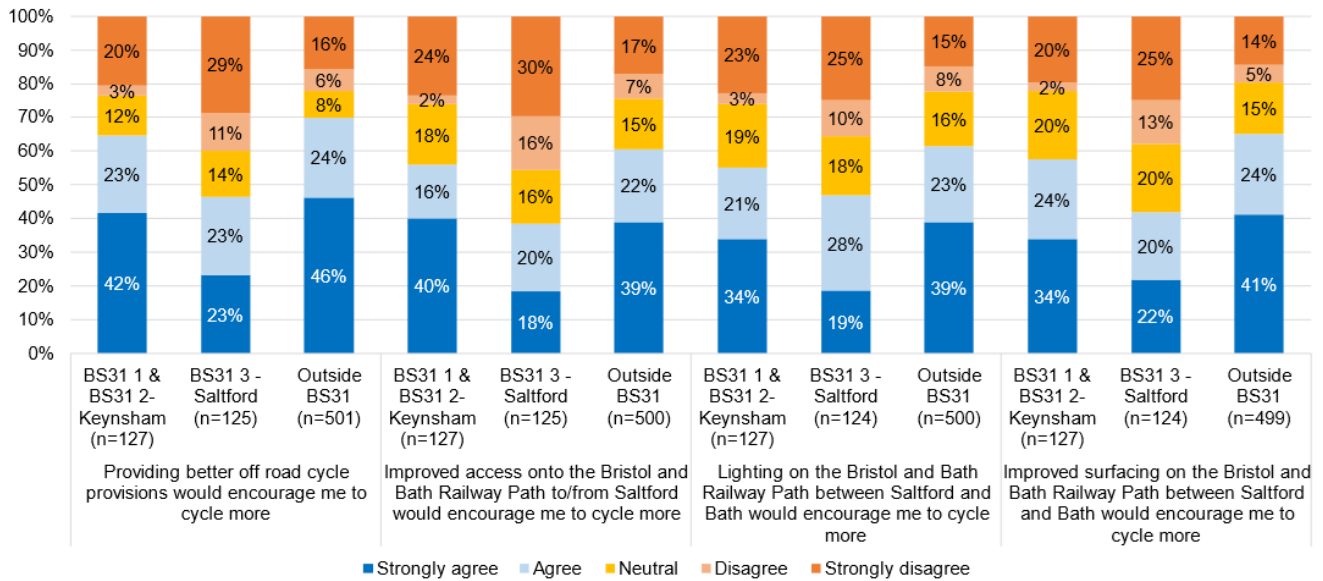


Figure 39: Support for the Bath and Bristol Railway Path proposals, by postcode

Level of support for the Bristol to Bath Railway Path proposals in Saltford area – cross tabulation by attitude towards the aims of the proposals

This section of the report presents a comparison of the elements of the Bristol to Bath Railway Path proposals in the Saltford area. The level of support has been grouped into a general ‘support’, ‘neutral’ and ‘oppose’ categories.

Next, respondents were asked their level of support for elements of the proposals by the feedback given in response to Q1 – i.e. the aim of the proposals to provide better public transport links on the route between Bath and Bristol through dedicated bus lanes that should improve service reliability.

“Providing better off road cycle provisions would encourage me to cycle more”

Level of agreement...	Supporting Q1 (n=270)	Neutral Q1 (n=53)	Opposing Q1 (n=344)
Strongly agree	64%	28%	13%
Agree	25%	23%	21%
Neutral	6%	25%	12%
Disagree	1%	15%	11%
Strongly disagree	4%	9%	43%

“Improved access onto the Bristol and Bath Railway Path to/from Saltford would encourage me to cycle more.”

Level of agreement...	Supporting Q1 (n=269)	Neutral Q1 (n=53)	Opposing Q1 (n=344)
Strongly agree	58%	23%	10%
Agree	22%	32%	14%
Neutral	13%	21%	17%
Disagree	3%	11%	13%
Strongly disagree	4%	13%	47%

“Lighting on the Bristol and Bath Railway Path between Saltford and Bath would encourage me to cycle more”

Level of agreement...	Supporting Q1 (n=269)	Neutral Q1 (n=53)	Opposing Q1 (n=344)
Strongly agree	53%	26%	11%
Agree	24%	21%	20%
Neutral	14%	28%	17%
Disagree	3%	11%	11%
Strongly disagree	5%	13%	41%

“Improved surfacing on the Bristol and Bath Railway Path between Saltford and Bath would encourage me to cycle more”

Level of agreement...	Supporting Q1 (n=269)	Neutral Q1 (n=53)	Opposing Q1 (n=344)
Strongly agree	55%	23%	12%
Agree	27%	28%	19%
Neutral	12%	32%	19%
Disagree	2%	6%	10%
Strongly disagree	4%	11%	41%

The tables above indicate that strong support for the aim of providing dedicated bus lanes (Q1) is linked with support for the increase in cycling resulting from elements proposed for the BBRP in the Saltford area. This is despite the BBRP proposals not including any improvements for buses as part of this element of the A4 Bath to Bristol corridor scheme. Those that strongly oppose the dedicated bus lane aim are also most likely to oppose the elements of the BBRP in the Saltford area.

Next, respondents were asked their level of support for elements of the proposals by the feedback given in response to Q2 – i.e. the aim to provide better walking, wheeling and cycling networks between Bristol and Bath, and communities in between, including Saltford and Keynsham, with better connections to public transport along the route to allow people to undertake more of their journey without a car.

“Providing better off road cycle provisions would encourage me to cycle more”

<i>Level of agreement...</i>	Supporting Q2 (n=326)	Neutral Q2 (n=62)	Opposing Q2 (n=280)
Strongly agree	62%	15%	8%
Agree	25%	27%	19%
Neutral	7%	21%	13%
Disagree	3%	15%	11%
Strongly disagree	3%	23%	50%

“Improved access onto the Bristol and Bath Railway Path to/from Saltford would encourage me to cycle more.”

<i>Level of agreement...</i>	Supporting Q2 (n=324)	Neutral Q2 (n=62)	Opposing Q2 (n=281)
Strongly agree	54%	15%	7%
Agree	24%	18%	12%
Neutral	13%	31%	15%
Disagree	5%	13%	12%
Strongly disagree	4%	24%	54%

“Lighting on the Bristol and Bath Railway Path between Saltford and Bath would encourage me to cycle more”

<i>Level of agreement...</i>	Supporting Q2 (n=325)	Neutral Q2 (n=62)	Opposing Q2 (n=280)
Strongly agree	49%	19%	9%
Agree	26%	23%	18%
Neutral	16%	26%	15%
Disagree	5%	15%	10%
Strongly disagree	5%	18%	48%

“Improved surfacing on the Bristol and Bath Railway Path between Saltford and Bath would encourage me to cycle more”

Level of agreement...	Supporting Q2 (n=325)	Neutral Q2 (n=62)	Opposing Q2 (n=280)
Strongly agree	50%	16%	10%
Agree	28%	29%	15%
Neutral	15%	31%	18%
Disagree	3%	6%	10%
Strongly disagree	4%	18%	48%

In a similar pattern to the comparison with the aim of providing dedicated bus lanes (Q1), those supporting the aim to provide walking, wheeling and cycling improvements (Q2) were the highest levels of support for the increase in cycling resulting from proposals for the BBRP in the Saltford area. Those opposing the aim (Q2) were also more likely to oppose the elements of the proposal in this section.

Two potential impacts of the Railway Path proposals in Saltford were presented. In both cases most respondents agreed that they felt these impacts would result from the proposals being delivered. As shown in Figure 40, two thirds of respondents felt that the proposal would improve safety for cyclists and walkers, while 57% of respondents agreed (combined) that the proposals would result in more people cycling and walking.

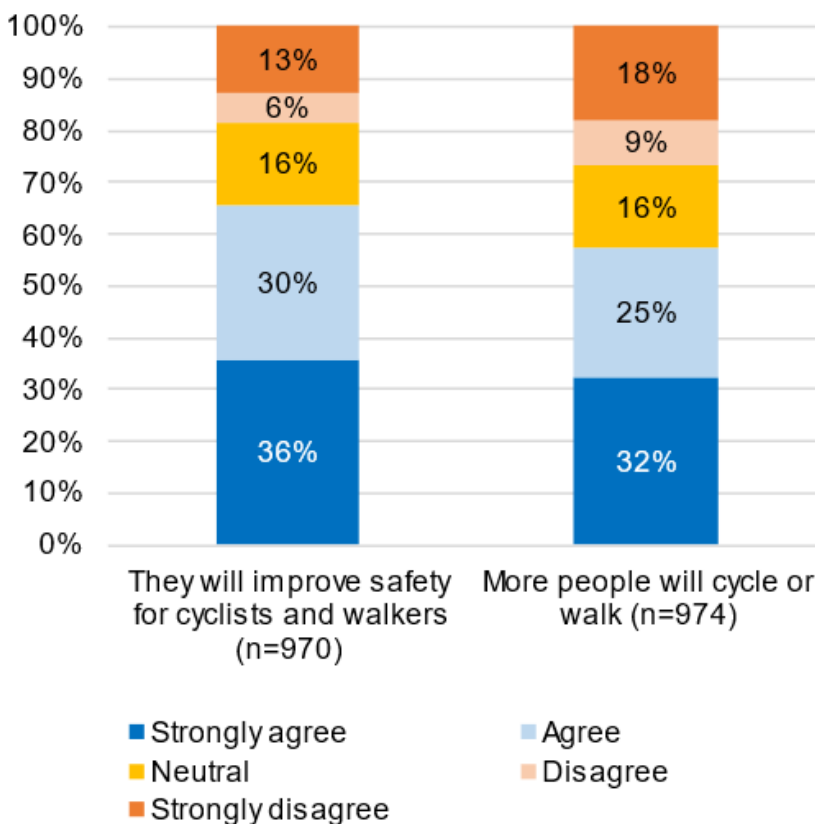


Figure 40: Potential impact of the Bath and Bristol Railway Path proposals

6.7. Bristol to Bath Railway Path: Bath area

The final section of the proposals is the Bristol to Bath Railway Path (BBRP), in the Bath area.

The results shown in figure 41 indicate that respondents were more supportive of the proposed element (or that it would encourage more walking, wheeling or cycling) than opposed to them. Extension of the Bath to Bristol Railway Path alongside the disused railway line was particularly popular, with a combined 72% of respondents being supportive of this element of the proposal (47% were strongly supportive). It was also considered that the extension would encourage greater amounts of cycling, with 54% agreeing that this improvement would encourage them. A similar pattern was evident in terms of encouraging more walking and wheeling. Also, it is notable that for all elements of the proposals in this section, respondents are supportive overall.

