

Bristol to Bath Strategic Corridor Engagement Report



November 2021

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Data analysis provided by	Written by	Checked by:
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Introduction

Between 26 July and 10 September 2021, over 1,700 residents and businesses took part in a transport survey along the A4 between Bristol and Bath. This document looks at the feedback we received, sets out what people who live near, or travel along, the A4 think, and looks at next steps.

Thank you to everyone who responded. We appreciate the time people took to respond, and the wide range of views expressed. Your views will help us to understand the transport issues people face in the Bristol to Bath corridor and will enable us to develop the right solutions to improve these issues for everyone.

What is the Bristol to Bath Strategic Corridor?

The West of England Combined Authority is working to improve travel between Bath and Bristol through improvements to bus infrastructure, and develop facilities to enable more cycling and walking along the A4 route.

We want to provide better and more sustainable transport to help people move around more easily, reduce congestion, lower carbon emissions and improve the environment we live in. To help tackle the climate emergency, we are encouraging people to leave their cars at home.

The Combined Authority and local councils will be putting together proposals for a variety of ways to improve the A4 corridor between Bristol and Bath. Work will be broken down into phased projects focusing on different sections of the route.

This work is needed because:

- There is a huge reliance upon cars along the A4 and it is frequently heavily congested;
- 50% of the corridor has air quality issues;
- Opportunities for walking and cycling are limited – most of the A4 has no off-road cycle path;
- Both Brislington and Newbridge Park and Rides were oversubscribed (pre-COVID-19);
- It can take over 30 mins to get to a bus stop and then bus journeys into either city centre can take up to 50 minutes.

The A4 between Bristol and Bath is a critical route, connecting local communities and communities from elsewhere in the region to our major cities.

The project aims to:

- Enable people to move away from using cars by improving bus infrastructure between Bristol and Bath
- This infrastructure will help improve journey reliability, reducing journey times by offering bus priority measures and bus lanes;
- Create an end-to-end cycle route connecting communities along the corridor with easy-to-use cycling facilities;
- Support opportunities for regeneration and economic growth by offering better connections between our communities.

Engagement

We wanted to find out what issues residents currently experience and what improvements they would like to see - hearing from people who live near, or travel along, the A4 for work, leisure or education.

To provide a structured way of gathering feedback, a survey and interactive digital map were made available from 26 July to 10 September 2021 for people to provide issues and suggestions for improvements along the corridor.

The survey feedback has provided useful data on how people use the Bristol to Bath corridor and will continue to inform our proposals to improve the A4 route between Bristol and Bath. This feedback will feed into and shape the development of the Bristol to Bath Strategic Corridor Programme (BBSC) which is presented in the Strategic Outline Case (SOC) and subsequent business cases.

A joint engagement campaign between the West of England Combined Authority, Bath and North East Somerset Council and Bristol City Council aimed to reach out and encourage people who live near, or travel along, the A4 for work or leisure to fill in the survey and mapping exercise. The campaign included:

- Posters displayed along the A4 route (x50);
- Postcards delivered to the residents and businesses along and in the vicinity of the A4 route (x20,000);
- Newsletter updates from the West of England Combined Authority, Bath and North East Somerset and Bristol City Council and bus operators (including West of England Growth Hub and Invest Bristol & Bath and Residents E-connect);
- Direct emails/letters informing key stakeholders (including transport groups, environmental groups, Ward and Parish councillors);
- Webinar for Ward and Parish councillors;
- Social media campaign receiving 26,000 views over 1,300 likes, shares and replies across 13 posts;
- Specific email address and voicemail service set up to take any further comments and queries - 24 in total (5 requests for paper copies/19 comments or queries);
- Webpages on Travelwest directed people to the Bristol to Bath Survey and the interactive map – receiving over 6,000 views.

Survey

The survey consisted of 19 questions themed across general travel behavior, bus use, park and ride, cycling and walking. The survey was hosted online, and printed versions were available on request and posted to residents. Residents that requested printed surveys could return them by post free of charge to a freepost address.

There were 1,383 responses to the survey, including 28 printed surveys (2% of total responses).

Interactive Map

We created an interactive map which allowed respondents to leave comments and highlight issues by dropping a pin onto the map. Respondents could also 'like' other people's comments. We received 352 responses on the interactive map.

What we've learnt

- We need bus services that people can depend on. They must be quick and reliable, easy to use and affordable for our residents.
- Most journeys on the A4 are made regularly (either weekday or once or twice a week) and primarily by car (as driver or passenger) followed by walking and then cycling.
- Many respondents rated traffic flow, air quality and traffic noise along the A4 as poor. Cycling safety and cycle paths are rated as poor by 60% and 65% of respondents respectively.
- More than 60% of respondents are very likely to use the bus often if the bus services are more reliable, or the fares are lower. Just over half said that they are very likely to use the bus often if the bus services are more frequent. 35% indicated that they are very likely to use the bus often if space for bicycles is provided.
- The majority of respondents gave a poor rating for a number of the cycle factors identified in the survey, with the number of vehicles on the road, sharing the road with other traffic, the amount of segregated cycle lanes, feeling safe along the route and cycle priority at junctions receiving the highest number of poor ratings.
- Respondents are very likely to cycle more often if separate cycle lanes are provided, if there is less traffic on the route, and if safer junctions and crossings with priority for cyclists are provided. The importance of cleaner air and less pollution was highlighted by more than half of respondents (56%).
- More than half are likely to walk along the A4 more often if the air is cleaner and less polluted along the route (56%), if more green spaces and/or trees are provided (47%), if there is less traffic on the route (44%) and if segregated paths are provided (43%).

What we're doing

The feedback received from the survey, digital interactive map and by email will inform has informed the designs for the programme.

Following on from what respondents have told us, we will:

- Develop options that will not only consider serving journeys along the length of the corridor but also for communities along the way. Opportunities to interchange with services and walking/cycling facilities connecting away from the corridor will also be considered;
- Consider how all journey purposes can be served by services and facilities along the A4 corridor;
- Focus our options on the provision of improved bus, cycling and walking facilities. The impacts on other modes (particularly car and freight) movements will be considered as part of the options development process;
- Support the shift from private car to bus, cycling and walking, which will help to address the concerns raised by respondents in terms of traffic flows, air quality and noise (through reduced traffic demand) and in terms of cycling facilities and safety (through increased cycling facilities);
- Continue to support the delivery of the wider regional Bus Service Improvement Plan, with new, bus stop facilities, connections, reduced waiting times for buses and improved connections to other transport modes including the train and the walking/cycling network. Proposed bus priority and new bus lanes will also improve bus journey times and journey time reliability;
- Address several of the improvements rated highly by respondents as encouraging walking and cycling. Our options in the programme will increase segregated bus and cycle provision, improved walking and cycling connections (including crossings) connecting local communities to the A4 as well as increased green infrastructure. The access to bus stops and the waiting environment around bus stops will be also be improved.

Summary of key headlines:

Bristol to Bath Survey

Subject/theme	Headline
Where do respondents live and work (when not working from home)	Most respondents travel along all or part of the Bristol to Bath corridor on a regular basis for commuting purposes.
Working patterns following the lifting of national COVID-19 lockdown restrictions	53% were planning a mix of working from home and working from a workplace.
Travelling often along all or part of the A4 between Bristol and Bath	80% travel regularly along part of the A4 corridor between Bristol and Bath.
Reasons for travelling along the A4 between Bristol and Bath, and how regularly travel would occur	Most journeys will be made once or twice a week, rather than every weekday or weekend. Of trips being made every weekday, the largest proportion (22%) is for commuting.
Mode choice for travelling along the A4 between Bristol and Bath, and how regularly travel would occur	The largest proportion of journeys made regularly (either weekday or once or twice a week) are made by car (as driver or passenger) followed by walking and then cycling.
Factors influencing travel choices along or near the A4 between Bristol and Bath	75% rated traffic flow along the A4 as poor. 71% rated air quality along the A4 as poor. 65% indicated that the traffic noise along the A4 is "Poor". Cycling safety and cycle paths were rated as poor by 60% and 65% of respondents respectively.
Factors influencing choice to travel by bus anywhere along the A4 between Bristol and Bath	50% rated the cost of using bus along the A4 as poor. 37% rated the connections between different bus services along the A4 as poor. 42% rated services while on the bus such as seats and temperature as average.
Opinions on acceptable waiting times for a bus	For 59%, 6-10 minutes of waiting time for a bus is acceptable. A waiting time of 11-15 minutes for a bus is acceptable for 23% of the respondents. 14% indicated that up to 5 minutes of waiting time for a bus is acceptable to them.
Rating of improvements to encourage bus travel along the A4 between Bristol and Bath more often	More than 60% indicated that they are very likely to use the bus often if the bus services are more reliable, and the bus fares are lower. 56% indicated that they are very likely to use the bus often if the bus services are more frequent. 35% indicated that they are very likely to use the bus often if space for bicycles is provided on buses.
Rating of improvements to encourage use of the Park and Rides (Brislington and Newbridge)	Respondents are very likely to more often use the Park and Ride (P&R) facilities if ticket costs are lower (32%), buses to other locations are provided (26%), more facilities at park and ride such as links to other public transport options are provided (26%), secure storage space for cycles is provided (22%), and more frequent buses are available (20%).
Factors influencing choice to cycle anywhere along the A4 between Bristol and Bath	The majority (51% – 80%) gave a poor rating for a number of the factors identified in the survey, with the number of vehicles on the road, sharing the road with other traffic, the amount of segregated cycle lanes, feeling safe along the route and cycle priority at junctions receiving the most poor ratings.

Rating of improvements to encourage cycling along the A4 between Bristol and Bath more often	Respondents indicated that they are very likely to cycle more often if separate cycle lanes are provided (72%), if there is less traffic on the route (66%), and if safer junctions and crossings with priority for cyclists are provided (62%). The importance of cleaner air and less pollution was highlighted by 56% of respondents.
Factors influencing choice to walk anywhere along the A4 between Bristol and Bath	77% rated air quality as poor. Other factors rated as poor are the quality of walking routes and public places (42%), the number of crossing points (37%) and pavement quality (31%).
Rating of improvements to encourage walking along parts of the A4 between Bristol and Bath more often	Respondents are very likely to walk along the A4 more often if the air is cleaner and less polluted along the route (56%), if more green spaces and/or trees are provided (47%), if there is less traffic on the route (44%) and if segregated paths are provided (43%).
Further improvements identified by respondents along the A4	902 individual responses provided free text comment. The largest number of suggested improvements were in relation to cycling, bus and rail improvements, followed by traffic improvements.

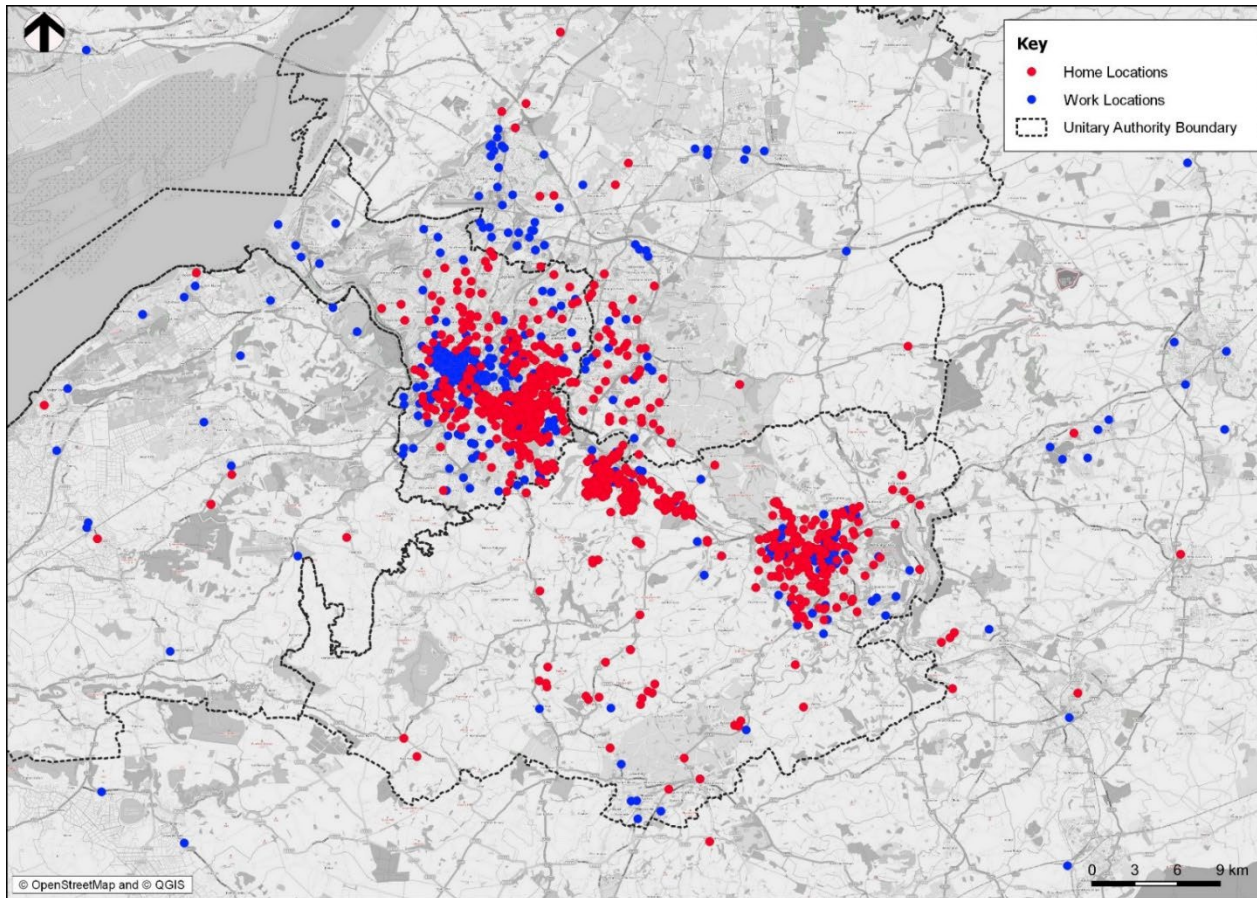
Digital interactive map

Issues Identified	68% identified cycling issues. The next highest proportion of comments referenced crossing points and safety issues (10%) followed by pedestrian issues (7%).
Improvements Identified	53 of the comments identified potential improvements to support cycling. The next highest proportion of comments referenced bus and rail improvements (17% of comments), traffic improvements (e.g. to reduce rat running) which drew 13% of comments and crossing/safety improvements (12% of comments)

Where do respondents live and work (when not working from home)

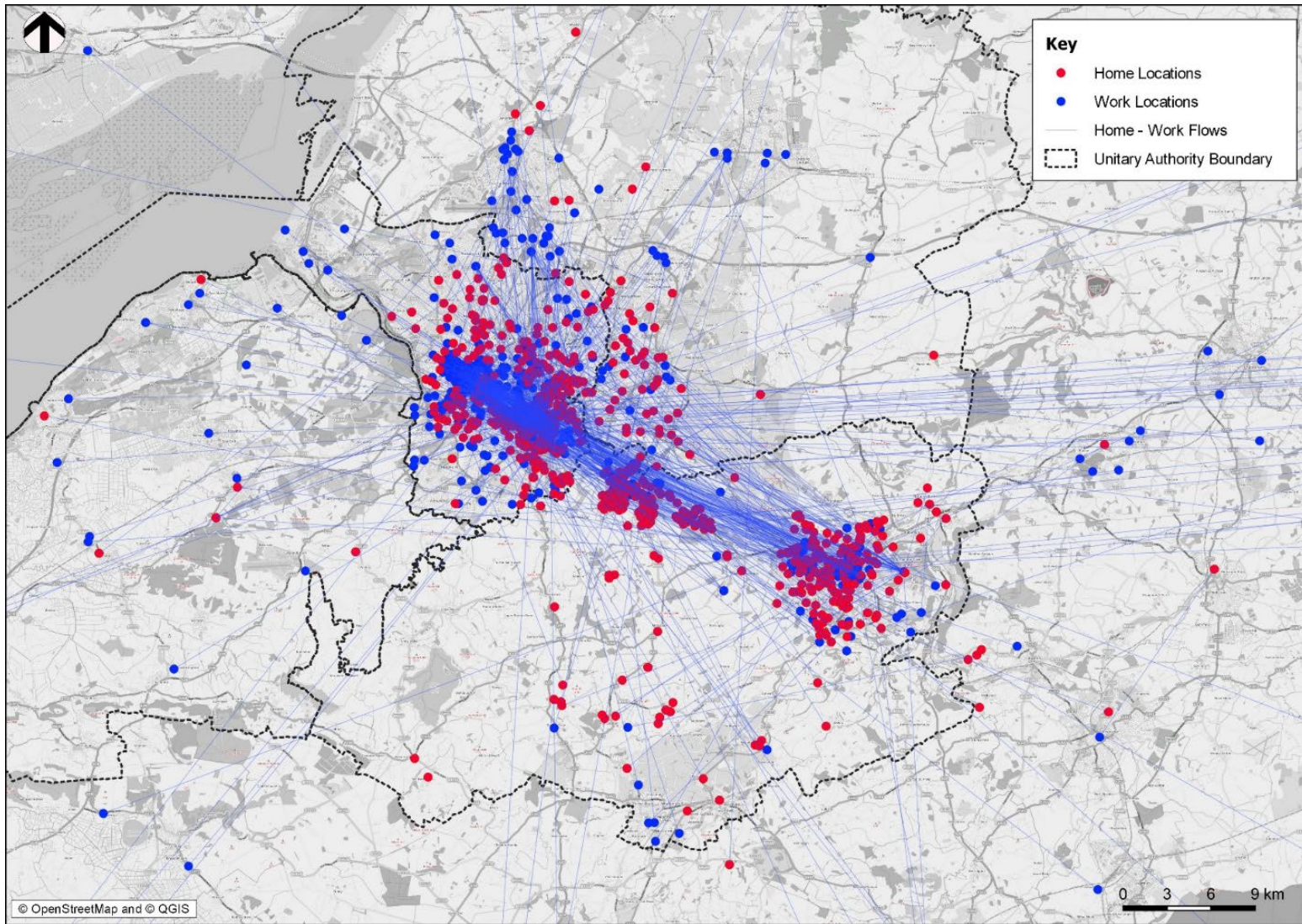
Question 3: Where do you live?

Question 4: Where is your place of work when not working from home?



We asked respondents where they live and where they work when they are not working from home. This is shown in the figure below and shows that the home and work locations of respondents are spread along the Bristol to Bath corridor.

The figure shows the pattern of movement between home and work locations based on the engagement responses received. It shows that the majority of respondents travel along all or part of the Bristol to Bath corridor on a regular basis for commuting purposes.

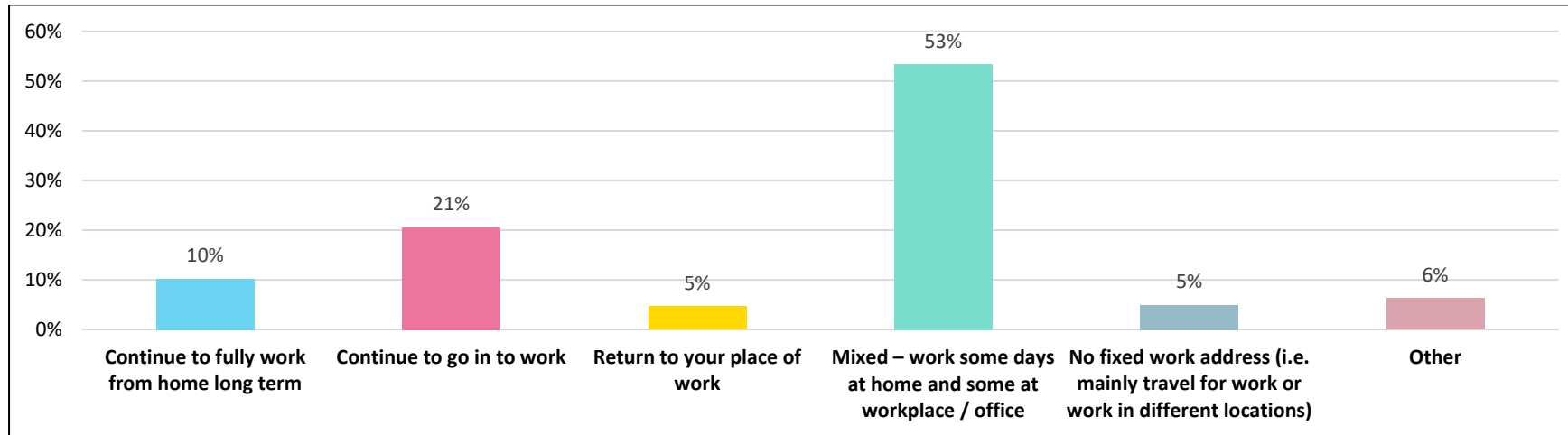


Working patterns following the lifting of national COVID-19 lockdown restrictions

Question 5: Now that national COVID-19 lockdown restrictions have lifted, do you plan to:

1,207 respondents provided an answer to this question.

Headline: The survey indicated that 53% of the respondents were planning a mix of working from home and working from a workplace.



Responses	Count	Percentage
Continue to fully work from home long term	124	10%
Continue to go in to work	250	21%
Return to your place of work	56	5%
Mixed – work some days at home and some at workplace / office	650	53%
No fixed work address (i.e. mainly travel for work or work in different locations)	60	5%
Other	77	6%
TOTAL	1217	100%

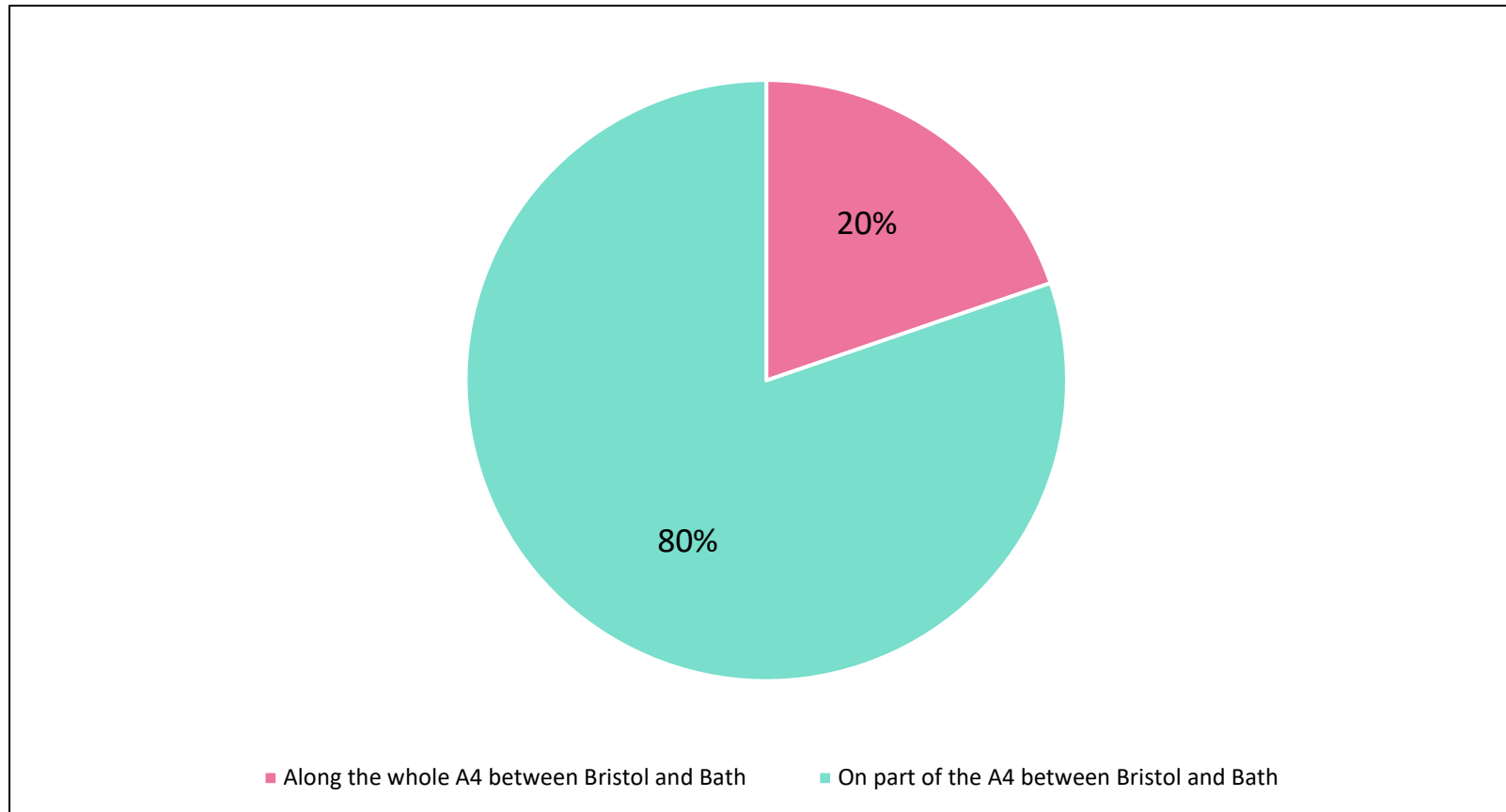
Of respondents who responded under 'other', 92% indicated that they do not need to travel regularly as they are retired, have caring responsibilities, or similar.

Travelling often along all or part of the A4 between Bristol and Bath

Question 6: Do you mostly travel?

1,302 respondents provided an answer to this question.

Headline: 80% of respondents travel regularly along part of the A4 corridor between Bristol and Bath.



Options	Count	Percentage
Along the whole A4 between Bristol and Bath	263	20%
On part of the A4 between Bristol and Bath	1068	80%
Total	1331	100%

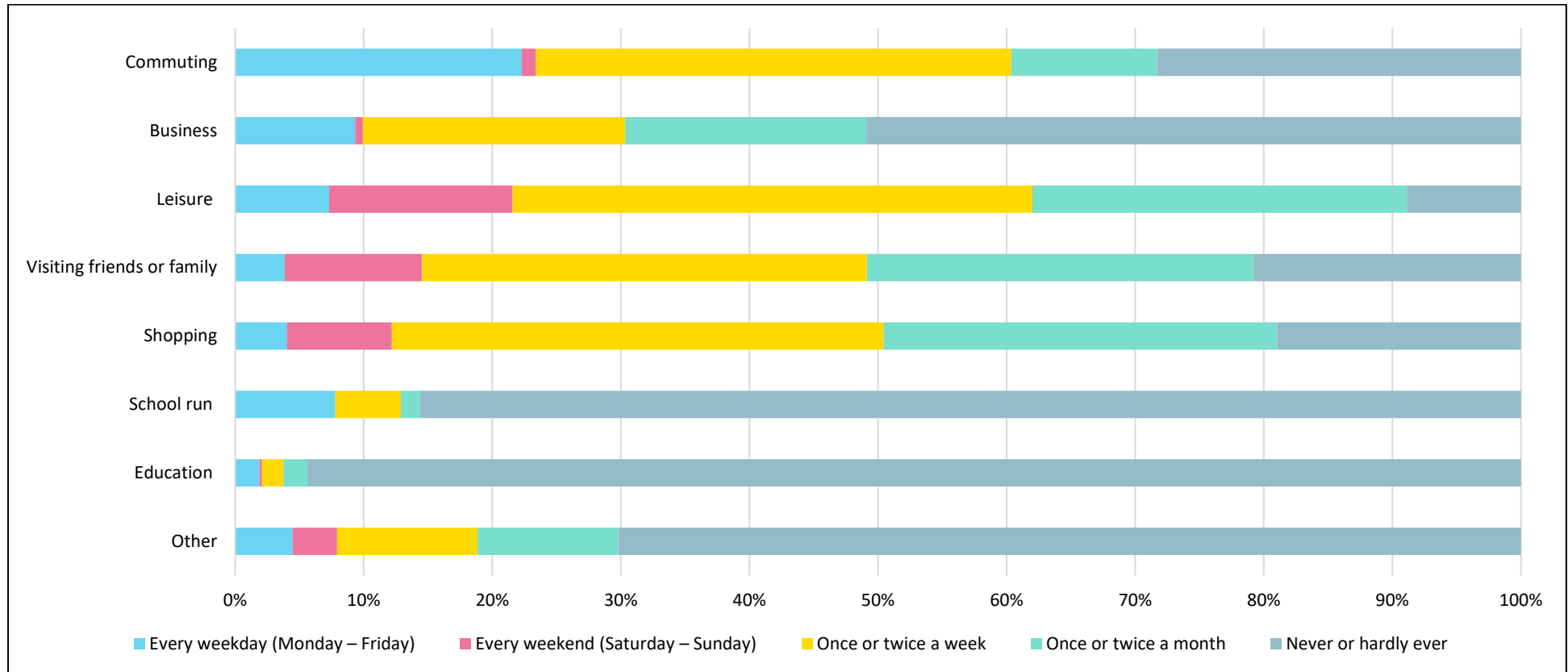
How will responses to this question shape the Bristol to Bath Strategic Corridor Programme:

The development of options will not only consider options serving journeys along the length of the corridor. Opportunities to interchange with services and walking/cycling facilities connecting away from the corridor will be considered.

Reasons for travelling along the A4 between Bristol and Bath, and how regularly travel would occur

Question 7: Now national COVID-19 lockdown restrictions have lifted, how often will you travel along any part of the A4 between Bristol and Bath? Please tick as many options as apply.

Headline: The majority of journeys will be made once or twice a week, rather than every weekday or weekend. Of trips being made every weekday, the largest proportion (22%) is for commuting.