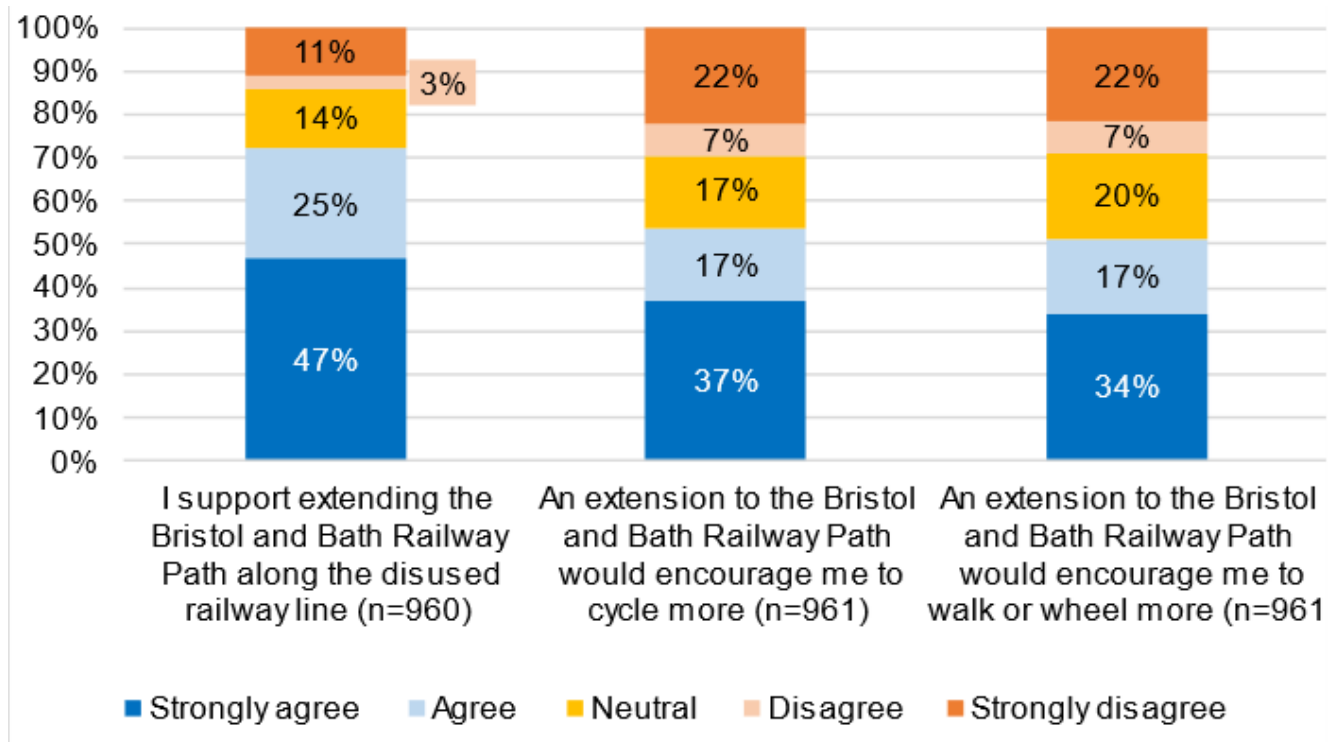


Figure 41: Level of support for the Bath to Bristol Railway Path proposals

Comments in relation to the Bristol to Bath Railway Path proposals in Bath area – anything else

Respondents were given an open-ended question in which they could make any comments in relation to the proposals for the Bristol to Bath Railway Path in the Bath area. The tables below present the 10 most commonly received comments regarding these proposals.

The proposed cycle infrastructure measure was particularly supported, with 39 respondents making comments to that effect in their response to this question.

“Would like to cycle more and this would definitely help”

“Any new measures/extensions that help increase “off road & on path” travel better/longer are great moves, I would love to see road-less travel possible right into the centre of town, this would help commuters & encourage the next generation to see that city to city cycling & walking is a real feasibility”

“This is an excellent idea and hopefully in due course, perhaps as development sites come forward, the route is further extended over the old railway bridge then on to Western Riverside and Green Park Station. Imagine being able to cycle off-road from Bristol TM to Bath GP what a dream!”

Comments provided in support of the BBRP in the Bath area proposals:

Supportive comments	Count
Support proposed cycle lane / cycle infrastructure	39
Comment supportive of proposals (generally) / much needed	33
Proposals should go further / don’t go far enough	12
Support (with condition)	9
Support improvements for pedestrians / will be beneficial to pedestrians	8
Support Bristol: long term proposal Option 2	2
Proposals will improve traffic flow / reduce congestion	2
Support proposed bus priority measures (traffic signals etc.)	1
Support traffic calming / reductions in speed limit	1

Among the unsupportive comments, most either did not support of the proposal or felt that it is not needed (28 respondents).

“There are already too many expensive and rarely used cycle routes along the A4 corridor in Bath.”

“The same people able to do so will cycle more and be the only ones to benefit from all our money being spent.”

A total of 19 respondents also commented that they felt the proposal was not good value for money.

“In my opinion, to extend the cycle path using the disused railway path between Rudmore Park and Station Road would be an ill thought-out waste of our money.”

“These are a complete waste of our money. I cycle to Bath from Keynsham and there is NO need for change.”

“The Locksbrook exit in Bath is safe already. Don't spend a lot of money building lanes that would come out near the VW garage which if turning right is an awkward exit.”

Comments provided in opposition to the BBRP in the Bath area proposals:

Unsupportive comments	Count
Comment not supportive of proposals (generally) / not needed	28
Proposal will be a waste of money / poor value	19
Proposal won't make a difference / no benefit to respondent	15
Oppose: Cycle lane will be poorly used / aren't needed	10
Oppose proposed cycle lane / cycle infrastructure	9
Proposal will increase congestion / make traffic worse	5
Proposals discriminate against car users / war on the motorist	5
Proposal will increase severance / make getting about more difficult	3
Oppose Bristol: Option 2	2
Oppose works affecting the Keynsham bypass (it is fine as it is)	2
Oppose proposed bus lane introduction	2
Oppose: Footway will be poorly used / isn't needed	2
Proposals will cause safety concerns / increased risk of accidents	2

The most commonly mentioned suggestion was to ensure better connections to the cycleway, with 29 respondents mentioning this in their comments.

“The reopening of the section between Brassmill Lane and Station Road is a good idea but please give more consideration to what happens / where to go when you reach the Station Road exit as there is currently no obvious continuation to the city centre.”

A total of 27 respondents also suggested that safety improvements should be the focus.

“Anything that helps individuals and particularly families cycle more safely from Keynsham to Bristol and Bath is a great idea.”

“Consider a speed limit on some of the narrower parts of track - some cyclists travel very fast along it”

“It is currently unsafe for women and children when dark, and realistically no improvements (including lighting) will improve this.”

A total of 23 respondents also mentioned that there needs to be better enforcement of cyclist behaviour to prevent poor riding.

“Many cyclists travel at very high speeds and often not only fail to warn of their approach by ringing a bell but ignore pedestrians walking only narrowly avoiding them. This could also affect disabled users of 'wheels'.”

Suggestions provided for the BBRP in the Bath area proposals:

Suggestion	Count
Suggest better connections are needed to the cycleway	29
Suggest focus on improving safety / implementing safety measures	27
Suggest better enforcement of cyclist behaviour / poor cyclist behaviour	23
Suggest cyclists should be fully segregated from traffic	22
Suggest need for lighting of walking and cycling routes	14
Suggest pedestrians should be fully segregated from traffic	10
Suggest former rail route should be an active travel corridor	7
Suggest opening a new train station to serve the area / develop or reinstate rail routes	5
Ensure footways and cycleways have sufficient signage / wayfinding information	5
Suggest funding should be used to improve existing bus / train services	4
Suggest funding should be used to develop a light rail / tram system	4
Suggest focusing on ensuring roads are well maintained / in good condition	4
Suggest improved cycle storage (lockers etc.)	4
Suggest new road links between specific places	4

As previously, the Bath area is shared between the BA1 and BA2 postcodes so results were compared and analysed between respondents within the BA1/BA2 area and those from postcodes elsewhere. Figure 42 demonstrates that support is greater overall than opposition (agree vs disagree). It is evident consistently across the proposed element that those inside the BA1/BA2 postcode are more likely to agree with the element being proposed, compared to those in other postcodes. For example, extending the Railway Path is strongly supported by 55% of those in BA1/BA2 and 46% in other postcodes.

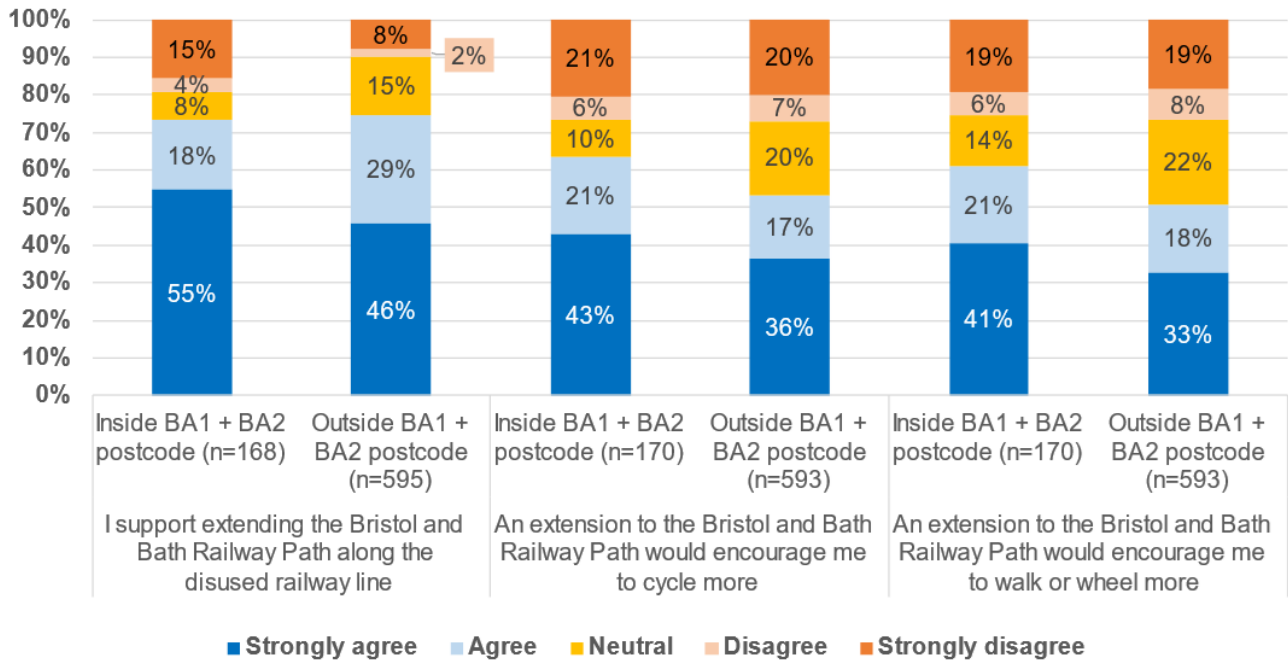


Figure 42: Support for the Bristol to Bath Railway Path proposals, by postcode

Level of support for the Bristol to Bath Railway Path proposals in the Bath area – cross tabulation by attitude towards the aims of the proposals

This section of the report presents a comparison of the elements of the Bristol to Bath Railway Path proposals in the Bath area. The level of support has been grouped into a general ‘support’, ‘neutral’ and ‘oppose’ categories.

Respondents were asked their level of support for elements of the proposals by the feedback given in response to Q1 – i.e. the aim of the proposals to provide better public transport links on the route between Bath and Bristol through dedicated bus lanes that should improve service reliability.

“I support extending the Bristol and Bath Railway Path along the disused railway line”

Level of agreement...	Supporting Q1 (n=271)	Neutral Q1 (n=54)	Opposing Q1 (n=328)
Strongly agree	68%	41%	20%
Agree	23%	26%	32%
Neutral	7%	24%	23%
Disagree	0%	4%	4%
Strongly disagree	2%	6%	21%

“An extension to the Bristol and Bath Railway Path would encourage me to cycle more”

Level of agreement...	Supporting Q1 (n=270)	Neutral Q1 (n=54)	Opposing Q1 (n=330)
Strongly agree	59%	24%	12%
Agree	19%	24%	13%
Neutral	15%	39%	19%
Disagree	4%	2%	11%
Strongly disagree	4%	11%	46%

“An extension to the Bristol and Bath Railway Path would encourage me to walk or wheel more

Level of agreement...	Supporting Q1 (n=270)	Neutral Q1 (n=54)	Opposing Q1 (n=330)
Strongly agree	56%	24%	11%
Agree	19%	19%	14%
Neutral	18%	41%	21%
Disagree	3%	7%	11%
Strongly disagree	4%	9%	43%

The tables above suggest that there is a very weak link between opposition to the aim of providing new bus lanes (Q1) and extending the BBRP along the disused railway line. Those that oppose the aim of Q1 appear to give varied views in terms of the proposed BBRP extension. Across the remaining tables the pattern appears to demonstrate a connection between support and opposition to the aim of providing new bus lanes (Q1) and the extension to the BBRP.