Options	Every weekday (Monday – Friday)	Every weekend (Saturday – Sunday)	Once or twice a week	Once or twice a month	Never or hardly ever	Total
Commuting	267	13	443	136	339	1198
Business	92	6	201	185	502	986
Leisure	93	182	515	371	113	1274
Visiting friends or family	46	128	415	361	249	1199
Shopping	50	101	474	379	235	1239
School run	78	0	51	15	858	1002
Education	18	2	16	18	908	962
Other	31	24	76	76	488	695

Where respondents have responded under “Other”, 25 respondents indicated that they travel on daily (which was not one of the response options) and 11 respondents indicated regular (but not daily) journeys made for purposes such as hospital visits, church visits or volunteering activities.

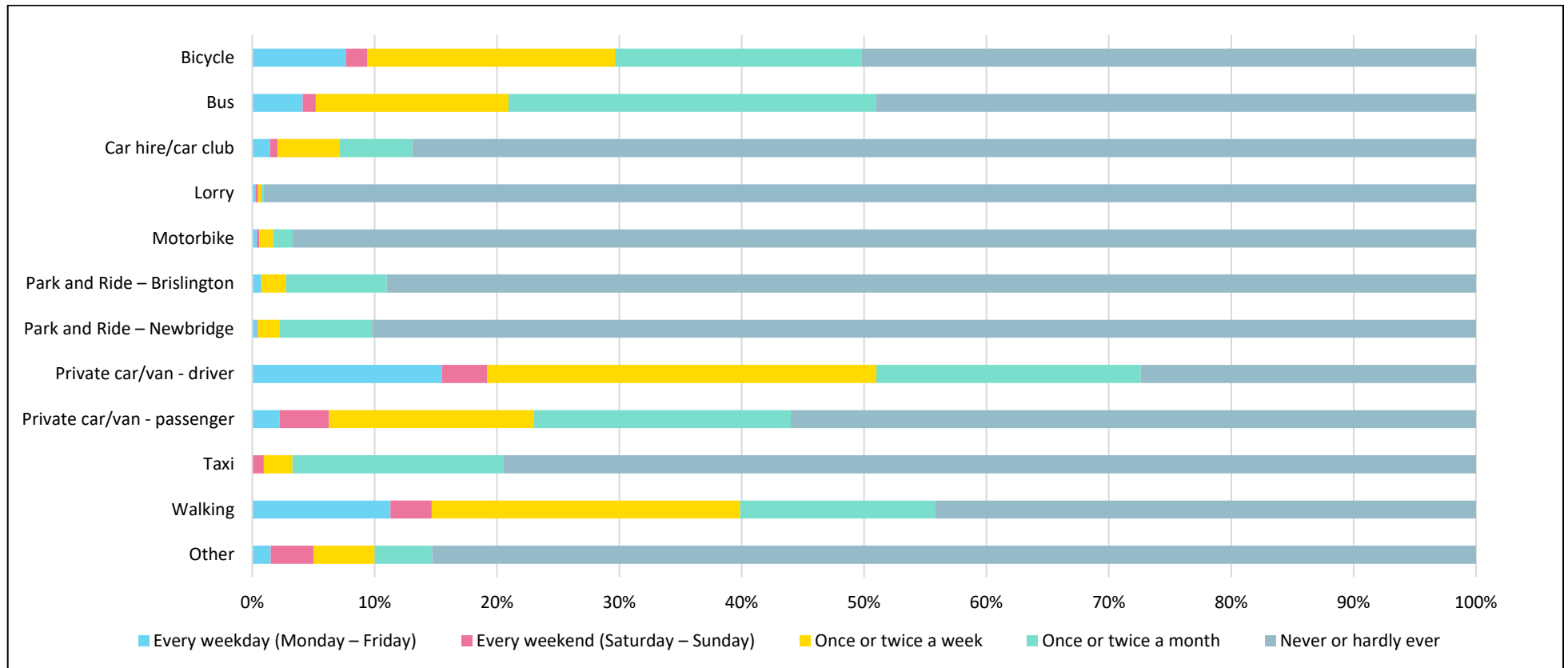
How will responses to this question shape the Bristol to Bath Strategic Corridor Programme:

The development of options will consider how all journey purposes can be served by services and facilities along the A4 corridor.

Mode choice for travelling along the A4 between Bristol and Bath, and how regularly travel would occur

Question 8: Now national COVID-19 lockdown restrictions have lifted, how often will/do you travel along any part of the A4 between Bristol and Bath by:

Headline: The largest proportion of journeys made regularly (either weekday or once or twice a week) are made by car (as driver or passenger) followed by walking and then cycling.



Options	Every weekday (Monday – Friday)	Every weekend (Saturday – Sunday)	Once or twice a week	Once or twice a month	Never or hardly ever	Total
Bicycle	92	21	243	242	603	1201
Bus	50	13	191	364	595	1213
Car hire/car club	16	7	56	66	965	1110
Lorry	3	2	3	2	1047	1057
Motorbike	4	2	12	17	1025	1060
Park and Ride – Brislington	8	0	22	89	965	1084
Park and Ride – Newbridge	4	1	19	82	978	1084
Private car/van - driver	185	44	380	258	327	1194
Private car/van - passenger	24	43	179	224	598	1068
Taxi	0	10	25	184	849	1068
Walking	131	39	292	185	512	1159
Other	10	23	33	31	563	660

Where respondents have responded under ‘Other’, 32 indicated that they travel most regularly by train, and 18 by e-Scooter. 21 respondents indicated that they travelled every day (which was not an option on the survey form). 10 respondents indicated “running” as their mode for regular journeys.

How will responses to this question shape the Bristol to Bath Strategic Corridor Programme:

Whilst the development of options for the A4 corridor will be focused on the provision of improved bus, cycling and walking facilities and services, the impacts on other modes will be considered as part of the options development process.

Factors influencing travel choices along or near the A4 between Bristol and Bath

Question 9: Thinking about the areas along or near the A4 between Bristol and Bath, what are your thoughts about the factors listed below?

Headline: 75% of the respondents rated traffic flow along the A4 as poor. 71% of the respondents rated air quality along the A4 as poor 65% of the respondents indicated that the traffic noise along the A4 is poor. Cycling safety and cycle paths were rated as poor by 60% and 65% of respondents respectively.



Options	Excellent	Good	Average	Poor	Don't know	Total
Traffic noise	11	36	353	863	70	1333
Air quality	10	30	239	951	107	1337
Lighting	35	410	610	127	132	1314
Traffic flow on the A4	3	51	242	1009	37	1342
Traffic on residential streets	6	88	403	620	206	1323
Cycle paths	36	129	191	730	240	1326
Cycling safety	18	76	211	791	230	1326
Footpaths / pavements	16	180	560	419	151	1326
Walking safety	29	200	518	418	161	1326
Bus services/journeys	36	259	428	348	262	1333
Crossing points	15	175	468	478	180	1316
Cycle parking	12	27	130	564	573	1306
Bus stops	39	320	495	154	305	1313
Trees and greenery	29	205	522	521	46	1323
Benches and resting places	7	52	207	659	395	1320
Cleanliness and litter bin availability	9	101	397	509	311	1327
Other	14	3	20	107	301	445

Where respondents have responded under 'Other', 14 referenced concerns about the design of the road network itself (e.g. junction designs) and 9 referenced concerns about speeding and a lack of speed enforcement.

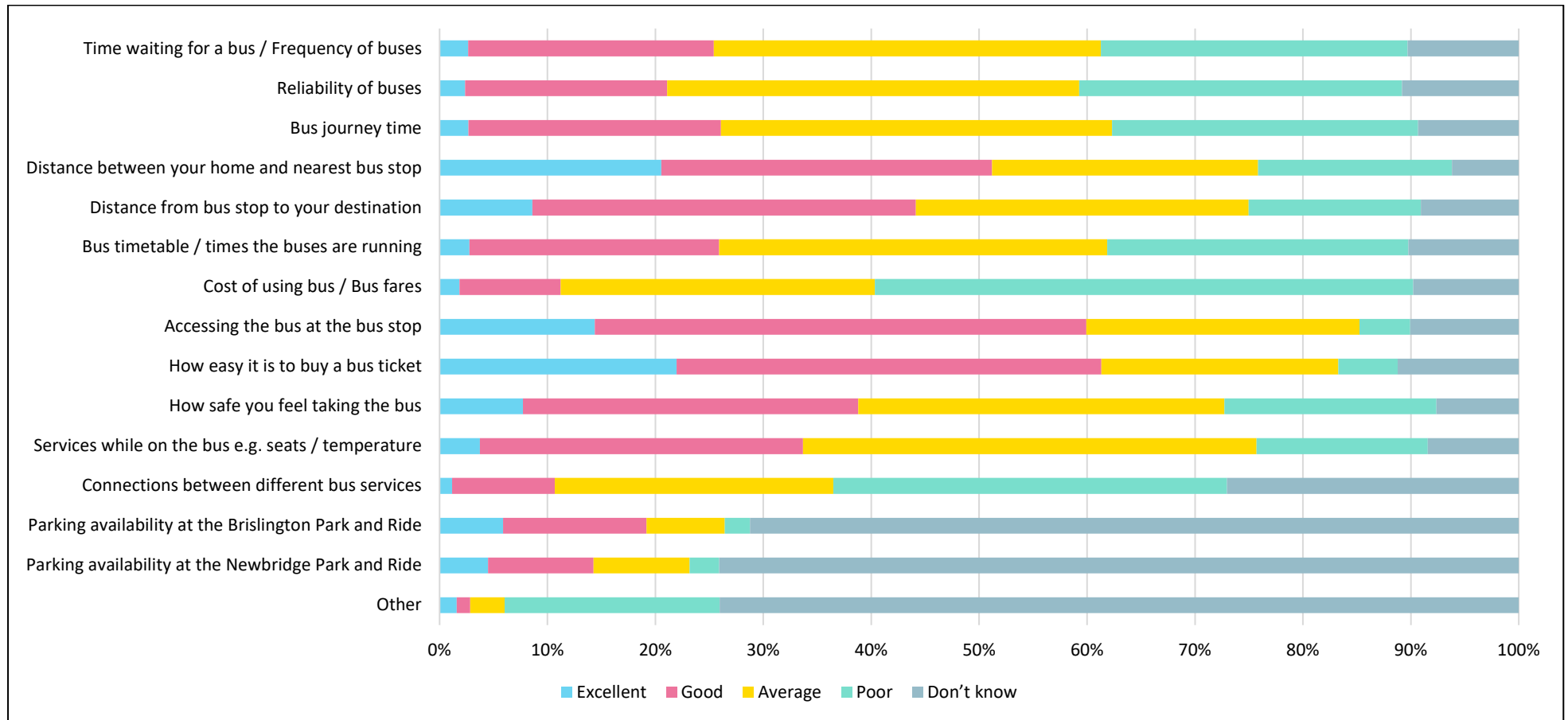
How will responses to this question shape the Bristol to Bath Strategic Corridor Programme

The development of options for the A4 corridor will be focused on the provision of improved bus, cycling and walking facilities and services. The impacts on other modes (in particular car and freight) movements will be considered as part of the options development process. The Bristol to Bath Strategic Corridor Programme is seeking to support mode shift from private car to bus, cycling and walking, which will help to address the concerns raised by respondents in terms of traffic flows, air quality and noise (through reduced traffic demand) and in terms of cycling facilities and safety (through increased cycling facilities).

Factors influencing choice to travel by bus anywhere along the A4 between Bristol and Bath

Question 10: Please rate the following factors when using the bus to travel anywhere along the A4 between Bristol and Bath.

Headline: 50% of the respondents rated the cost of using bus along the A4 as poor. 37% of the respondents rated the connections between different bus services along the A4 as poor. 42% of the respondents rated services while on the bus such as seats and temperature as average.



Options	Excellent	Good	Average	Poor	Don't know	Total
Time waiting for a bus / Frequency of buses	28	241	380	301	109	1059
Reliability of buses	25	197	402	315	114	1053
Bus journey time	28	246	381	298	98	1051
Distance between your home and nearest bus stop	216	322	259	189	65	1051
Distance from bus stop to your destination	90	372	323	167	95	1047
Bus timetable / times the buses are running	29	242	376	292	107	1046
Cost of using bus / Bus fares	19	97	301	516	101	1034
Accessing the bus at the bus stop	150	475	264	49	105	1043
How easy it is to buy a bus ticket	227	407	227	57	116	1034
How safe you feel taking the bus	81	326	356	206	80	1049
Services while on the bus e.g. seats / temperature	39	313	439	166	88	1045
Connections between different bus services	12	99	268	379	281	1039
Parking availability at the Brislington Park and Ride	60	136	74	24	728	1022
Parking availability at the Newbridge Park and Ride	46	100	91	28	758	1023
Other	5	4	10	63	234	316

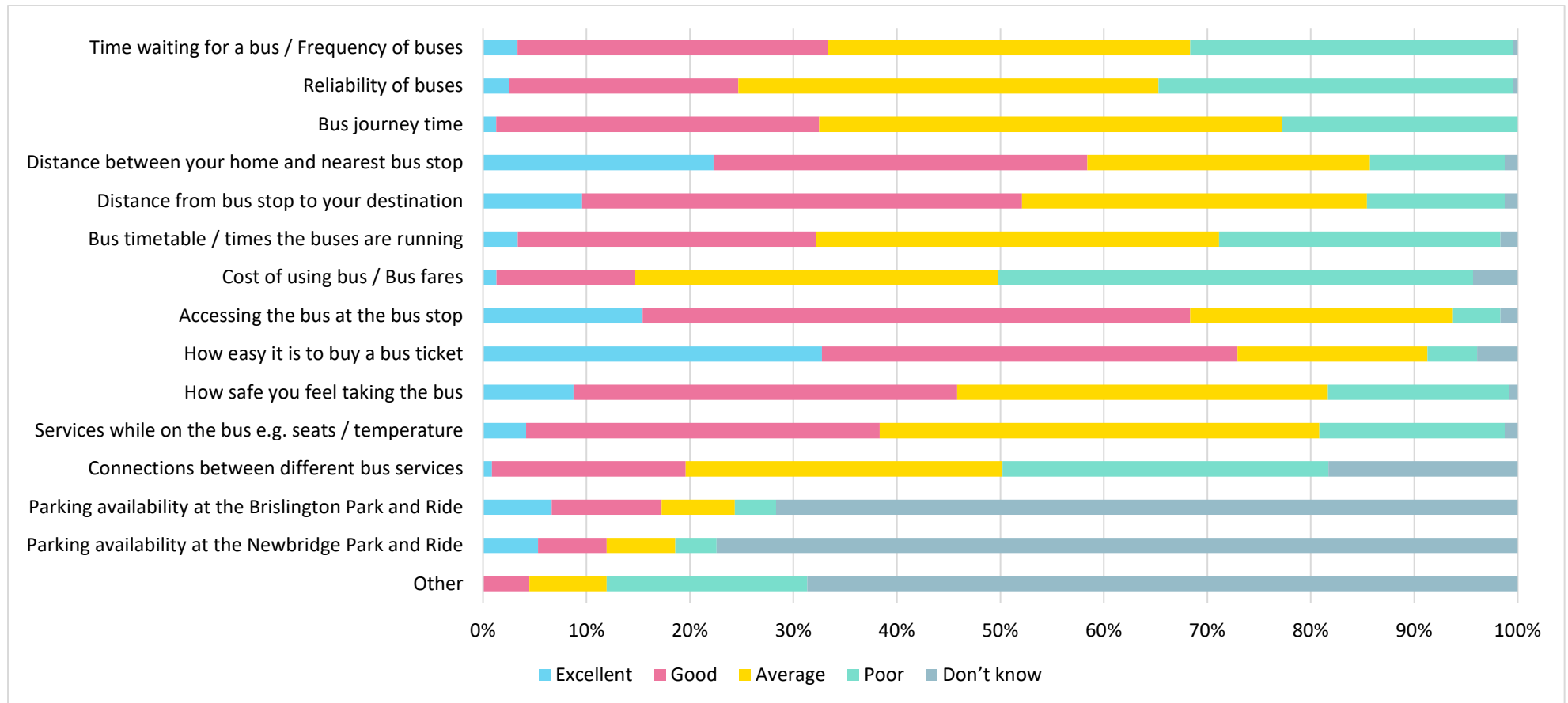
Where respondents have responded under 'Other', 7 respondents referenced crowding on buses, and one respondent referenced the quality of the bus stops.