Next, respondents were asked their level of support for elements of the proposals by the feedback given in response to Q2 – i.e. the aim to provide better walking, wheeling and cycling networks between Bristol and Bath, and communities in between, including Saltford and Keynsham, with better connections to public transport along the route to allow people to undertake more of their journey without a car.

“I support extending the Bristol and Bath Railway Path along the disused railway line”

Level of agreement...	Supporting Q2 (n=327)	Neutral Q2 (n=62)	Opposing Q2 (n=265)
Strongly agree	66%	23%	16%
Agree	24%	34%	31%
Neutral	8%	32%	24%
Disagree	0%	2%	5%
Strongly disagree	2%	10%	25%

“An extension to the Bristol and Bath Railway Path would encourage me to cycle more”

Level of agreement...	Supporting Q2 (n=326)	Neutral Q2 (n=62)	Opposing Q2 (n=267)
Strongly agree	55%	11%	9%
Agree	21%	26%	9%
Neutral	16%	37%	18%
Disagree	5%	3%	11%
Strongly disagree	3%	23%	54%

“An extension to the Bristol and Bath Railway Path would encourage me to walk or wheel more”

Level of agreement...	Supporting Q2 (n=326)	Neutral Q2 (n=62)	Opposing Q2 (n=267)
Strongly agree	53%	8%	9%
Agree	20%	18%	12%
Neutral	19%	47%	19%
Disagree	5%	6%	10%
Strongly disagree	3%	21%	51%

A similar pattern to Q1 is evident for those that oppose the aim to provide walking, wheeling and cycling improvements (Q2); these appear to be more varied in terms of the proposed extension to the BBRP. As previously, those that support Q2 are most likely to support the elements of the BBRP extension, while those opposing Q2 are most likely to oppose it.

Two potential impacts were identified, and it is clear as shown in figure 43 that most respondents agree that both impacts will occur as a result of the scheme. A combined 66% of respondents feel that the proposals for the Railway Path in the Bath area will improve safety for cyclists and pedestrians, while 56% combined agree that more people will walk, cycle and wheel as a result of the improvements.

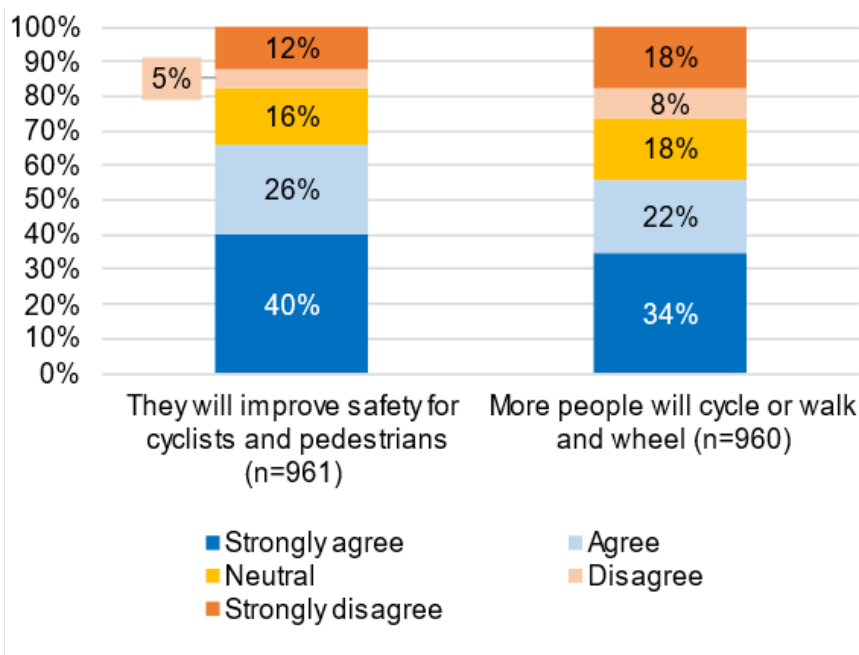


Figure 43: Potential impact of the Bristol to Bath Railway Path proposals

6.8. Summary of engagement correspondence

A total of 285 pieces of correspondence were received during the engagement period. Once received, these were logged and responded to where necessary. In order to capture the main issues raised in the correspondence, feedback was compared and analysed to capture the main points in the correspondence.

It should be noted that the comments or passages within the correspondence relating to the Bristol section of the proposals are presented in a separate report.

The most frequently occurring issue in the emails was to give support for the proposed cycle lane/cycle infrastructure, with this appearing in 17 emails/letters.

6.8.1. Comments provided in emails supportive of the Bath to Bristol A4 proposals:

Supportive comments	Count
Support proposed cycle lane / cycle infrastructure	17
Proposals should go further / don't go far enough	13
Comment supportive of proposals (generally) / much needed	10
Support improvements for pedestrians / will be beneficial to pedestrians	8
Support (with condition)	8
Support Keynsham Mobility Hub	6
Support proposed bus lane introduction	6
Support traffic calming / reductions in speed limit	4
Support improved bus stops (including real time information)	3
Support Bristol: long term proposal Option 1	2

The most common unsupportive comment was that the proposal will increase congestion and make traffic worse (as per 65 letters / emails)

6.8.2. Comments provided in emails opposing the Bath to Bristol A4 proposals:

	Count
Unsupportive comments	
Proposal will increase congestion / make traffic worse	65
Comment not supportive of proposals (generally) / not needed	57
Proposal won't make a difference / no benefit to respondent	44
Oppose proposed bus lane introduction	40
Proposal will be a waste of money / poor value	28
Oppose works affecting the Keynsham bypass (it is fine as it is)	22
Proposals will cause safety concerns / increased risk of accidents	21
Oppose: Bus lane will be poorly used / aren't needed	17
Oppose Keynsham Mobility Hub	14
Proposal will increase severance / make getting about more difficult	12

Finally, the most common suggestions in the letters and emails were also often seen in the questionnaire responses. The suggestion that funding should be used to improve existing bus and train services appeared in 35 letters/emails.

6.8.3. Suggestions provided in emails for the Bath to Bristol A4 proposals:

	Count
Suggestion	
Suggest funding should be used to improve existing bus / train services	35
Suggest funding should be used to develop a light rail / tram system	19
Suggest improving or adding direct bus links or connections between different places	12
Suggest opening a new train station to serve the area / develop or reinstate rail routes	11
Suggest focus on improving safety / implementing safety measures	10
Suggest better connections are needed to the cycleway	10
Suggest former rail route should be an active travel corridor	9
Suggest improving Park & Ride services (longer hours, cheaper prices, more options etc.)	9
Suggest focusing on ensuring roads are well maintained / in good condition	7
Suggest funding should be focused on improving amenities (high streets, parks etc.)	6
Suggest new road links between specific places	6

7. Summary of key findings

This section of the report presents the key findings made throughout the analysis. Please note that key findings are presented in a separate report for the Bristol section (short-term and long-term options 1 and 2).

7.1. A4 Brislington Park and Ride to Hicks Gate roundabout

- Overall, respondents were mostly in disagreement with the proposed elements on this section of the route.
- The segregated cycle track had a larger amount of support among respondents.
- Respondents within the BS31 3 sub-postcode area (Saltford) were generally more opposed to the proposals on this section of the route than those from Keynsham or other postcodes.
- The larger proportion of respondents did not agree with the impacts of the proposals in this area, although there did appear to be a greater proportion of agreement of the safety benefits for cyclists.
- The most frequently raised issues in the comments were concerns that the proposals in this area would increase congestion, followed by a related concern that there would be a negative impact on air quality (e.g. idling engines of stationary traffic).

7.2. Keynsham Bypass: Hicks Gate roundabout to Broadmead roundabout

- The elements of the proposals for the Keynsham bypass were strongly opposed by over half of respondents in all cases.
- There was limited evidence that the segregated cycle path along the Keynsham bypass was more popular – a larger proportion supporting this element compared to the other options.
- The level of support for the proposed elements of the Keynsham bypass proposals is significantly lower among those respondents in the BS31 3 sub-postcode area (Saltford) compared to those in Keynsham and outside of the BS31 postcode area.
- The proportion of respondents that disagreed with the proposed speed limit reduction along the Keynsham Bypass was greatest among respondents from Saltford.
- The majority of respondents did not agree with the impacts of the proposals in this area, although there did appear to be a greater proportion of agreement of the safety benefits for cyclists.
- The most frequently occurring issues in the coded comments was a concern that the proposals in this area would increase congestion, followed by a related concern that there would be a negative impact on air quality (e.g. idling engines of stationary traffic).

7.3. Saltford: Broadmead roundabout to The Globe roundabout

- Overall, respondents were in the majority in disagreement with the proposed elements on this section of the route.
- The proposed segregated cycle track appeared to have more support compared to the other elements on the Broadmead to The Globe section.
- For each of the proposed elements, the proportion of respondents that disagree with the proposed element is greater inside the BS31 3 sub-postcode area, covering Saltford, compared to respondents outside of that area in Keynsham (BS31 1&2) and those outside of the BS31 postcode.
- The level of support for the proposals depended largely on whether the respondent was from Saltford, with there being a considerably greater proportion of respondents that disagreed with the proposals, from that area. The difference between Keynsham and those outside the BS31 postcode was considerably less.
- In all but one of the suggested potential impacts, more than half of the respondents strongly disagree that these will take place. The exception being improved safety for those walking or cycling along the route.
- The most frequently occurring issues in the comments was a concern that the proposals in this area would increase congestion, followed by a related concern that there would be a negative impact on air quality (e.g. idling engines of stationary traffic).

7.4. Keynsham Mobility Hub

- The majority of respondents oppose the Keynsham Mobility Hub.
- Levels of opposition to the elements of the Keynsham Mobility hub are higher in the BS31 postcode compared to elsewhere, significantly more so from respondents in the Saltford sub-postcode area.
- Respondents listed features that would encourage them to use the Keynsham Mobility Hub (see Figure 30). These included requests for inclusion of toilets and information on transport services, as well as enclosed cycle parking and sheltered waiting areas.
- Over half of respondents did not agree with the potential impacts of the Keynsham Mobility Hub.
- The most frequent comments opposed the Keynsham Mobility Hub, followed by those with no comment to add.

7.5. Bristol and Bath Railway Path in Saltford area

- In all cases, the largest proportion of respondents agreed with the suggested impact of the proposals.
- There was particular agreement for providing better off-road cycle provision encouraging them to cycle more.
- Respondents outside the BS31 postcode are generally more supportive than those in Keynsham, while those from Saltford are significantly less supportive and more likely to disagree.
- Overall, respondents agree that there will be improvements to safety for pedestrians and cyclists and that more people will be encouraged to do these activities.
- Of the comments received, the most commonly mentioned issue was to suggest focus on improving safety, followed by concerns about the use of shared space within the scheme.

7.6. Bath

- There was a majority of opposing responses in relation to the elements of the proposed scheme.
- There was a majority of support for the proposals to improve crossing points around The Globe Roundabout.
- Whether a respondent was inside or outside the BA1/BA2 postcode did not seem to have a consistent effect.
- Implementing a bus lane between Newbridge P&R and Windsor Bridge Road has the highest level of strong opposition among those living in the BA1/BA2 postcode.
- Improved crossings around The Globe roundabout are supported to a greater extent by those within the BA1/BA2 postcode, compared to elsewhere.
- A larger proportion of respondents disagree with the suggested impacts of the proposals in the Bath area.
- The main issue raised in comments was to express concern about the loss of parking in this area, followed by views that the scheme would increase congestion.

7.7. Bristol and Bath Railway Path in Bath area

- The majority of respondents support the element proposed in this section.
- The proposed extension of the Railway Path along the disused railway line was supported with close to half of respondents strongly agreeing with this.
- Those inside the BA1/BA2 postcode are more likely to agree with the extension being proposed or impacts on levels of walking, wheeling and cycling.
- The majority of respondents agree that both specified impacts will occur as a result of the proposal.
- The main issue raised in comments was to support the proposed cycle lane and cycle infrastructure, followed by those that support the proposals generally. Concern was raised regarding the safety of shared space.

Appendix A: Coding Data

8.1 A4 Brislington Park and Ride to Hicks Gate roundabout

8.1.1. Mentions of proposals in other sections

Mentions of proposals in other sections of route	Count
Respondent referenced different proposal than question: Bristol	12
Respondent referenced different proposal than question: Bath	4
Respondent referenced different proposal than question: Keynsham	0

8.1.2. Supportive Comments

Support project options	Count
Comment supportive of proposals (generally) / much needed	26
Support Keynsham Mobility Hub	1
Support Bristol short term proposals	0
Support Bristol: long term proposal Option 1	0
Support Bristol: long term proposal Option 2	0

Support bus elements	Count
Support proposed bus lane introduction	21
Support proposed bus priority measures (traffic signals etc.)	2
Support improved bus stops (including real time information)	1

Support active travel elements (cycling / walking)	Count
Support proposed cycle lane / cycle infrastructure	49
Support improvements for pedestrians / will be beneficial to pedestrians	8

Support roads and traffic elements	Count
Support traffic calming / reductions in speed limit	3
Proposals will improve traffic flow / reduce congestion	3
Support proposed road closure	0

Other supportive comments	Count
Support (with condition)	19
Proposals should go further / don't go far enough	9

8.1.3. Unsupportive Comments

Unsupportive of project options	Count
Comment not supportive of proposals (generally) / not needed	194
Oppose works affecting the Keynsham bypass (it is fine as it is)	10
Oppose Keynsham Mobility Hub	3
Oppose Bristol: Option 1	1
Oppose Bristol short term proposals	0
Oppose Bristol: Option 2	0

Unsupportive of bus elements	Count
Oppose proposed bus lane introduction	119
Oppose: Bus lane will be poorly used / aren't needed	69
Oppose proposed bus priority measures (traffic signals etc.)	2
Oppose improved bus stops (including real time information)	0

Unsupportive of active travel elements (cycling / walking)	Count
Oppose: Cycle lane will be poorly used / aren't needed	59
Oppose: Footway will be poorly used / isn't needed	40
Oppose proposed cycle lane / cycle infrastructure	25
Oppose: disagree with the removal of the footbridge	0
Oppose proposed crossing	0
Oppose proposed removal of crossing	0

Unsupportive of roads and traffic elements	Count
Proposal will increase congestion / make traffic worse	304
Proposals discriminate against car users / war on the motorist	46
Proposals will cause safety concerns / increased risk of accidents	6
Oppose traffic calming / reductions in speed limit	5
Oppose proposed road closure	2

Other unsupportive comments	Count
Proposal won't make a difference / no benefit to respondent	123
Proposal will be a waste of money / poor value	67
Proposal will increase severance / make getting about more difficult	25
Proposal cuts communities off from one another	0

8.1.4. Concerned Comments

Access concerns	Count
Concerned trips will involve long detours / needing to travel further	22
Concerned bus route changes will worsen access to essential services	4
Concerned bus route changes will worsen access to work / employment	3
Concerned bus lane will restrict resident access	3

Active travel concerns (cycling / walking)	Count
Concerned about the safety of shared use space	22
Concerned about cyclist safety when using the bus lane	9
Concerned cycle infrastructure will be disjointed / disconnected	6
Concerned cycle infrastructure won't be wide enough	3
Concerned changes to layouts will be detrimental to disabled / wheelchair users	2

Roads and traffic concerns	Count
Concerned there is insufficient space to provide a bus lane / road is too narrow	32
Concerned proposals will cause traffic to use alternative routes (rat running)	26
Concerned about parking provision / loss of parking spaces	9
Concerned the solution is moving the problem not solving it	8
Concerned road construction works will cause congestion	4
Concerned that additional roads will encourage greater car use	0
Concerned the old railway track is too narrow for the plans	0

Public transport concerns	Count
Concerned about loss of bus services / bus services being withdrawn	2
Concerned that bus stops will cause traffic build up - should be a layby	0

Other concerns	Count
Concerned proposal will worsen air quality / negative environmental impact	196
Concerned about loss of green space / vegetation	7
Concerned proposal will have negative economic impact	6
Concerned about property depreciation	1
Concerned about the increase in noise pollution	0
Concerned about any new street lighting (visual impact / wildlife disturbance)	0

Problems with alternatives to car use	Count
Criticism of existing bus service / existing bus services are poor	129
No practical alternative to car (generally)	73
Buses are too expensive / unaffordable	47
No practical alternative to car/van for work	35
Criticism of existing train service / existing train services are poor	8
Trains are too expensive / unaffordable	8
No practical alternative to car for school run / childcare	5

8.1.5. Suggestions

Suggestions to spend money elsewhere	Count
Suggest funding should be used to improve existing bus / train services	65
Suggest focus on improving safety / implementing safety measures	26
Suggest opening a new train station to serve the area / develop or reinstate rail routes	24
Suggest funding should be used to develop a light rail / tram system	14
Suggest focusing on ensuring roads are well maintained / in good condition	8
Suggest funding should be used to finance social programmes	4
Suggest funding should be focused on improving amenities (high streets, parks etc.)	3
Suggest former rail route should be an active travel corridor	2
Suggest funding should be used to subsidise electric car and bike purchase	1

Suggested changes to proposals - Public Transport

Count

Suggest to improve or add direct bus links or connections between different places	23
Suggest improving Park & Ride services (longer hours, cheaper prices, more options etc.)	16
Suggest bus lanes should only operate at peak times	4
Suggest enforcement of bus lanes to prevent misuse	3
Suggest removal or relocation of bus stop	2
Ensure footways and cycleways have sufficient signage / wayfinding information	0
Improve access to railway stations (including improved parking)	0
Motorcycles should be able to use bus lanes	0
Suggest bus lanes should operate 24 hours / all day	0
Suggest no fines for using bus lanes / lenient approach to enforcement of bus lanes	0

Suggested changes to proposals - Active travel (walking / cycling)

Count

Suggest cyclists should be fully segregated from traffic	27
Suggest need for lighting of walking and cycling routes	8
Suggest better connections are needed to the cycleway	7
Suggest pedestrians should be fully segregated from traffic	4
Suggest new pedestrian crossing location	3
Suggest upgrade to existing pedestrian crossing location	1
Suggest improved cycle storage (lockers etc.)	1
Suggest improved facilities for cyclists (rain shelters, maintenance areas, repair stations etc.)	0
Suggest footbridge / cycle bridge	0
Suggest facilities for e-bikes and e-scooters (at mobility hub / able to use cycle paths)	0

Suggested changes to roads

Count

Suggest new road links between specific places	12
Suggest changes to traffic signals / reduce delays	5
Suggest bus lane should also be a multi occupancy vehicle (2+) lane / promote car sharing	4
Suggest changes to junction layouts	2
Suggest restricting HGV/LGV traffic, keep the road for local traffic only	2
Suggest more traffic calming	0
Suggest removal of on-street car parking	0

Other suggestions	Count
Suggest better enforcement of cyclist behaviour / poor cyclist behaviour	17
Suggest better enforcement of driver behaviour / poor driver behaviour	11
Suggest alternative location for Keynsham Mobility Hub	0
Keynsham Mobility Hub must include disabled access	0
Suggest change to bus stop arrangement at Keynsham Mobility Hub	0
Need to provide direct cycle connection to Keynsham Mobility Hub	0

8.1.6. Protected characteristics

Negative impact on protected characteristics	Count
Negative impact on those with mobility problems / wheelchair users	16
Negative impact on older people	15
Negative impact on young people	9
Negative impact on expectant mothers / parents of young children	4
Negative impact on people with long term health problems	2
Negative impact on carers / care givers	1
Negative impact on low income households	0

8.1.7. General

General criticisms	Count
Too much focus on cyclists	14
Criticism of road conditions (lack of maintenance, potholes, overgrown etc.)	6
Criticism of green agenda / Net Zero target	2
Criticism of CAZ / Clean Air Zone	1
Criticism of electric car provision (expensive, not enough charging points etc.)	1

Criticism of engagement	Count
Criticism of engagement (e.g. won't be listened to / box ticking)	14
Criticism of questionnaire or engagement material quality	13
Criticism of questionnaire or engagement material accessibility	1

Criticism of organisation or group	Count
Criticism of Local governance	85
Criticism of planning system (over-development, house building etc.)	31
Criticism of Bus operators	13
Criticism of National governance	4

Other codes	Count
No comment / nothing to add	80
Question about the proposals (need for further information)	25
Ensure footways and cycleways are well-maintained	13
Comment out of scope / not related to BBSC proposals	9

8.2. Keynsham Bypass: Hicks Gate roundabout to Broadmead roundabout

8.2.1. Mentions of proposals in other sections

Mentions of proposals in other sections of route	Count
Respondent referenced different proposal than question: Bristol	3
Respondent referenced different proposal than question: Bath	3
Respondent referenced different proposal than question: Keynsham	0

8.2.2. Supportive Comments

Support project options	Count
Comment supportive of proposals (generally) / much needed	30
Support Keynsham Mobility Hub	10
Support Bristol short term proposals	1
Support Bristol: long term proposal Option 1	1
Support Bristol: long term proposal Option 2	0

Support bus elements	Count
Support proposed bus lane introduction	15
Support proposed bus priority measures (traffic signals etc.)	4
Support improved bus stops (including real time information)	4

Support active travel elements (cycling / walking)	Count
Support proposed cycle lane / cycle infrastructure	72
Support improvements for pedestrians / will be beneficial to pedestrians	13

Support roads and traffic elements	Count
Support traffic calming / reductions in speed limit	30
Proposals will improve traffic flow / reduce congestion	2
Support proposed road closure	1

Other supportive comments	Count
Support (with condition)	36
Proposals should go further / don't go far enough	15

8.2.3. Unsupportive Comments

Unsupportive of project options	Count
Oppose works affecting the Keynsham bypass (it is fine as it is)	201
Comment not supportive of proposals (generally) / not needed	181
Oppose Keynsham Mobility Hub	17
Oppose Bristol: Option 1	4
Oppose Bristol: Option 2	2
Oppose Bristol short term proposals	0
Unsupportive of bus elements	Count
Oppose proposed bus lane introduction	216
Oppose: Bus lane will be poorly used / aren't needed	92
Oppose proposed bus priority measures (traffic signals etc.)	7
Oppose improved bus stops (including real time information)	7
Unsupportive of active travel elements (cycling / walking)	Count
Oppose: Footway will be poorly used / isn't needed	58
Oppose: Cycle lane will be poorly used / aren't needed	57
Oppose proposed cycle lane / cycle infrastructure	37
Oppose proposed crossing	9
Oppose: disagree with the removal of the footbridge	1
Oppose proposed removal of crossing	0
Unsupportive of roads and traffic elements	Count
Proposal will increase congestion / make traffic worse	483
Proposals discriminate against car users / war on the motorist	59
Oppose traffic calming / reductions in speed limit	43
Proposals will cause safety concerns / increased risk of accidents	18
Oppose proposed road closure	5

Other unsupportive comments	Count
Proposal won't make a difference / no benefit to respondent	138
Proposal will be a waste of money / poor value	87
Proposal will increase severance / make getting about more difficult	48
Proposal cuts communities off from one another	3

8.2.4. Concerned Comments

Access concerns	Count
Concerned trips will involve long detours / needing to travel further	31
Concerned bus route changes will worsen access to essential services	8
Concerned bus route changes will worsen access to work / employment	6
Concerned bus lane will restrict resident access	5