How will responses to this question shape the Bristol to Bath Strategic Corridor Programme:

The development of options for the A4 corridor will be focused on the provision of improved bus, cycling and walking facilities. The output will include improved stop facilities and connections and would support the development of the wider regional Bus Service Improvement Plan.

Factors influencing choice to travel by bus anywhere along the A4 between Bristol and Bath
(filtered by respondents who regularly use buses)

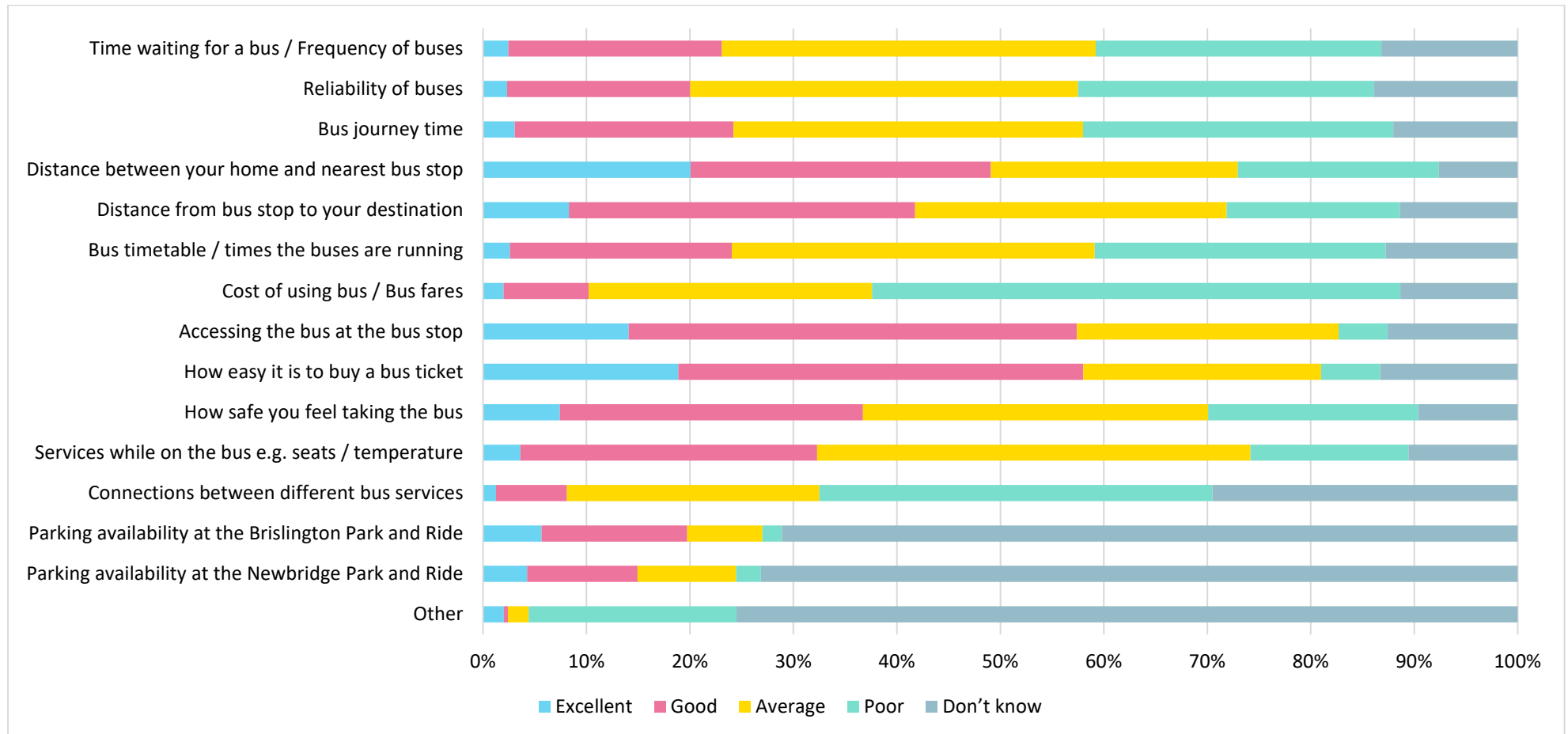
Headline: 46% of the respondents rated the cost of using bus along the A4 as "Poor". More than 30% rated the reliability of buses, frequency of buses and connections between different services as "Poor".



Options	Excellent	Good	Average	Poor	Don't know	Total
Time waiting for a bus / Frequency of buses	8	72	84	75	1	240
Reliability of buses	6	53	97	82	1	239
Bus journey time	3	74	106	54	0	237
Distance between your home and nearest bus stop	53	86	65	31	3	238
Distance from bus stop to your destination	23	102	80	32	3	240
Bus timetable / times the buses are running	8	69	93	65	4	239
Cost of using bus / Bus fares	3	31	81	106	10	231
Accessing the bus at the bus stop	37	127	61	11	4	240
How easy it is to buy a bus ticket	75	92	42	11	9	229
How safe you feel taking the bus	21	89	86	42	2	240
Services while on the bus e.g. seats / temperature	10	82	102	43	3	240
Connections between different bus services	2	44	72	74	43	235
Parking availability at the Brislington Park and Ride	15	24	16	9	162	226
Parking availability at the Newbridge Park and Ride	12	15	15	9	175	226
Other	0	3	5	13	46	67

Factors influencing choice to travel by bus anywhere along the A4 between Bristol and Bath (filtered by respondents who do not regularly use buses)

Headline: 51% of the respondents rated the cost of using bus along A4 is poor. More than 38% indicated that the connections between different services are poor. Around 22% of the respondents gave a good bus travel rating.



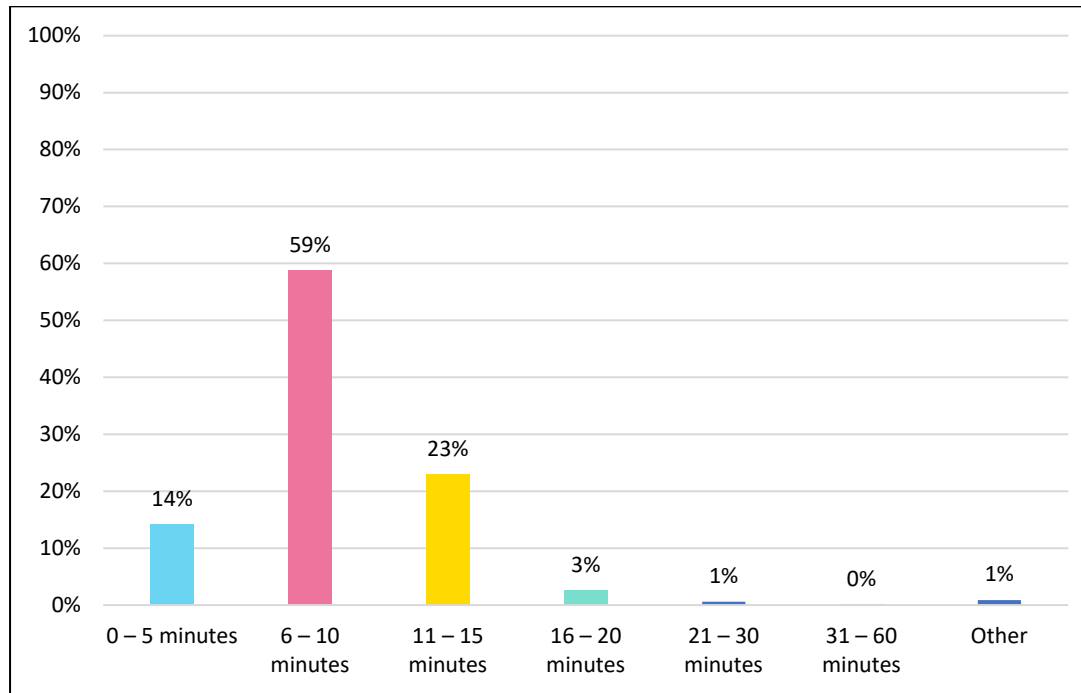
Options	Excellent	Good	Average	Poor	Don't know	Total
Time waiting for a bus / Frequency of buses	20	169	296	226	108	819
Reliability of buses	19	144	305	233	113	814
Bus journey time	25	172	275	244	98	814
Distance between your home and nearest bus stop	163	236	194	158	62	813
Distance from bus stop to your destination	67	270	243	135	92	807
Bus timetable / times the buses are running	21	173	283	227	103	807
Cost of using bus / Bus fares	16	66	220	410	91	803
Accessing the bus at the bus stop	113	348	203	38	101	803
How easy it is to buy a bus ticket	152	315	185	46	107	805
How safe you feel taking the bus	60	237	270	164	78	809
Services while on the bus e.g. seats / temperature	29	231	337	123	85	805
Connections between different bus services	10	55	196	305	237	803
Parking availability at the Brislington Park and Ride	45	112	58	15	566	796
Parking availability at the Newbridge Park and Ride	34	85	76	19	583	797
Other	5	1	5	50	188	249

Opinions on acceptable waiting times for a bus

Question 11: How long is an acceptable time to wait for a bus in your opinion?

1,189 respondents provided an answer to this question.

Headline: For 59% of the respondents, 6-10 minutes of waiting time for a bus is acceptable. A waiting time of 11-15 minutes for a bus is acceptable for 23% of the respondents. 14% of the respondents indicated that up to 5 minutes of waiting time for a bus is acceptable to them.



Options	Count	Percentage
0 – 5 minutes	173	14%
6 – 10 minutes	715	59%
11 – 15 minutes	279	23%
16 – 20 minutes	31	3%
21 – 30 minutes	7	1%
31 – 60 minutes	2	0%
Other	11	1%
Total	1218	100%

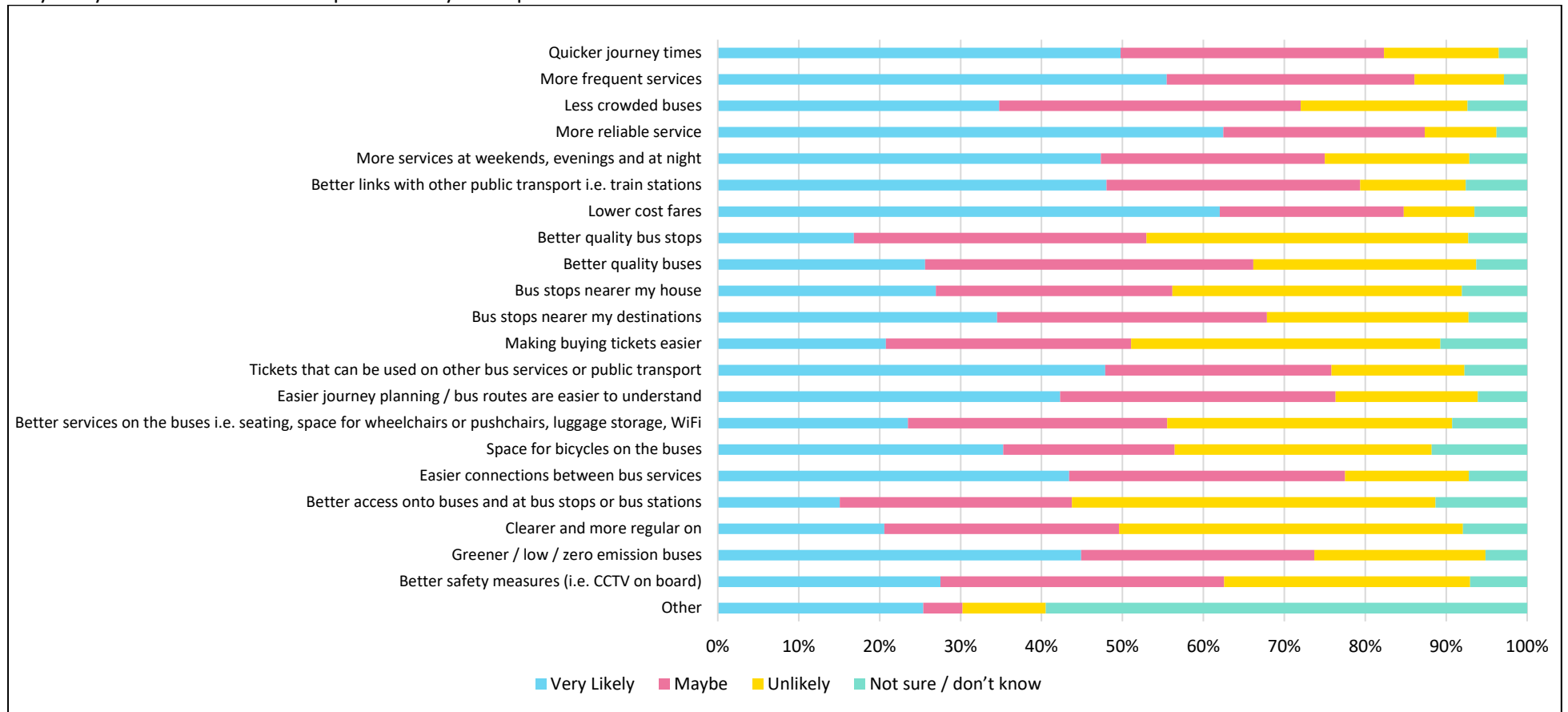
How will responses to this question shape the Bristol to Bath Strategic Corridor Programme:

The development of options for the A4 corridor will be focused on the provision of improved bus, cycling and walking facilities and services. The output will include improved bus service frequency, stop facilities and connections and would reduce waiting times for buses.

Rating of improvements to encourage bus travel along the A4 between Bristol and Bath more often

Question 12: Please rate how likely the improvements below would be in encouraging you to use the bus more often?