Active travel concerns (cycling / walking)	Count
Concerned about the safety of shared use space	50
Concerned about cyclist safety when using the bus lane	10
Concerned cycle infrastructure won't be wide enough	8
Concerned cycle infrastructure will be disjointed / disconnected	5
Concerned changes to layouts will be detrimental to disabled / wheelchair users	0

Roads and traffic concerns	Count
Concerned proposals will cause traffic to use alternative routes (rat running)	81
Concerned there is insufficient space to provide a bus lane / road is too narrow	56
Concerned the solution is moving the problem not solving it	16
Concerned about parking provision / loss of parking spaces	11
Concerned road construction works will cause congestion	9
Concerned that additional roads will encourage greater car use	0
Concerned the old railway track is too narrow for the plans	0

Public transport concerns	Count
Concerned about loss of bus services / bus services being withdrawn	7
Concerned that bus stops will cause traffic build up - should be a layby	0

Other concerns	Count
Concerned proposal will worsen air quality / negative environmental impact	306
Concerned proposal will have negative economic impact	20
Concerned about the increase in noise pollution	16
Concerned about loss of green space / vegetation	15
Concerned about property depreciation	1
Concerned about any new street lighting (visual impact / wildlife disturbance)	0

Problems with alternatives to car use	Count
Criticism of existing bus service / existing bus services are poor	135
No practical alternative to car (generally)	75
Buses are too expensive / unaffordable	35
No practical alternative to car/van for work	28
Criticism of existing train service / existing train services are poor	14
No practical alternative to car for school run / childcare	10
Trains are too expensive / unaffordable	6

8.2.5. Suggestions

Suggestions to spend money elsewhere	Count
Suggest funding should be used to improve existing bus / train services	90
Suggest opening a new train station to serve the area / develop or reinstate rail routes	32
Suggest focus on improving safety / implementing safety measures	32
Suggest funding should be used to develop a light rail / tram system	16
Suggest focusing on ensuring roads are well maintained / in good condition	11
Suggest funding should be used to finance social programmes	7
Suggest funding should be focused on improving amenities (high streets, parks etc.)	5
Suggest funding should be used to subsidise electric car and bike purchase	5
Suggest former rail route should be an active travel corridor	2

Suggested changes to proposals - Public Transport	Count
Suggest to improve or add direct bus links or connections between different places	41
Suggest bus lanes should only operate at peak times	13
Suggest removal or relocation of bus stop	9
Suggest improving Park & Ride services (longer hours, cheaper prices, more options etc.)	3
Suggest enforcement of bus lanes to prevent misuse	1
Improve access to railway stations (including improved parking)	1
Motorcycles should be able to use bus lanes	1
Ensure footways and cycleways have sufficient signage / wayfinding information	0
Suggest bus lanes should operate 24 hours / all day	0
Suggest no fines for using bus lanes / lenient approach to enforcement of bus lanes	0

Suggested changes to proposals - Active travel (walking / cycling)	Count
Suggest cyclists should be fully segregated from traffic	47
Suggest better connections are needed to the cycleway	24
Suggest pedestrians should be fully segregated from traffic	17
Suggest need for lighting of walking and cycling routes	11
Suggest new pedestrian crossing location	7
Suggest upgrade to existing pedestrian crossing location	2
Suggest improved cycle storage (lockers etc.)	2
Suggest improved facilities for cyclists (rain shelters, maintenance areas, repair stations etc.)	0
Suggest footbridge / cycle bridge	0
Suggest facilities for e-bikes and e-scooters (at mobility hub / able to use cycle paths)	0

Suggested changes to roads	Count
Suggest new road links between specific places	17
Suggest changes to junction layouts	14
Suggest changes to traffic signals / reduce delays	14
Suggest more traffic calming	8
Suggest bus lane should also be a multi occupancy vehicle (2+) lane / promote car sharing	4
Suggest restricting HGV/LGV traffic, keep the road for local traffic only	1
Suggest removal of on-street car parking	1

Other suggestions	Count
Suggest better enforcement of cyclist behaviour / poor cyclist behaviour	21
Suggest better enforcement of driver behaviour / poor driver behaviour	7
Suggest alternative location for Keynsham Mobility Hub	1
Need to provide direct cycle connection to Keynsham Mobility Hub	1
Keynsham Mobility Hub must include disabled access	0
Suggest change to bus stop arrangement at Keynsham Mobility Hub	0

8.2.6. Protected Characteristics

Negative impact on protected characteristics	Count
Negative impact on older people	25
Negative impact on young people	16
Negative impact on those with mobility problems / wheelchair users	11
Negative impact on expectant mothers / parents of young children	10
Negative impact on people with long term health problems	3
Negative impact on carers / care givers	1
Negative impact on low income households	0

8.2.7. General

General criticisms	Count
Too much focus on cyclists	16
Criticism of road conditions (lack of maintenance, potholes, overgrown etc.)	13
Criticism of green agenda / Net Zero target	5
Criticism of CAZ / Clean Air Zone	4
Criticism of electric car provision (expensive, not enough charging points etc.)	3

Criticism of engagement	Count
Criticism of engagement (e.g. won't be listened to / box ticking)	16
Criticism of questionnaire or engagement material quality	9
Criticism of questionnaire or engagement material accessibility	0

Criticism of organisation or group	Count
Criticism of Local governance	150
Criticism of planning system (over-development, house building etc.)	38
Criticism of Bus operators	13
Criticism of National governance	2

Other codes	Count
No comment / nothing to add	83
Question about the proposals (need for further information)	29
Comment out of scope / not related to BBSC proposals	18
Ensure footways and cycleways are well-maintained	9

8.3. Saltford: Broadmead roundabout to The Globe roundabout

8.3.1. Mentions of proposals in other sections

Mentions of proposals in other sections of route	Count
Respondent referenced different proposal than question: Keynsham	3
Respondent referenced different proposal than question: Bristol	2
Respondent referenced different proposal than question: Bath	1

8.3.2. Supportive Comments

Support project options	Count
Comment supportive of proposals (generally) / much needed	17
Support Bristol short term proposals	0
Support Bristol: long term proposal Option 1	0
Support Bristol: long term proposal Option 2	0
Support Keynsham Mobility Hub	0

Support bus elements	Count
Support proposed bus lane introduction	16
Support proposed bus priority measures (traffic signals etc.)	2
Support improved bus stops (including real time information)	2

Support active travel elements (cycling / walking)	Count
Support proposed cycle lane / cycle infrastructure	39
Support improvements for pedestrians / will be beneficial to pedestrians	9

Support roads and traffic elements	Count
Support traffic calming / reductions in speed limit	3
Proposals will improve traffic flow / reduce congestion	2
Support proposed road closure	0

Other supportive comments	Count
Proposals should go further / don't go far enough	20
Support (with condition)	14

8.3.3. Unsupportive Comments

Unsupportive of project options	Count
Comment not supportive of proposals (generally) / not needed	169
Oppose works affecting the Keynsham bypass (it is fine as it is)	8
Oppose Bristol: Option 1	6
Oppose Bristol: Option 2	3
Oppose Bristol short term proposals	0
Oppose Keynsham Mobility Hub	0

Unsupportive of bus elements	Count
Oppose proposed bus lane introduction	123
Oppose: Bus lane will be poorly used / aren't needed	47
Oppose proposed bus priority measures (traffic signals etc.)	7
Oppose improved bus stops (including real time information)	1

Unsupportive of active travel elements (cycling / walking)	Count
Oppose: Cycle lane will be poorly used / aren't needed	73
Oppose proposed cycle lane / cycle infrastructure	57
Oppose: Footway will be poorly used / isn't needed	20
Oppose proposed removal of crossing	4
Oppose: disagree with the removal of the footbridge	3
Oppose proposed crossing	1

Unsupportive of roads and traffic elements	Count
Proposal will increase congestion / make traffic worse	284
Proposals discriminate against car users / war on the motorist	27
Proposals will cause safety concerns / increased risk of accidents	18
Oppose traffic calming / reductions in speed limit	11
Oppose proposed road closure	3

Other unsupportive comments	Count
Proposal won't make a difference / no benefit to respondent	136
Proposal will be a waste of money / poor value	95
Proposal will increase severance / make getting about more difficult	34
Proposal cuts communities off from one another	0

8.3.4. Concerned Comments

Access concerns	Count
Concerned trips will involve long detours / needing to travel further	15
Concerned bus lane will restrict resident access	11
Concerned bus route changes will worsen access to essential services	3
Concerned bus route changes will worsen access to work / employment	2

Active travel concerns (cycling / walking)	Count
Concerned about the safety of shared use space	70
Concerned cycle infrastructure won't be wide enough	12
Concerned about cyclist safety when using the bus lane	10
Concerned cycle infrastructure will be disjointed / disconnected	5
Concerned changes to layouts will be detrimental to disabled / wheelchair users	1

Roads and traffic concerns	Count
Concerned there is insufficient space to provide a bus lane / road is too narrow	84
Concerned about parking provision / loss of parking spaces	60
Concerned proposals will cause traffic to use alternative routes (rat running)	37
Concerned road construction works will cause congestion	10
Concerned the solution is moving the problem not solving it	8
Concerned that additional roads will encourage greater car use	1
Concerned the old railway track is too narrow for the plans	1

Public transport concerns	Count
Concerned about loss of bus services / bus services being withdrawn	1
Concerned that bus stops will cause traffic build up - should be a layby	1

Other concerns	Count
Concerned proposal will worsen air quality / negative environmental impact	187
Concerned about loss of green space / vegetation	24
Concerned proposal will have negative economic impact	18
Concerned about the increase in noise pollution	6
Concerned about property depreciation	2
Concerned about any new street lighting (visual impact / wildlife disturbance)	0

Problems with alternatives to car use	Count
Criticism of existing bus service / existing bus services are poor	103
No practical alternative to car (generally)	65
Buses are too expensive / unaffordable	41
No practical alternative to car/van for work	16
Criticism of existing train service / existing train services are poor	10
No practical alternative to car for school run / childcare	8
Trains are too expensive / unaffordable	2

8.3.5. Suggestions

Suggestions to spend money elsewhere	Count
Suggest funding should be used to improve existing bus / train services	62
Suggest opening a new train station to serve the area / develop or reinstate rail routes	61
Suggest focus on improving safety / implementing safety measures	33
Suggest focusing on ensuring roads are well maintained / in good condition	15
Suggest funding should be used to develop a light rail / tram system	13
Suggest funding should be used to finance social programmes	7
Suggest funding should be focused on improving amenities (high streets, parks etc.)	7
Suggest former rail route should be an active travel corridor	3
Suggest funding should be used to subsidise electric car and bike purchase	2

Suggested changes to proposals - Public Transport	Count
Suggest to improve or add direct bus links or connections between different places	16
Suggest improving Park & Ride services (longer hours, cheaper prices, more options etc.)	8
Suggest removal or relocation of bus stop	5
Suggest bus lanes should only operate at peak times	4
Ensure footways and cycleways have sufficient signage / wayfinding information	3
Suggest enforcement of bus lanes to prevent misuse	1
Improve access to railway stations (including improved parking)	1
Suggest no fines for using bus lanes / lenient approach to enforcement of bus lanes	1
Motorcycles should be able to use bus lanes	0
Suggest bus lanes should operate 24 hours / all day	0

Suggested changes to proposals - Active travel (walking / cycling)	Count
Suggest cyclists should be fully segregated from traffic	32
Suggest better connections are needed to the cycleway	28
Suggest upgrade to existing pedestrian crossing location	20
Suggest pedestrians should be fully segregated from traffic	15
Suggest new pedestrian crossing location	14
Suggest need for lighting of walking and cycling routes	13
Suggest improved cycle storage (lockers etc.)	2
Suggest footbridge / cycle bridge	1
Suggest improved facilities for cyclists (rain shelters, maintenance areas, repair stations etc.)	0
Suggest facilities for e-bikes and e-scooters (at mobility hub / able to use cycle paths)	0