Headline: More than 60% of respondents indicated that they are very likely to use the bus often if the bus services are more reliable, and the bus fares are lower. 56% of the respondents indicated that they are very likely to use the bus often if the bus services are more frequent. 35% of the respondents indicated that they are very likely to use the bus often if space for bicycles is provided on buses.



Options	Very Likely	Maybe	Unlikely	Not sure / don't know	Total
Quicker journey times	608	398	173	43	1222
More frequent services	678	374	135	35	1222
Less crowded buses	416	446	247	88	1197
More reliable service	760	303	108	46	1217
More services at weekends, evenings and at night	570	333	215	86	1204
Better links with other public transport i.e. train stations	582	380	158	92	1212
Lower cost fares	753	276	106	79	1214
Better quality bus stops	199	428	471	86	1184
Better quality buses	305	483	328	75	1191
Bus stops nearer my house	317	344	421	95	1177
Bus stops nearer my destinations	410	396	296	86	1188
Making buying tickets easier	246	359	453	127	1185
Tickets that can be used on other bus services or public transport	574	335	197	93	1199
Easier journey planning / bus routes are easier to understand	506	407	210	73	1196
Better services on the buses i.e. seating, space for wheelchairs or pushchairs, luggage storage, WiFi	279	380	418	110	1187
Space for bicycles on the buses	421	253	379	141	1194
Easier connections between bus services	517	406	182	86	1191
Better access onto buses and at bus stops or bus stations	177	337	528	133	1175
Clearer and more regular on	244	344	504	94	1186
Greener / low / zero emission buses	539	346	254	62	1201
Better safety measures (i.e. CCTV on board)	327	417	361	84	1189
Other	79	15	32	185	311

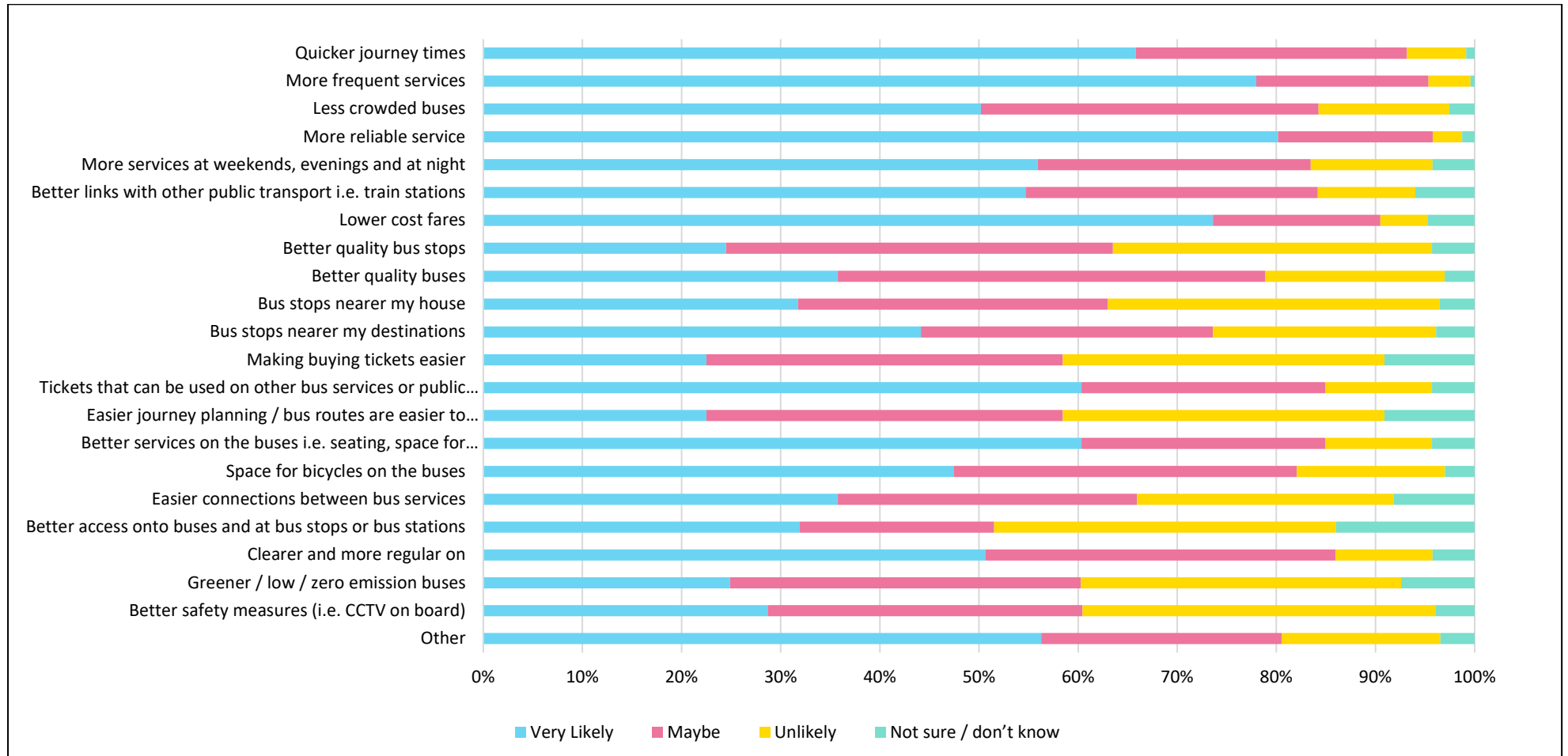
Where respondents have responded under 'Other', 10 respondents noted that they supported the introduction of trams over the introduction of buses/bus improvements. 5 respondents referenced improved information about services (e.g. electronic information boards, apps, etc).

How will responses to this question shape the Bristol to Bath Strategic Corridor Programme:

The development of options for the A4 corridor will be focused on the provision of improved bus, cycling and walking facilities and services. The output will include improved, stop facilities and connections and would support the development of the wider regional Bus Service Improvement Plan. Proposed bus priority and new bus lanes will improve bus journey times and journey time reliability.

Rating of improvements to encourage bus travel (filtered by respondents who regularly use buses)

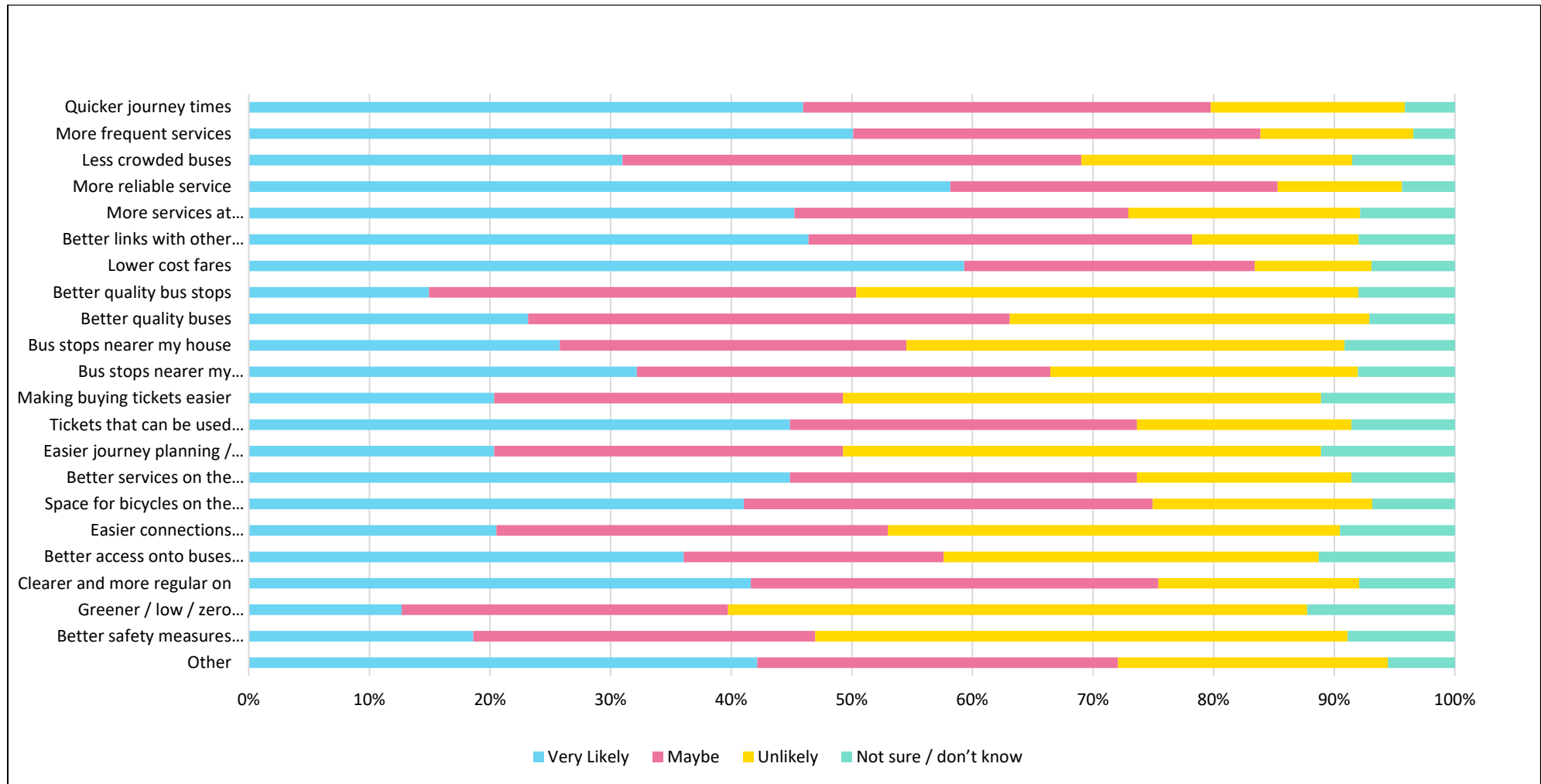
Headline: More than 80% of respondents indicated that they are very likely to use the bus more often if the bus services are more reliable, and the bus fares are lower. 78% of the respondents indicated that they are very likely to use the bus often if the bus services are more frequent. 60% of the respondents indicated that they are very likely to use the bus often if space for bicycles is provided on buses and tickets could be used on other services.



Options	Very Likely	Maybe	Unlikely	Not sure / don't know	Total
Quicker journey times	154	64	14	2	234
More frequent services	184	41	10	1	236
Less crowded buses	118	80	31	6	235
More reliable service	190	37	7	3	237
More services at weekends, evenings and at night	132	65	29	10	236
Better links with other public transport i.e. train stations	128	69	23	14	234
Lower cost fares	170	39	11	11	231
Better quality bus stops	57	91	75	10	233
Better quality buses	83	100	42	7	232
Bus stops nearer my house	72	71	76	8	227
Bus stops nearer my destinations	102	68	52	9	231
Making buying tickets easier	52	83	75	21	231
Tickets that can be used on other bus services or public transport	140	57	25	10	232
Easier journey planning / bus routes are easier to understand	111	81	35	7	234
Better services on the buses i.e. seating, space for wheelchairs or pushchairs, luggage storage, WiFi	83	70	60	19	232
Space for bicycles on the buses	73	45	79	32	229
Easier connections between bus services	119	83	23	10	235
Better access onto buses and at bus stops or bus stations	57	81	74	17	229
Clearer and more regular on	66	73	82	9	230
Greener / low / zero emission buses	130	56	37	8	231
Better safety measures (i.e. CCTV on board)	89	86	48	8	231
Other	15	3	9	36	63

Rating of improvements to encourage bus travel (filtered by respondents who do not regularly use buses)

Headline: 59 % people indicated that they are very likely to use the bus more often if the bus fares are lower, and 58% if bus services are more reliable. 50% of the respondents indicated that they are very likely to use the bus often if the bus services are more frequent.

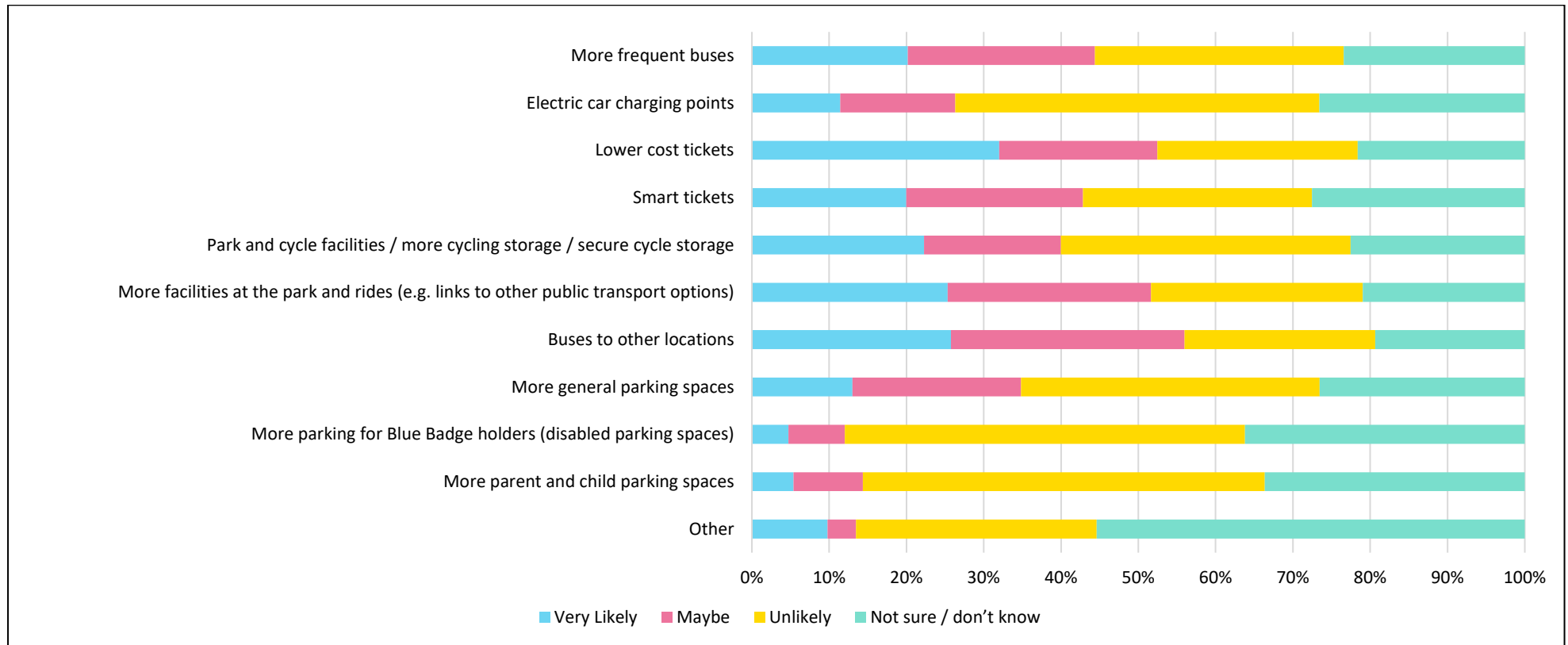


Options	Very Likely	Maybe	Unlikely	Not sure / don't know	Total
Quicker journey times	454	334	159	41	988
More frequent services	494	333	125	34	986
Less crowded buses	298	366	216	82	962
More reliable service	570	266	101	43	980
More services at weekends, evenings and at night	438	268	186	76	968
Better links with other public transport i.e. train stations	454	311	135	78	978
Lower cost fares	583	237	95	68	983
Better quality bus stops	142	337	396	76	951
Better quality buses	222	383	286	68	959
Bus stops nearer my house	245	273	345	87	950
Bus stops nearer my destinations	308	328	244	77	957
Making buying tickets easier	194	276	378	106	954
Tickets that can be used on other bus services or public transport	434	278	172	83	967
Easier journey planning / bus routes are easier to understand	395	326	175	66	962
Better services on the buses i.e. seating, space for wheelchairs or pushchairs, luggage storage, WiFi	196	310	358	91	955
Space for bicycles on the buses	348	208	300	109	965
Easier connections between bus services	398	323	159	76	956
Better access onto buses and at bus stops or bus stations	120	256	454	116	946
Clearer and more regular on	178	271	422	85	956
Greener / low / zero emission buses	409	290	217	54	970
Better safety measures (i.e. CCTV on board)	238	331	313	76	958
Other	64	12	23	149	248

Rating of improvements to encourage use of the Park and Rides (Brislington and Newbridge)

Question 13: How likely would the improvements below be in encouraging you to use the Park and Ride more often? (Brislington and Newbridge)

Headline: Respondents to the survey indicated that they are very likely to more often use the Park and Ride (P&R) facilities if ticket costs are lower (32%), buses to other locations are provided (26%), more facilities at park and ride such as links to other public transport options are provided (26%), secure storage space for cycles is provided (22%), and more frequent buses are available (20%).