Suggested changes to roads	Count
Suggest new road links between specific places	26
Suggest changes to traffic signals / reduce delays	14
Suggest changes to junction layouts	10
Suggest more traffic calming	5
Suggest restricting HGV/LGV traffic, keep the road for local traffic only	1
Suggest bus lane should also be a multi occupancy vehicle (2+) lane / promote car sharing	1
Suggest removal of on-street car parking	0

Other suggestions	Count
Suggest better enforcement of cyclist behaviour / poor cyclist behaviour	26
Suggest better enforcement of driver behaviour / poor driver behaviour	9
Suggest alternative location for Keynsham Mobility Hub	0
Keynsham Mobility Hub must include disabled access	0
Suggest change to bus stop arrangement at Keynsham Mobility Hub	0
Need to provide direct cycle connection to Keynsham Mobility Hub	0

8.3.6. Protected Characteristics

Negative impact on protected characteristics	Count
Negative impact on young people	19
Negative impact on older people	19
Negative impact on those with mobility problems / wheelchair users	16
Negative impact on people with long term health problems	5
Negative impact on expectant mothers / parents of young children	5
Negative impact on low income households	1
Negative impact on carers / care givers	0

8.3.7. General

General criticisms	Count
Criticism of road conditions (lack of maintenance, potholes, overgrown etc.)	9
Too much focus on cyclists	9
Criticism of CAZ / Clean Air Zone	5
Criticism of green agenda / Net Zero target	5
Criticism of electric car provision (expensive, not enough charging points etc.)	2

Criticism of engagement	Count
Criticism of engagement (e.g. won't be listened to / box ticking)	11
Criticism of questionnaire or engagement material quality	11
Criticism of questionnaire or engagement material accessibility	1

Criticism of organisation or group	Count
Criticism of Local governance	120
Criticism of planning system (over-development, house building etc.)	50
Criticism of Bus operators	14
Criticism of National governance	2

Other codes	Count
No comment / nothing to add	98
Question about the proposals (need for further information)	28
Ensure footways and cycleways are well-maintained	16
Comment out of scope / not related to BBSC proposals	10

8.4. Keynsham Mobility Hub

8.4.1. Mentions of proposals in other sections

Mentions of proposals in other sections of route	Count
Respondent referenced different proposal than question: Bristol	2
Respondent referenced different proposal than question: Bath	2
Respondent referenced different proposal than question: Keynsham	0

8.4.2. Supportive Comments

Support project options	Count
Support Keynsham Mobility Hub	47
Comment supportive of proposals (generally) / much needed	13
Support Bristol short term proposals	0
Support Bristol: long term proposal Option 1	0
Support Bristol: long term proposal Option 2	0

Support bus elements	Count
Support improved bus stops (including real time information)	4
Support proposed bus lane introduction	3
Support proposed bus priority measures (traffic signals etc.)	0

Support active travel elements (cycling / walking)	Count
Support proposed cycle lane / cycle infrastructure	10
Support improvements for pedestrians / will be beneficial to pedestrians	5

Support roads and traffic elements	Count
Support traffic calming / reductions in speed limit	6
Support proposed road closure	0
Proposals will improve traffic flow / reduce congestion	0

Other supportive comments	Count
Support (with condition)	28
Proposals should go further / don't go far enough	10

8.4.3. Unsupportive Comments

Unsupportive of project options	Count
Oppose Keynsham Mobility Hub	193
Comment not supportive of proposals (generally) / not needed	117
Oppose works affecting the Keynsham bypass (it is fine as it is)	35
Oppose Bristol short term proposals	1
Oppose Bristol: Option 1	1
Oppose Bristol: Option 2	0
Unsupportive of bus elements	Count
Oppose proposed bus lane introduction	34
Oppose: Bus lane will be poorly used / aren't needed	16
Oppose improved bus stops (including real time information)	6
Oppose proposed bus priority measures (traffic signals etc.)	1
Unsupportive of active travel elements (cycling / walking)	Count
Oppose proposed cycle lane / cycle infrastructure	20
Oppose: Cycle lane will be poorly used / aren't needed	18
Oppose: Footway will be poorly used / isn't needed	13
Oppose proposed crossing	10
Oppose: disagree with the removal of the footbridge	1
Oppose proposed removal of crossing	1
Unsupportive of roads and traffic elements	Count
Proposal will increase congestion / make traffic worse	101
Proposals discriminate against car users / war on the motorist	25
Oppose traffic calming / reductions in speed limit	24
Proposals will cause safety concerns / increased risk of accidents	18
Oppose proposed road closure	1

Other unsupportive comments	Count
Proposal will be a waste of money / poor value	116
Proposal won't make a difference / no benefit to respondent	79
Proposal will increase severance / make getting about more difficult	21
Proposal cuts communities off from one another	0

8.4.4. Concerned Comments

Access concerns	Count
Concerned trips will involve long detours / needing to travel further	11
Concerned bus lane will restrict resident access	6
Concerned bus route changes will worsen access to essential services	2
Concerned bus route changes will worsen access to work / employment	2

Active travel concerns (cycling / walking)	Count
Concerned about the safety of shared use space	28
Concerned cycle infrastructure won't be wide enough	4
Concerned about cyclist safety when using the bus lane	3
Concerned cycle infrastructure will be disjointed / disconnected	2
Concerned changes to layouts will be detrimental to disabled / wheelchair users	1

Roads and traffic concerns	Count
Concerned about parking provision / loss of parking spaces	15
Concerned proposals will cause traffic to use alternative routes (rat running)	8
Concerned there is insufficient space to provide a bus lane / road is too narrow	7
Concerned the solution is moving the problem not solving it	3
Concerned road construction works will cause congestion	2
Concerned the old railway track is too narrow for the plans	1
Concerned that additional roads will encourage greater car use	0

Public transport concerns	Count
Concerned about loss of bus services / bus services being withdrawn	4
Concerned that bus stops will cause traffic build up - should be a layby	0

Other concerns	Count
Concerned proposal will worsen air quality / negative environmental impact	50
Concerned about loss of green space / vegetation	37
Concerned proposal will have negative economic impact	8
Concerned about property depreciation	1
Concerned about the increase in noise pollution	1
Concerned about any new street lighting (visual impact / wildlife disturbance)	0

Problems with alternatives to car use	Count
Criticism of existing bus service / existing bus services are poor	75
No practical alternative to car (generally)	33
Buses are too expensive / unaffordable	26
Trains are too expensive / unaffordable	8
Criticism of existing train service / existing train services are poor	7
No practical alternative to car/van for work	5
No practical alternative to car for school run / childcare	2

8.4.5. Suggestions

Suggestions to spend money elsewhere	Count
Suggest funding should be used to improve existing bus / train services	96
Suggest focus on improving safety / implementing safety measures	58
Suggest opening a new train station to serve the area / develop or reinstate rail routes	33
Suggest funding should be used to develop a light rail / tram system	20
Suggest funding should be focused on improving amenities (high streets, parks etc.)	11
Suggest focusing on ensuring roads are well maintained / in good condition	9
Suggest funding should be used to finance social programmes	6
Suggest funding should be used to subsidise electric car and bike purchase	2
Suggest former rail route should be an active travel corridor	1

Suggested changes to proposals - Public Transport	Count
Suggest to improve or add direct bus links or connections between different places	37
Suggest improving Park & Ride services (longer hours, cheaper prices, more options etc.)	12
Suggest removal or relocation of bus stop	5
Improve access to railway stations (including improved parking)	3
Suggest bus lanes should only operate at peak times	1
Suggest enforcement of bus lanes to prevent misuse	0
Ensure footways and cycleways have sufficient signage / wayfinding information	0
Motorcycles should be able to use bus lanes	0
Suggest bus lanes should operate 24 hours / all day	0
Suggest no fines for using bus lanes / lenient approach to enforcement of bus lanes	0

Suggested changes to proposals - Active travel (walking / cycling)	Count
Suggest need for lighting of walking and cycling routes	14
Suggest better connections are needed to the cycleway	13
Suggest improved cycle storage (lockers etc.)	9
Suggest cyclists should be fully segregated from traffic	8
Suggest upgrade to existing pedestrian crossing location	5
Suggest new pedestrian crossing location	4
Suggest pedestrians should be fully segregated from traffic	3
Suggest footbridge / cycle bridge	2
Suggest facilities for e-bikes and e-scooters (at mobility hub / able to use cycle paths)	2
Suggest improved facilities for cyclists (rain shelters, maintenance areas, repair stations etc.)	1

Suggested changes to roads	Count
Suggest new road links between specific places	9
Suggest changes to junction layouts	4
Suggest bus lane should also be a multi occupancy vehicle (2+) lane / promote car sharing	3
Suggest more traffic calming	1
Suggest changes to traffic signals / reduce delays	1
Suggest restricting HGV/LGV traffic, keep the road for local traffic only	1
Suggest removal of on-street car parking	0

Other suggestions	Count
Suggest alternative location for Keynsham Mobility Hub	32
Suggest better enforcement of cyclist behaviour / poor cyclist behaviour	14
Suggest better enforcement of driver behaviour / poor driver behaviour	3
Keynsham Mobility Hub must include disabled access	3
Suggest change to bus stop arrangement at Keynsham Mobility Hub	1
Need to provide direct cycle connection to Keynsham Mobility Hub	0

8.4.6. Protected Characteristics

Negative impact on protected characteristics	Count
Negative impact on older people	20
Negative impact on those with mobility problems / wheelchair users	19
Negative impact on young people	16
Negative impact on expectant mothers / parents of young children	3
Negative impact on people with long term health problems	1
Negative impact on carers / care givers	0
Negative impact on low income households	0

8.4.7. General

General criticisms	Count
Too much focus on cyclists	15
Criticism of road conditions (lack of maintenance, potholes, overgrown etc.)	7
Criticism of CAZ / Clean Air Zone	2
Criticism of green agenda / Net Zero target	1
Criticism of electric car provision (expensive, not enough charging points etc.)	1

Criticism of engagement	Count
Criticism of engagement (e.g. won't be listened to / box ticking)	17
Criticism of questionnaire or engagement material quality	7
Criticism of questionnaire or engagement material accessibility	1

Criticism of organisation or group	Count
Criticism of Local governance	128
Criticism of planning system (over-development, house building etc.)	20
Criticism of Bus operators	6
Criticism of National governance	2
Other codes	Count
No comment / nothing to add	192
Question about the proposals (need for further information)	33
Comment out of scope / not related to BBSC proposals	20
Ensure footways and cycleways are well-maintained	3

8.5. Bristol and Bath Railway Path in Saltford area

8.5.1. Mentions of proposals in other sections

Mentions of proposals in other sections of route	Count
Respondent referenced different proposal than question: Bristol	2
Respondent referenced different proposal than question: Keynsham	0
Respondent referenced different proposal than question: Bath	0

8.5.2. Supportive Comments

Support project options	Count
Comment supportive of proposals (generally) / much needed	32
Support Keynsham Mobility Hub	1
Support Bristol short term proposals	0
Support Bristol: long term proposal Option 1	0
Support Bristol: long term proposal Option 2	0

Support bus elements	Count
Support proposed bus lane introduction	0
Support proposed bus priority measures (traffic signals etc.)	0
Support improved bus stops (including real time information)	0

Support active travel elements (cycling / walking)	Count
Support proposed cycle lane / cycle infrastructure	58
Support improvements for pedestrians / will be beneficial to pedestrians	15

Support roads and traffic elements	Count
Support traffic calming / reductions in speed limit	3
Support proposed road closure	0
Proposals will improve traffic flow / reduce congestion	0

Other supportive comments	Count
Proposals should go further / don't go far enough	14
Support (with condition)	5