Options	Very Likely	Maybe	Unlikely	Not sure / don't know	Total
More frequent buses	228	274	364	265	1131
Electric car charging points	127	165	523	295	1110
Lower cost tickets	358	229	290	242	1119
Smart tickets	222	254	329	306	1111
Park and cycle facilities / more cycling storage / secure cycle storage	248	197	417	251	1113
More facilities at the park and rides (e.g. links to other public transport options)	284	295	307	235	1121
Buses to other locations	286	336	274	215	1111
More general parking spaces	144	242	428	294	1108
More parking for Blue Badge holders (disabled parking spaces)	52	80	568	397	1097
More parent and child parking spaces	59	98	569	368	1094
Other	40	15	127	226	408

Where respondents have responded under 'Other', the majority of responses noted that they do not drive, do not use the P&R or do not have a P&R service along their regular route.

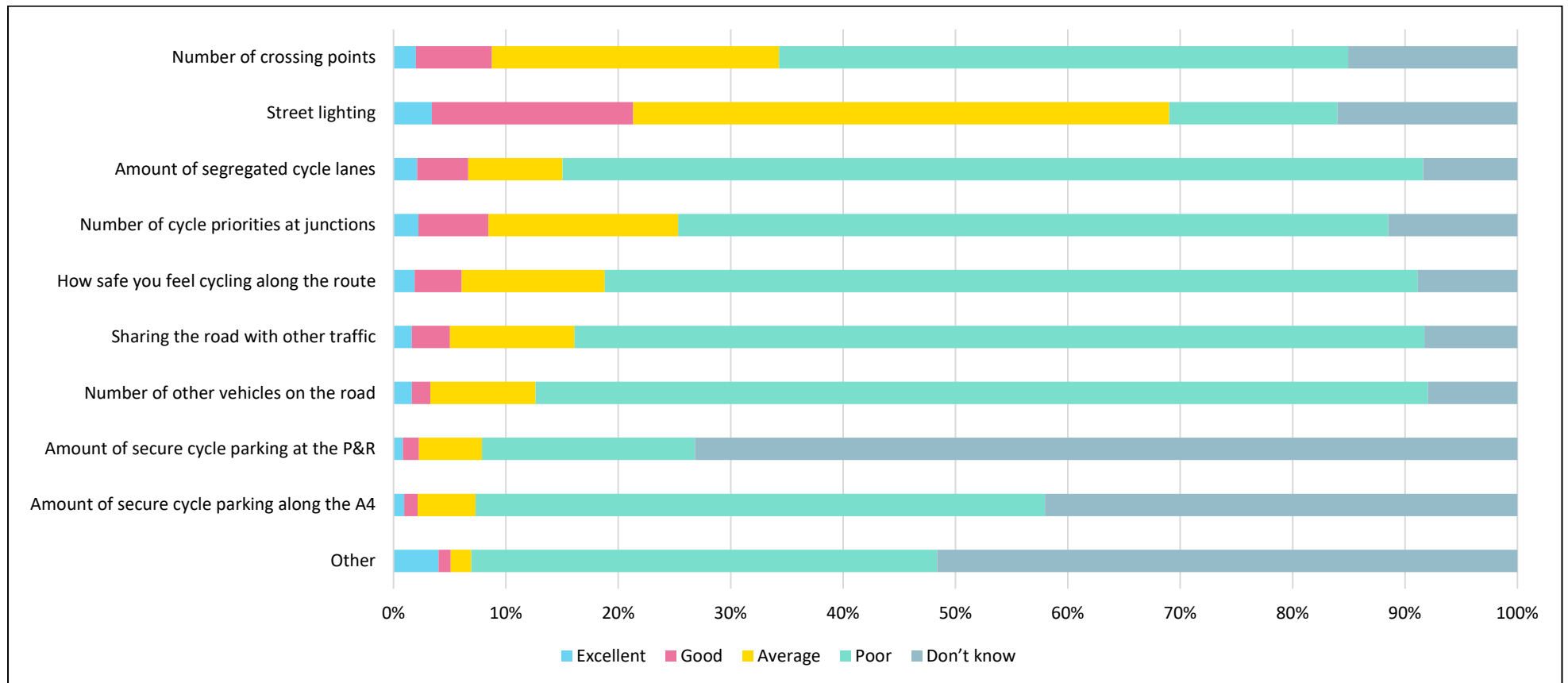
How will responses to this question shape the Bristol to Bath Strategic Corridor Programme:

The development of options for the A4 corridor will be focused on the provision of improved bus, cycling and walking facilities. The output will include improved stop facilities and connections and would support the development of the wider regional Bus Service Improvement Plan. This will improve the connections from P&R services to other bus services and the walking/cycling network.

Factors influencing choice to cycle anywhere along the A4 between Bristol and Bath

Question 14: Please rate the following factors when cycling along the A4 anywhere between Bristol and Bath?

Headline: The majority of the respondents (51% – 80%) gave a poor rating for a number of the factors identified in the survey, with the number of vehicles on the road, sharing the road with other traffic, the amount of segregated cycle lanes, feeling safe along the route and cycle priority at junctions receiving the most ‘poor’ ratings.



Options	Excellent	Good	Average	Poor	Don't know	Total
Number of crossing points	17	58	219	434	129	857
Street lighting	29	152	405	127	136	849
Amount of segregated cycle lanes	18	39	72	657	72	858
Number of cycle priorities at junctions	19	53	144	539	98	853
How safe you feel cycling along the route	16	36	109	620	76	857
Sharing the road with other traffic	14	29	95	648	71	857
Number of other vehicles on the road	14	14	80	679	68	855
Amount of secure cycle parking at the P&R	7	12	47	159	614	839
Amount of secure cycle parking along the A4	8	10	43	423	351	835
Other	11	3	5	114	142	275

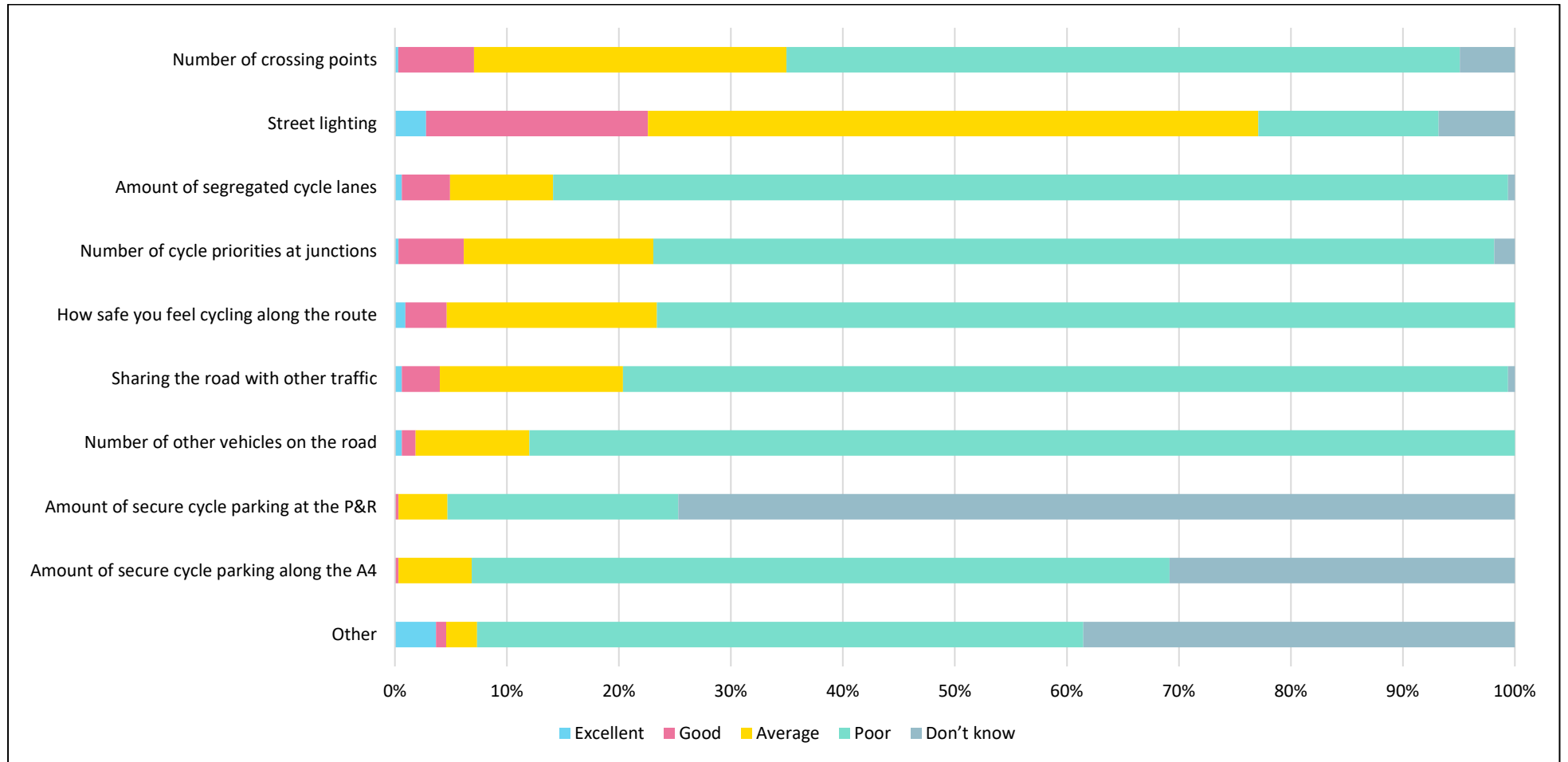
Where respondents have responded under 'Other', the majority of responses noted that they do not cycle. Other responses included comments on the quality of cycling facilities (e.g. surface quality, overgrown vegetation blocking the paths) which received 35 comments, concerns about the narrowness of cycle paths (14 comments), the lack of connectivity to destinations such as schools and colleges (13 comments), poor quality crossing facilities (13 comments) and poor air quality (13 comments).

How will responses to this question shape the Bristol to Bath Strategic Corridor Programme

The development of options for the A4 corridor will be focused on the provision of improved bus, cycling and walking facilities. The output will include segregated cycle facilities along the A4 and improved walking and cycling connections (including crossings) connecting local communities to the corridor. This will address a number of the factors identified by the respondents.

Factors influencing choice to cycle anywhere along the A4 between Bristol and Bath (filtered by respondents who regularly cycle)

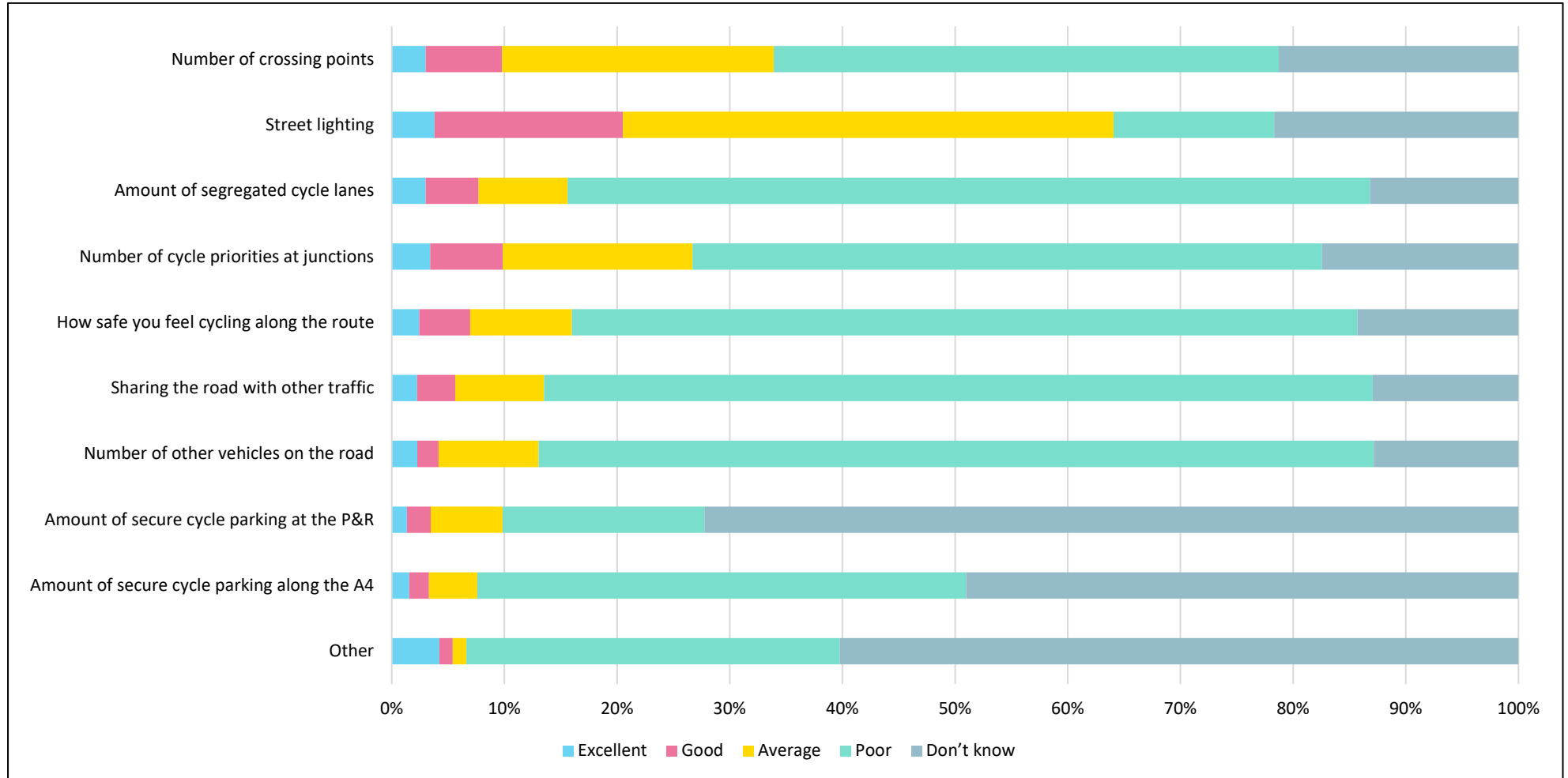
Headline: The views of regular cyclists are similar to those of all the respondents, with the majority of poor rating for the number of vehicles on the road, sharing the road with other traffic, the amount of segregated cycle lanes, feeling safe along the route and cycle priority at junctions. Notably cyclists provided ratings of excellent or good in 6.6% of responses as opposed to 9% of responses from all the respondents.