8.5.3. Unsupportive Comments

Unsupportive of project options	Count
Comment not supportive of proposals (generally) / not needed	40
Oppose Bristol: Option 1	2
Oppose Bristol: Option 2	2
Oppose works affecting the Keynsham bypass (it is fine as it is)	1
Oppose Bristol short term proposals	0
Oppose Keynsham Mobility Hub	0
Unsupportive of bus elements	Count
Oppose proposed bus lane introduction	3
Oppose: Bus lane will be poorly used / aren't needed	3
Oppose proposed bus priority measures (traffic signals etc.)	0
Oppose improved bus stops (including real time information)	0
Unsupportive of active travel elements (cycling / walking)	Count
Oppose proposed cycle lane / cycle infrastructure	25
Oppose: Cycle lane will be poorly used / aren't needed	18
Oppose: Footway will be poorly used / isn't needed	8
Oppose: disagree with the removal of the footbridge	0
Oppose proposed crossing	0
Oppose proposed removal of crossing	0
Unsupportive of roads and traffic elements	Count
Proposal will increase congestion / make traffic worse	7
Proposals discriminate against car users / war on the motorist	7
Proposals will cause safety concerns / increased risk of accidents	7
Oppose traffic calming / reductions in speed limit	2
Oppose proposed road closure	0

Other unsupportive comments	Count
Proposal won't make a difference / no benefit to respondent	27
Proposal will be a waste of money / poor value	18
Proposal will increase severance / make getting about more difficult	0
Proposal cuts communities off from one another	0

8.5.4. Concerned Comments

Access concerns	Count
Concerned trips will involve long detours / needing to travel further	3
Concerned bus lane will restrict resident access	1
Concerned bus route changes will worsen access to essential services	0
Concerned bus route changes will worsen access to work / employment	0

Active travel concerns (cycling / walking)	Count
Concerned about the safety of shared use space	60
Concerned cycle infrastructure won't be wide enough	9
Concerned cycle infrastructure will be disjointed / disconnected	8
Concerned about cyclist safety when using the bus lane	8
Concerned changes to layouts will be detrimental to disabled / wheelchair users	2

Roads and traffic concerns	Count
Concerned about parking provision / loss of parking spaces	7
Concerned the old railway track is too narrow for the plans	5
Concerned there is insufficient space to provide a bus lane / road is too narrow	3
Concerned that additional roads will encourage greater car use	1
Concerned proposals will cause traffic to use alternative routes (rat running)	0
Concerned the solution is moving the problem not solving it	0
Concerned road construction works will cause congestion	0

Public transport concerns	Count
Concerned about loss of bus services / bus services being withdrawn	0
Concerned that bus stops will cause traffic build up - should be a layby	0

Other concerns	Count
Concerned proposal will worsen air quality / negative environmental impact	16
Concerned about any new street lighting (visual impact / wildlife disturbance)	16
Concerned about loss of green space / vegetation	5
Concerned about property depreciation	1
Concerned proposal will have negative economic impact	0
Concerned about the increase in noise pollution	0

Problems with alternatives to car use	Count
No practical alternative to car (generally)	18
Criticism of existing bus service / existing bus services are poor	7
No practical alternative to car/van for work	5
Buses are too expensive / unaffordable	2
No practical alternative to car for school run / childcare	1
Criticism of existing train service / existing train services are poor	1
Trains are too expensive / unaffordable	0

8.5.5. Suggestions

Suggestions to spend money elsewhere	Count
Suggest focus on improving safety / implementing safety measures	68
Suggest focusing on ensuring roads are well maintained / in good condition	10
Suggest opening a new train station to serve the area / develop or reinstate rail routes	9
Suggest funding should be used to improve existing bus / train services	7
Suggest funding should be used to develop a light rail / tram system	5
Suggest former rail route should be an active travel corridor	5
Suggest funding should be focused on improving amenities (high streets, parks etc.)	4
Suggest funding should be used to finance social programmes	1
Suggest funding should be used to subsidise electric car and bike purchase	1

Suggested changes to proposals - Public Transport	Count
Ensure footways and cycleways have sufficient signage / wayfinding information	10
Suggest to improve or add direct bus links or connections between different places	3
Suggest removal or relocation of bus stop	1
Suggest enforcement of bus lanes to prevent misuse	1
Suggest improving Park & Ride services (longer hours, cheaper prices, more options etc.)	1
Suggest bus lanes should only operate at peak times	0
Improve access to railway stations (including improved parking)	0
Motorcycles should be able to use bus lanes	0
Suggest bus lanes should operate 24 hours / all day	0
Suggest no fines for using bus lanes / lenient approach to enforcement of bus lanes	0
Suggested changes to proposals - Active travel (walking / cycling)	Count
Suggest better connections are needed to the cycleway	49
Suggest need for lighting of walking and cycling routes	49
Suggest cyclists should be fully segregated from traffic	29
Suggest pedestrians should be fully segregated from traffic	16
Suggest improved cycle storage (lockers etc.)	4
Suggest new pedestrian crossing location	2
Suggest improved facilities for cyclists (rain shelters, maintenance areas, repair stations etc.)	1
Suggest facilities for e-bikes and e-scooters (at mobility hub / able to use cycle paths)	1
Suggest upgrade to existing pedestrian crossing location	0
Suggest footbridge / cycle bridge	0
Suggested changes to roads	Count
Suggest more traffic calming	6
Suggest new road links between specific places	5
Suggest changes to junction layouts	2
Suggest changes to traffic signals / reduce delays	1
Suggest restricting HGV/LGV traffic, keep the road for local traffic only	1
Suggest bus lane should also be a multi occupancy vehicle (2+) lane / promote car sharing	0
Suggest removal of on-street car parking	0

Other suggestions	Count
Suggest better enforcement of cyclist behaviour / poor cyclist behaviour	39
Suggest better enforcement of driver behaviour / poor driver behaviour	3
Suggest alternative location for Keynsham Mobility Hub	0
Keynsham Mobility Hub must include disabled access	0
Suggest change to bus stop arrangement at Keynsham Mobility Hub	0
Need to provide direct cycle connection to Keynsham Mobility Hub	0

8.5.6. Protected Characteristics

Negative impact on protected characteristics	Count
Negative impact on older people	12
Negative impact on those with mobility problems / wheelchair users	12
Negative impact on people with long term health problems	5
Negative impact on young people	4
Negative impact on expectant mothers / parents of young children	0
Negative impact on carers / care givers	0
Negative impact on low income households	0

8.5.7. General

General criticisms	Count
Too much focus on cyclists	18
Criticism of road conditions (lack of maintenance, potholes, overgrown etc.)	6
Criticism of green agenda / Net Zero target	1
Criticism of electric car provision (expensive, not enough charging points etc.)	1
Criticism of CAZ / Clean Air Zone	0

Criticism of engagement	Count
Criticism of engagement (e.g. won't be listened to / box ticking)	6
Criticism of questionnaire or engagement material quality	5
Criticism of questionnaire or engagement material accessibility	0

Criticism of organisation or group	Count
Criticism of Local governance	20
Criticism of planning system (over-development, house building etc.)	3
Criticism of Bus operators	2
Criticism of National governance	2

Other codes	Count
Ensure footways and cycleways are well-maintained	29
No comment / nothing to add	12
Comment out of scope / not related to BBSC proposals	5
Question about the proposals (need for further information)	3

8.6. Bath

8.6.1. Mentions of proposals in other sections

Mentions of proposals in other sections of route	Count
Respondent referenced different proposal than question: Bristol	1
Respondent referenced different proposal than question: Keynsham	0
Respondent referenced different proposal than question: Bath	0

8.6.2. Supportive Comments

Support project options	Count
Comment supportive of proposals (generally) / much needed	10
Support Bristol short term proposals	1
Support Bristol: long term proposal Option 1	1
Support Keynsham Mobility Hub	1
Support Bristol: long term proposal Option 2	0

Support bus elements	Count
Support proposed bus lane introduction	8
Support improved bus stops (including real time information)	2
Support proposed bus priority measures (traffic signals etc.)	1

Support active travel elements (cycling / walking)	Count
Support proposed cycle lane / cycle infrastructure	19
Support improvements for pedestrians / will be beneficial to pedestrians	3

Support roads and traffic elements	Count
Support proposed road closure	3
Support traffic calming / reductions in speed limit	3
Proposals will improve traffic flow / reduce congestion	1

Other supportive comments	Count
Proposals should go further / don't go far enough	12
Support (with condition)	9

8.6.3. Unsupportive Comments

Unsupportive of project options	Count
Comment not supportive of proposals (generally) / not needed	94
Oppose works affecting the Keynsham bypass (it is fine as it is)	2
Oppose Bristol short term proposals	0
Oppose Bristol: Option 1	0
Oppose Bristol: Option 2	0
Oppose Keynsham Mobility Hub	0
Unsupportive of bus elements	Count
Oppose proposed bus lane introduction	82
Oppose: Bus lane will be poorly used / aren't needed	47
Oppose improved bus stops (including real time information)	4
Oppose proposed bus priority measures (traffic signals etc.)	3
Unsupportive of active travel elements (cycling / walking)	Count
Oppose: Cycle lane will be poorly used / aren't needed	26
Oppose proposed cycle lane / cycle infrastructure	19
Oppose: Footway will be poorly used / isn't needed	6
Oppose: disagree with the removal of the footbridge	2
Oppose proposed crossing	0
Oppose proposed removal of crossing	0
Unsupportive of roads and traffic elements	Count
Proposal will increase congestion / make traffic worse	96
Oppose proposed road closure	26
Proposals discriminate against car users / war on the motorist	20
Proposals will cause safety concerns / increased risk of accidents	10
Oppose traffic calming / reductions in speed limit	6

Other unsupportive comments	Count
Proposal won't make a difference / no benefit to respondent	63
Proposal will be a waste of money / poor value	58
Proposal will increase severance / make getting about more difficult	20
Proposal cuts communities off from one another	3

8.6.4. Concerned Comments

Access concerns	Count
Concerned trips will involve long detours / needing to travel further	10
Concerned bus lane will restrict resident access	10
Concerned bus route changes will worsen access to essential services	2
Concerned bus route changes will worsen access to work / employment	0

Active travel concerns (cycling / walking)	Count
Concerned about the safety of shared use space	36
Concerned cycle infrastructure won't be wide enough	5
Concerned cycle infrastructure will be disjointed / disconnected	5
Concerned about cyclist safety when using the bus lane	5
Concerned changes to layouts will be detrimental to disabled / wheelchair users	1

Roads and traffic concerns	Count
Concerned about parking provision / loss of parking spaces	145
Concerned there is insufficient space to provide a bus lane / road is too narrow	28
Concerned proposals will cause traffic to use alternative routes (rat running)	19
Concerned the solution is moving the problem not solving it	3
Concerned road construction works will cause congestion	2
Concerned that additional roads will encourage greater car use	0
Concerned the old railway track is too narrow for the plans	0

Public transport concerns	Count
Concerned about loss of bus services / bus services being withdrawn	1
Concerned that bus stops will cause traffic build up - should be a layby	0

Other concerns	Count
Concerned proposal will worsen air quality / negative environmental impact	46
Concerned proposal will have negative economic impact	9
Concerned about property depreciation	7
Concerned about loss of green space / vegetation	5
Concerned about the increase in noise pollution	3
Concerned about any new street lighting (visual impact / wildlife disturbance)	1

Problems with alternatives to car use	Count
Criticism of existing bus service / existing bus services are poor	41
No practical alternative to car (generally)	28
Buses are too expensive / unaffordable	26
No practical alternative to car/van for work	7
No practical alternative to car for school run / childcare	2
Criticism of existing train service / existing train services are poor	2
Trains are too expensive / unaffordable	2

8.6.5. Suggestions

Suggestions to spend money elsewhere	Count
Suggest funding should be used to improve existing bus / train services	32
Suggest focus on improving safety / implementing safety measures	18
Suggest funding should be used to develop a light rail / tram system	7
Suggest funding should be used to finance social programmes	5
Suggest focusing on ensuring roads are well maintained / in good condition	4
Suggest opening a new train station to serve the area / develop or reinstate rail routes	3
Suggest funding should be focused on improving amenities (high streets, parks etc.)	3
Suggest funding should be used to subsidise electric car and bike purchase	1
Suggest former rail route should be an active travel corridor	0

Suggested changes to proposals - Public Transport	Count
Suggest improving Park & Ride services (longer hours, cheaper prices, more options etc.)	12
Suggest to improve or add direct bus links or connections between different places	6
Suggest removal or relocation of bus stop	4
Suggest bus lanes should only operate at peak times	3
Ensure footways and cycleways have sufficient signage / wayfinding information	2
Suggest enforcement of bus lanes to prevent misuse	0
Improve access to railway stations (including improved parking)	0
Motorcycles should be able to use bus lanes	0
Suggest bus lanes should operate 24 hours / all day	0
Suggest no fines for using bus lanes / lenient approach to enforcement of bus lanes	0
Suggested changes to proposals - Active travel (walking / cycling)	Count
Suggest cyclists should be fully segregated from traffic	18
Suggest better connections are needed to the cycleway	13
Suggest pedestrians should be fully segregated from traffic	8
Suggest new pedestrian crossing location	6
Suggest need for lighting of walking and cycling routes	6
Suggest upgrade to existing pedestrian crossing location	4
Suggest improved cycle storage (lockers etc.)	2
Suggest improved facilities for cyclists (rain shelters, maintenance areas, repair stations etc.)	0
Suggest footbridge / cycle bridge	0
Suggest facilities for e-bikes and e-scooters (at mobility hub / able to use cycle paths)	0
Suggested changes to roads	Count
Suggest changes to junction layouts	5
Suggest changes to traffic signals / reduce delays	5
Suggest new road links between specific places	5
Suggest more traffic calming	4
Suggest removal of on-street car parking	1
Suggest restricting HGV/LGV traffic, keep the road for local traffic only	0
Suggest bus lane should also be a multi occupancy vehicle (2+) lane / promote car sharing	0

Other suggestions	Count
Suggest better enforcement of cyclist behaviour / poor cyclist behaviour	16
Suggest better enforcement of driver behaviour / poor driver behaviour	6
Suggest alternative location for Keynsham Mobility Hub	0
Keynsham Mobility Hub must include disabled access	0
Suggest change to bus stop arrangement at Keynsham Mobility Hub	0
Need to provide direct cycle connection to Keynsham Mobility Hub	0

8.6.6. Protected Characteristics

Negative impact on protected characteristics	Count
Negative impact on young people	12
Negative impact on those with mobility problems / wheelchair users	9
Negative impact on older people	8
Negative impact on carers / care givers	6
Negative impact on people with long term health problems	4
Negative impact on expectant mothers / parents of young children	3
Negative impact on low income households	2

8.6.7. General

General criticisms	Count
Too much focus on cyclists	7
Criticism of road conditions (lack of maintenance, potholes, overgrown etc.)	5
Criticism of electric car provision (expensive, not enough charging points etc.)	2
Criticism of CAZ / Clean Air Zone	1
Criticism of green agenda / Net Zero target	0

Criticism of engagement	Count
Criticism of engagement (e.g. won't be listened to / box ticking)	9
Criticism of questionnaire or engagement material quality	9
Criticism of questionnaire or engagement material accessibility	1

Criticism of organisation or group	Count
Criticism of Local governance	57
Criticism of planning system (over-development, house building etc.)	5
Criticism of Bus operators	4
Criticism of National governance	0

Other codes	Count
Question about the proposals (need for further information)	20
Ensure footways and cycleways are well-maintained	7
Comment out of scope / not related to BBSC proposals	5
No comment / nothing to add	4

8.7. Bristol and Bath Railway Path in Bath area

8.7.1. Mentions of proposals in other sections

Mentions of proposals in other sections of route	Count
Respondent referenced different proposal than question: Bristol	0
Respondent referenced different proposal than question: Keynsham	0
Respondent referenced different proposal than question: Bath	0

8.7.2. Supportive Comments

Support project options	Count
Comment supportive of proposals (generally) / much needed	33
Support Bristol: long term proposal Option 2	2
Support Bristol short term proposals	0
Support Bristol: long term proposal Option 1	0
Support Keynsham Mobility Hub	0

Support bus elements	Count
Support proposed bus priority measures (traffic signals etc.)	1
Support proposed bus lane introduction	0
Support improved bus stops (including real time information)	0

Support active travel elements (cycling / walking)	Count
Support proposed cycle lane / cycle infrastructure	39
Support improvements for pedestrians / will be beneficial to pedestrians	8

Support roads and traffic elements	Count
Proposals will improve traffic flow / reduce congestion	2
Support traffic calming / reductions in speed limit	1
Support proposed road closure	0

Other supportive comments	Count
Proposals should go further / don't go far enough	12
Support (with condition)	9

8.7.3. Unsupportive Comments

Unsupportive of project options	Count
Comment not supportive of proposals (generally) / not needed	28
Oppose Bristol: Option 2	2
Oppose works affecting the Keynsham bypass (it is fine as it is)	2
Oppose Bristol short term proposals	0
Oppose Bristol: Option 1	0
Oppose Keynsham Mobility Hub	0
Unsupportive of bus elements	Count
Oppose proposed bus lane introduction	2
Oppose: Bus lane will be poorly used / aren't needed	1
Oppose proposed bus priority measures (traffic signals etc.)	0
Oppose improved bus stops (including real time information)	0
Unsupportive of active travel elements (cycling / walking)	Count
Oppose: Cycle lane will be poorly used / aren't needed	10
Oppose proposed cycle lane / cycle infrastructure	9
Oppose: Footway will be poorly used / isn't needed	2
Oppose: disagree with the removal of the footbridge	1
Oppose proposed crossing	0
Oppose proposed removal of crossing	0
Unsupportive of roads and traffic elements	Count
Proposal will increase congestion / make traffic worse	5
Proposals discriminate against car users / war on the motorist	5
Proposals will cause safety concerns / increased risk of accidents	2
Oppose proposed road closure	1
Oppose traffic calming / reductions in speed limit	0

Other unsupportive comments	Count
Proposal will be a waste of money / poor value	19
Proposal won't make a difference / no benefit to respondent	15
Proposal will increase severance / make getting about more difficult	3
Proposal cuts communities off from one another	0

8.7.4. Concerned Comments

Access concerns	Count
Concerned trips will involve long detours / needing to travel further	2
Concerned bus lane will restrict resident access	1
Concerned bus route changes will worsen access to essential services	0
Concerned bus route changes will worsen access to work / employment	0

Active travel concerns (cycling / walking)	Count
Concerned about the safety of shared use space	32
Concerned cycle infrastructure will be disjointed / disconnected	8
Concerned about cyclist safety when using the bus lane	6
Concerned cycle infrastructure won't be wide enough	2
Concerned changes to layouts will be detrimental to disabled / wheelchair users	1

Roads and traffic concerns	Count
Concerned about parking provision / loss of parking spaces	7
Concerned the old railway track is too narrow for the plans	4
Concerned there is insufficient space to provide a bus lane / road is too narrow	3
Concerned proposals will cause traffic to use alternative routes (rat running)	1
Concerned that additional roads will encourage greater car use	0
Concerned the solution is moving the problem not solving it	0
Concerned road construction works will cause congestion	0

Public transport concerns	Count
Concerned about loss of bus services / bus services being withdrawn	0
Concerned that bus stops will cause traffic build up - should be a layby	0

Other concerns	Count
Concerned proposal will worsen air quality / negative environmental impact	5
Concerned about loss of green space / vegetation	3
Concerned about any new street lighting (visual impact / wildlife disturbance)	3
Concerned about the increase in noise pollution	1
Concerned proposal will have negative economic impact	0
Concerned about property depreciation	0

Problems with alternatives to car use	Count
Criticism of existing bus service / existing bus services are poor	7
No practical alternative to car (generally)	4
No practical alternative to car/van for work	2
Buses are too expensive / unaffordable	2
Criticism of existing train service / existing train services are poor	1
No practical alternative to car for school run / childcare	0
Trains are too expensive / unaffordable	0

8.7.5. Suggestions

Suggestions to spend money elsewhere	Count
Suggest focus on improving safety / implementing safety measures	27
Suggest former rail route should be an active travel corridor	7
Suggest opening a new train station to serve the area / develop or reinstate rail routes	5
Suggest funding should be used to improve existing bus / train services	4
Suggest funding should be used to develop a light rail / tram system	4
Suggest focusing on ensuring roads are well maintained / in good condition	4
Suggest funding should be focused on improving amenities (high streets, parks etc.)	3
Suggest funding should be used to finance social programmes	1
Suggest funding should be used to subsidise electric car and bike purchase	1

Suggested changes to proposals - Public Transport	Count
Ensure footways and cycleways have sufficient signage / wayfinding information	5
Suggest to improve or add direct bus links or connections between different places	3
Suggest removal or relocation of bus stop	1
Suggest enforcement of bus lanes to prevent misuse	1
Suggest improving Park & Ride services (longer hours, cheaper prices, more options etc.)	1
Suggest bus lanes should only operate at peak times	0
Improve access to railway stations (including improved parking)	0
Motorcycles should be able to use bus lanes	0
Suggest bus lanes should operate 24 hours / all day	0
Suggest no fines for using bus lanes / lenient approach to enforcement of bus lanes	0

Suggested changes to proposals - Active travel (walking / cycling)	Count
Suggest better connections are needed to the cycleway	29
Suggest cyclists should be fully segregated from traffic	22
Suggest need for lighting of walking and cycling routes	14
Suggest pedestrians should be fully segregated from traffic	10
Suggest improved cycle storage (lockers etc.)	4
Suggest new pedestrian crossing location	2
Suggest improved facilities for cyclists (rain shelters, maintenance areas, repair stations etc.)	2
Suggest upgrade to existing pedestrian crossing location	1
Suggest footbridge / cycle bridge	1
Suggest facilities for e-bikes and e-scooters (at mobility hub / able to use cycle paths)	0

Suggested changes to roads	Count
Suggest new road links between specific places	4
Suggest more traffic calming	3
Suggest changes to traffic signals / reduce delays	2
Suggest changes to junction layouts	1
Suggest restricting HGV/LGV traffic, keep the road for local traffic only	0
Suggest bus lane should also be a multi occupancy vehicle (2+) lane / promote car sharing	0
Suggest removal of on-street car parking	0

Other suggestions	Count
Suggest better enforcement of cyclist behaviour / poor cyclist behaviour	23
Suggest better enforcement of driver behaviour / poor driver behaviour	2
Suggest alternative location for Keynsham Mobility Hub	0
Keynsham Mobility Hub must include disabled access	0
Suggest change to bus stop arrangement at Keynsham Mobility Hub	0
Need to provide direct cycle connection to Keynsham Mobility Hub	0

8.7.6. Protected Characteristics

Negative impact on protected characteristics	Count
Negative impact on young people	1
Negative impact on those with mobility problems / wheelchair users	1
Negative impact on people with long term health problems	1
Negative impact on older people	0
Negative impact on expectant mothers / parents of young children	0
Negative impact on carers / care givers	0
Negative impact on low income households	0

8.7.7. General

General criticisms	Count
Too much focus on cyclists	7
Criticism of road conditions (lack of maintenance, potholes, overgrown etc.)	2
Criticism of green agenda / Net Zero target	1
Criticism of CAZ / Clean Air Zone	0
Criticism of electric car provision (expensive, not enough charging points etc.)	0

Criticism of engagement	Count
Criticism of engagement (e.g. won't be listened to / box ticking)	9
Criticism of questionnaire or engagement material quality	3
Criticism of questionnaire or engagement material accessibility	2

Criticism of organisation or group	Count
Criticism of Local governance	14
Criticism of Bus operators	3
Criticism of National governance	1
Criticism of planning system (over-development, house building etc.)	1

Other codes	Count
No comment / nothing to add	19
Ensure footways and cycleways are well-maintained	13
Comment out of scope / not related to BBSC proposals	6
Question about the proposals (need for further information)	5