Options	Excellent	Good	Average	Poor	Don't know	Total
Number of crossing points	1	22	91	196	16	326
Street lighting	9	64	176	52	22	323
Amount of segregated cycle lanes	2	14	30	278	2	326
Number of cycle priorities at junctions	1	19	55	244	6	325
How safe you feel cycling along the route	3	12	61	249	0	325
Sharing the road with other traffic	2	11	53	256	2	324
Number of other vehicles on the road	2	4	33	286	0	325
Amount of secure cycle parking at the P&R	0	1	14	66	239	320
Amount of secure cycle parking along the A4	0	1	21	200	99	321
Other	4	1	3	59	42	109

Factors influencing choice to cycle anywhere along the A4 between Bristol and Bath (filtered by respondents who do not regularly cycle)

Headline: More than 70% of the respondents who do not regularly cycle gave a poor rating to the number of other vehicles on the road, sharing the road with other traffic, the amount of segregated cycle lanes and how safe they feel cycling along the route.

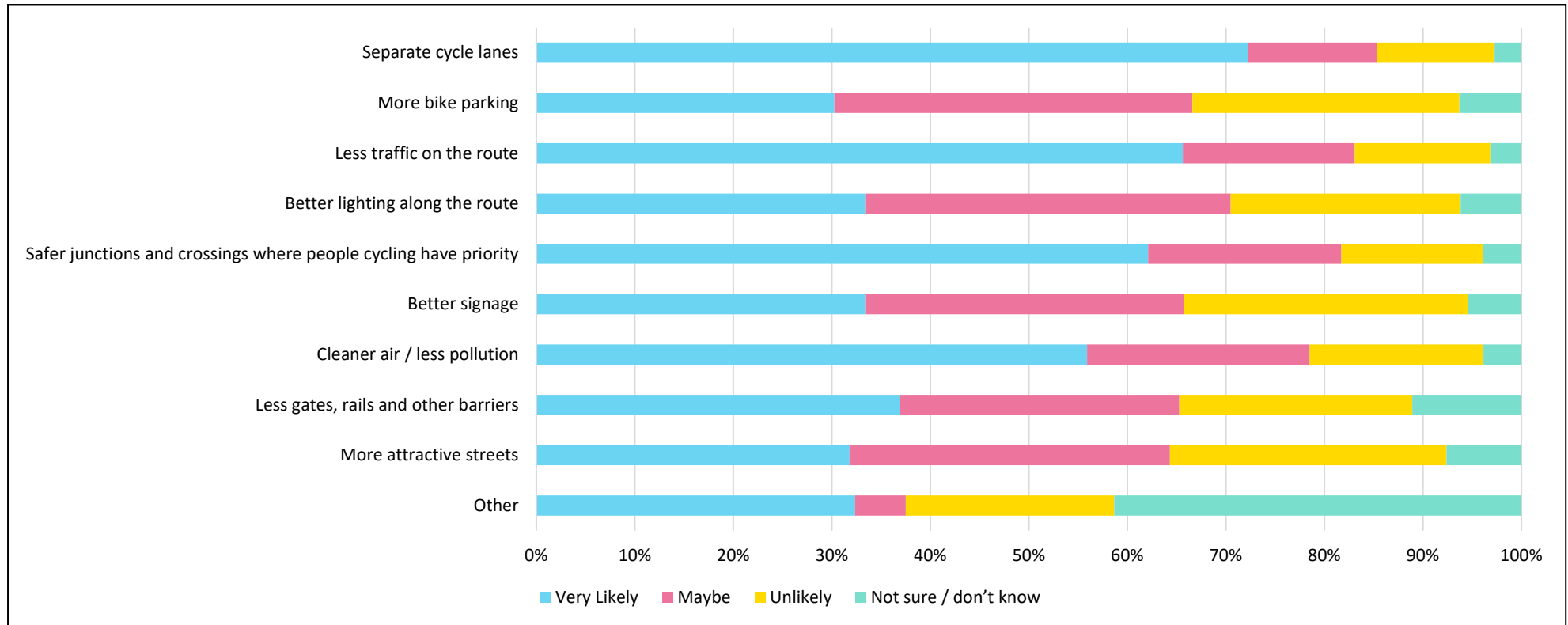


Options	Excellent	Good	Average	Poor	Don't know	Total
Number of crossing points	16	36	128	238	113	531
Street lighting	20	88	229	75	114	526
Amount of segregated cycle lanes	16	25	42	379	70	532
Number of cycle priorities at junctions	18	34	89	295	92	528
How safe you feel cycling along the route	13	24	48	371	76	532
Sharing the road with other traffic	12	18	42	392	69	533
Number of other vehicles on the road	12	10	47	393	68	530
Amount of secure cycle parking at the P&R	7	11	33	93	375	519
Amount of secure cycle parking along the A4	8	9	22	223	252	514
Other	7	2	2	55	100	166

Rating of improvements to encourage cycling along the A4 between Bristol and Bath more often

Question 15: How likely would the improvements below be in encouraging you to cycle more often? Please tick as many boxes as you would like.

Headline: Respondents indicated that they are very likely to cycle more often if separate cycle lanes are provided (72%), if there is less traffic on the route (66%), and if safer junctions and crossings with priority for cyclists are provided (62%). The importance of cleaner air and less pollution was highlighted by 56% of respondents.



Options	Very Likely	Maybe	Unlikely	Not sure / don't know	Total
Separate cycle lanes	800	146	132	30	1108
More bike parking	327	393	293	68	1081
Less traffic on the route	722	192	152	34	1100
Better lighting along the route	364	403	254	67	1088
Safer junctions and crossings where people cycling have priority	680	215	157	43	1095
Better signage	363	350	313	59	1085
Cleaner air / less pollution	609	246	192	42	1089
Less gates, rails and other barriers	400	307	256	120	1083
More attractive streets	343	351	303	82	1079
Other	101	16	66	129	312

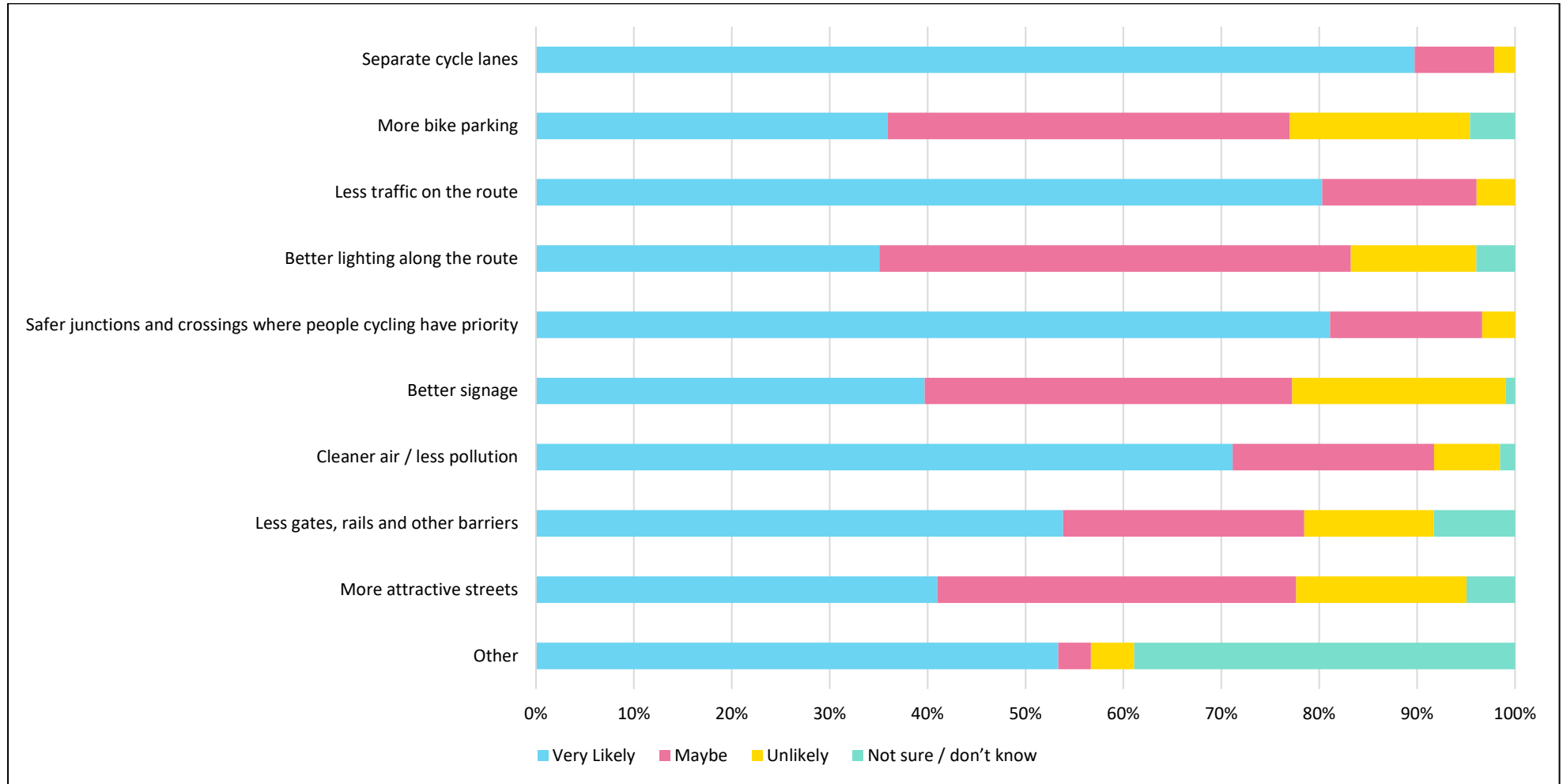
Where respondents have responded under 'Other', comments included reference to factors that would encourage cycling such as improved quality of cycling facilities (e.g. surface quality, vegetation management) which received 21 comments, better connectivity to destinations such as schools and colleges (19 comments) and improved enforcement to prevent the misuse of cycle lanes and vehicles parking on cycle lanes (7 comments).

How will responses to this question shape the Bristol to Bath Strategic Corridor Programme:

The development of options for the A4 corridor will be focused on the provision of improved bus, cycling and walking facilities. The output will include segregated cycle facilities along the A4 and improved walking and cycling connections (including crossings) connecting local communities to the corridor. This aligns with the improvements rated by respondents as encouraging cycling.

Rating of improvements to encourage cycling (filtered by respondents who regularly cycle)

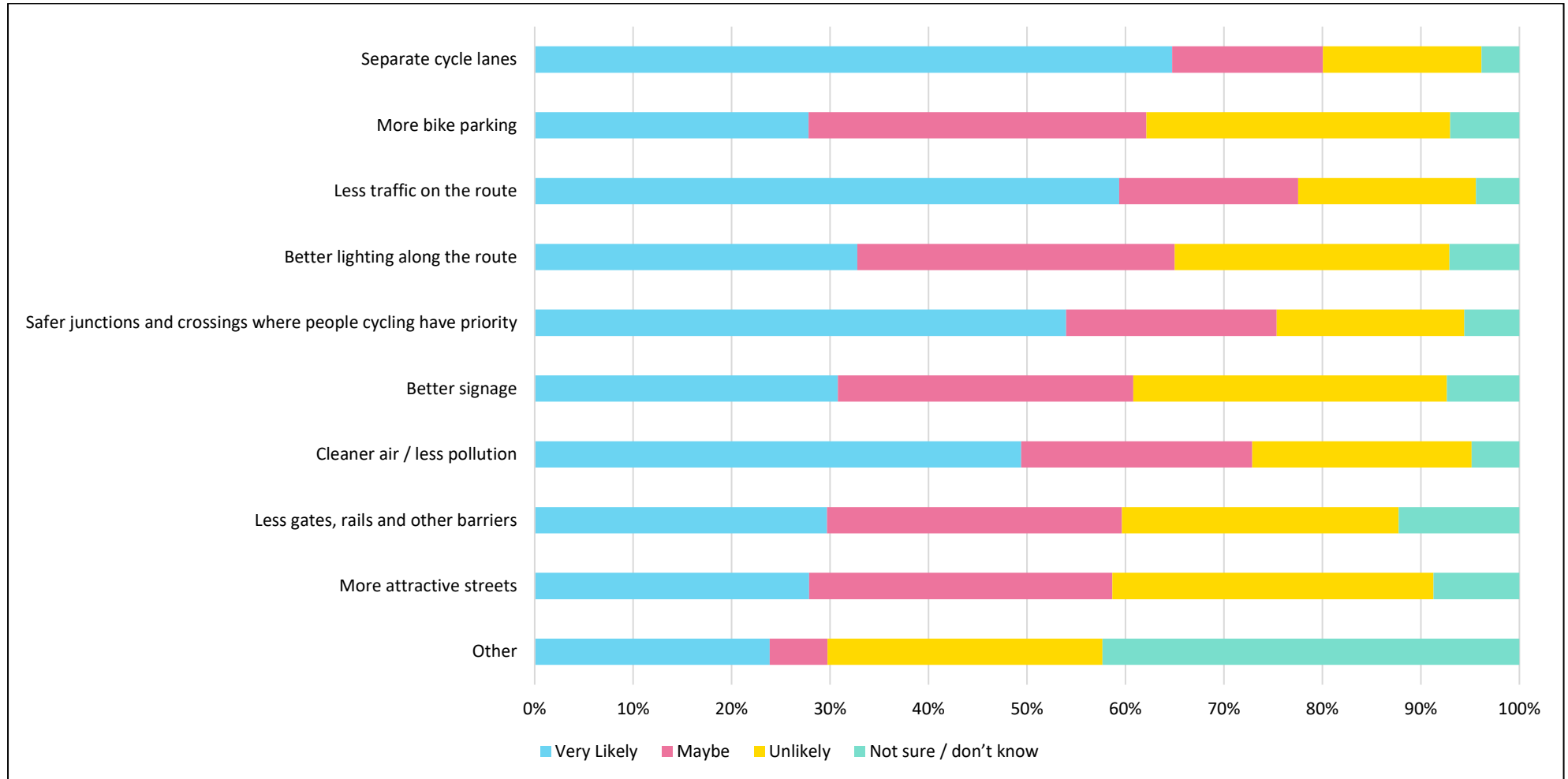
Headline: The views of regular cyclists are similar to those of all the respondents, with improvements to provide separate cycle lanes (90%), less traffic on the route (80%) and safer junctions and crossings with priority for cyclists (81%) highlighted as factors rated very likely to encourage cycling.



Options	Very Likely	Maybe	Unlikely	Not sure / don't know	Total
Separate cycle lanes	297	27	7	0	331
More bike parking	117	134	60	15	326
Less traffic on the route	265	52	13	0	330
Better lighting along the route	115	158	42	13	328
Safer junctions and crossings where people cycling have priority	266	51	11	0	328
Better signage	129	122	71	3	325
Cleaner air / less pollution	232	67	22	5	326
Less gates, rails and other barriers	175	80	43	27	325
More attractive streets	132	118	56	16	322
Other	48	3	4	35	90

Rating of improvements to encourage cycling (filtered by respondents who do not regularly cycle)

Headline: The views of respondents who do not regularly cycle are broadly similar to those of regular cyclists, indicating that they are very likely to cycle more often if separate cycle lanes are provided (65%), if there are less traffic on route (59%) and if safer junctions and crossings with priority for people cycling (54%).

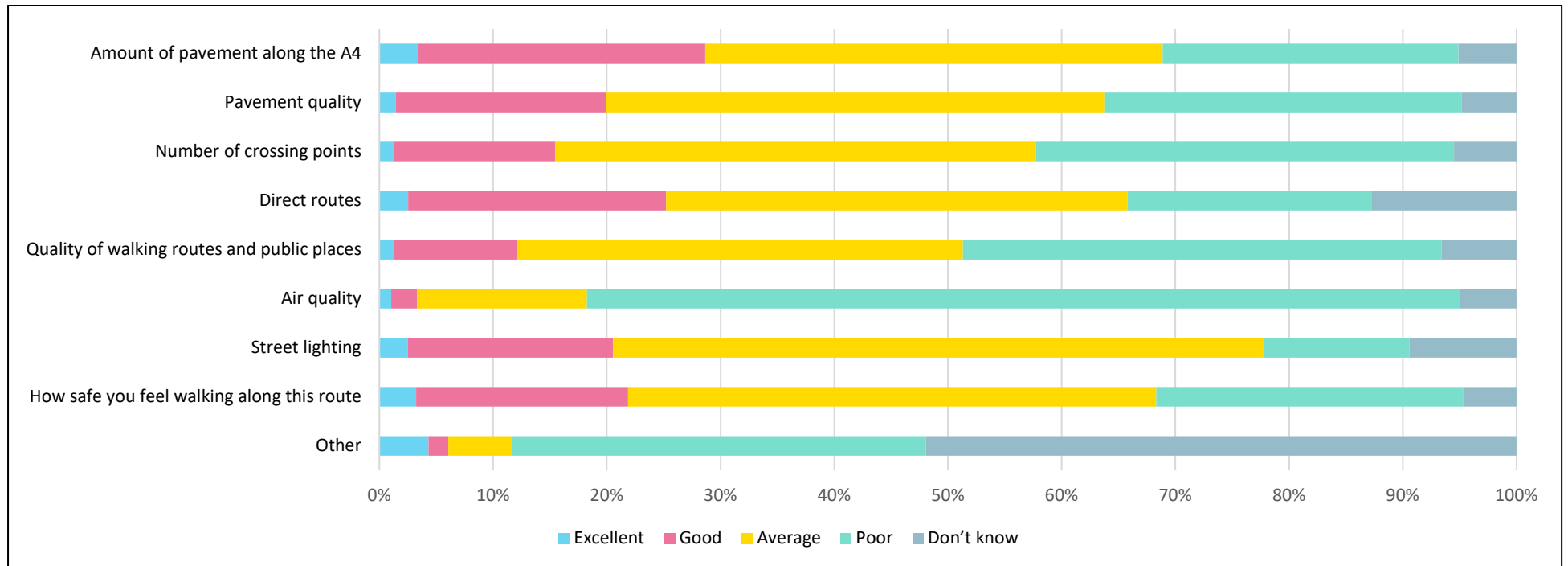


Options	Very Likely	Maybe	Unlikely	Not sure / don't know	Total
Separate cycle lanes	503	119	125	30	777
More bike parking	210	259	233	53	755
Less traffic on the route	457	140	139	34	770
Better lighting along the route	249	245	212	54	760
Safer junctions and crossings where people cycling have priority	414	164	146	43	767
Better signage	234	228	242	56	760
Cleaner air / less pollution	377	179	170	37	763
Less gates, rails and other barriers	225	227	213	93	758
More attractive streets	211	233	247	66	757
Other	53	13	62	94	222

Factors influencing choice to walk anywhere along the A4 between Bristol and Bath

Question 16: Please rate the factors below when walking along any part of the A4 between Bristol and Bath:

Headline: 77% of respondents rated air quality as poor. Other factors rated as poor are the quality of walking routes and public places (42%), the number of crossing points (37%) and pavement quality (31%).



Options	Excellent	Good	Average	Poor	Don't know	Total
Amount of pavement along the A4	33	247	393	254	50	977
Pavement quality	14	180	425	305	47	971
Number of crossing points	12	137	407	354	53	963
Direct routes	24	214	383	203	120	944
Quality of walking routes and public places	12	103	374	401	63	953
Air quality	10	22	144	740	48	964
Street lighting	24	172	545	122	90	953
How safe you feel walking along this route	31	178	444	258	45	956
Other	10	4	13	84	120	231

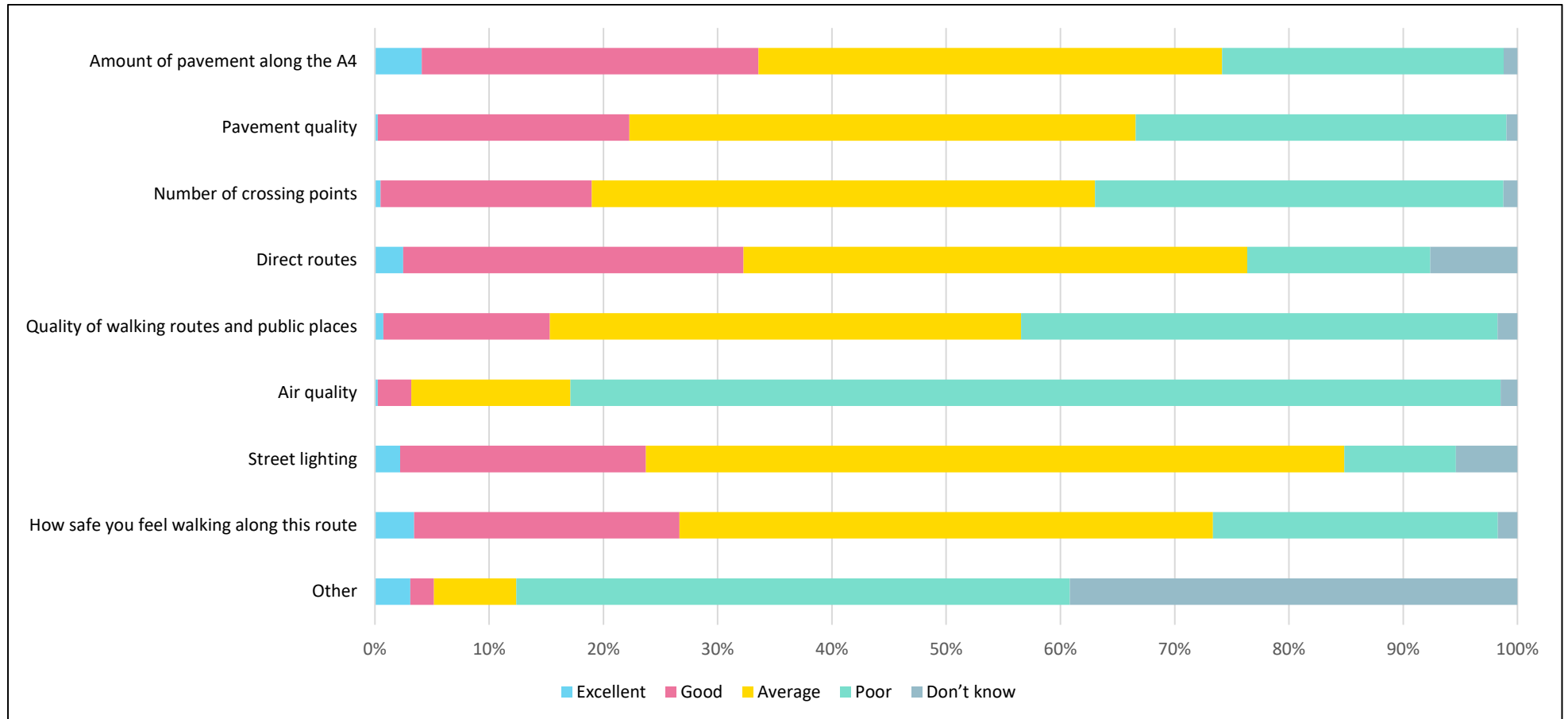
Where respondents have responded under 'Other', comments included reference to factors that were rated as poor such as noise pollution from HGVs and high traffic volumes (18 comments), narrow paths due to advertising boards and utilities (15 comments) and aggressive cyclists on shared walking/cycling paths (13 comments).

How will responses to this question shape the Bristol to Bath Strategic Corridor Programme:

The development of options for the A4 corridor will be focused on the provision of improved bus, cycling and walking facilities. The output will include improved walking and cycling connections (including crossings) connecting local communities to the corridor, as well as increased green infrastructure along the corridor. The access to bus stops and the waiting environment around bus stops will be improved. Mode shift from car to bus, walking and cycling will reduce traffic flows. This will address a number of the factors identified by the respondents.

Factors influencing choice to walk anywhere along the A4 between Bristol and Bath (filtered by respondents who regularly walk)

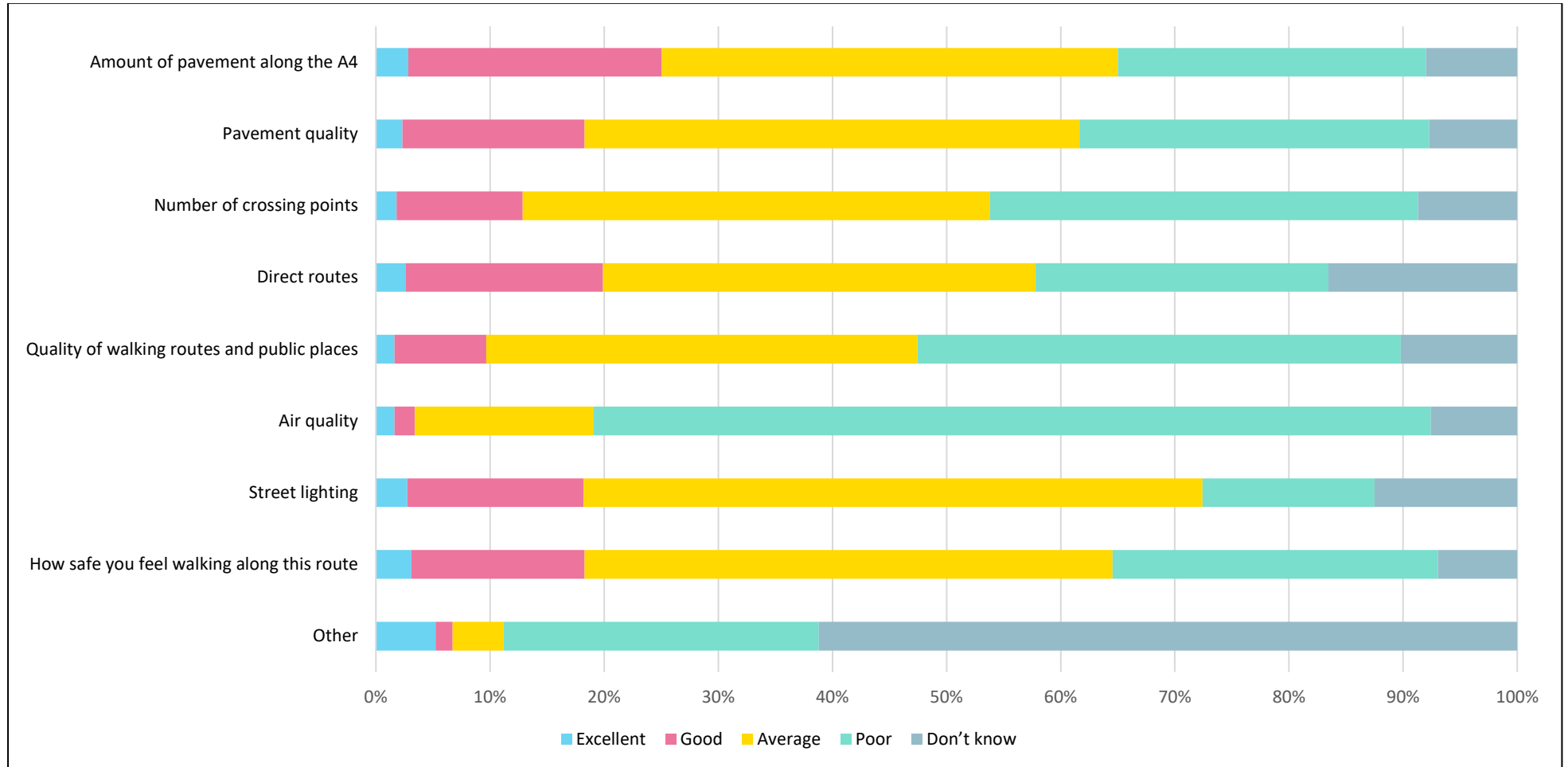
Headline: The responses are similar to those of all respondents. 81% of respondents highlighted poor air quality as a factor influencing the choice to walk along the A4 between Bristol and Bath. Other factors rated as poor are the quality of walking routes and public places (42%), the number of crossing points (44%), lack of direct routes (44%) and pavement quality (44%).



Options	Excellent	Good	Average	Poor	Don't know	Total
Amount of pavement along the A4	17	122	168	102	5	414
Pavement quality	1	91	183	134	4	413
Number of crossing points	2	76	181	147	5	411
Direct routes	10	121	179	65	31	406
Quality of walking routes and public places	3	59	167	169	7	405
Air quality	1	12	57	333	6	409
Street lighting	9	88	250	40	22	409
How safe you feel walking along this route	14	95	191	102	7	409
Other	3	2	7	47	38	97

Factors influencing choice to walk anywhere along the A4 between Bristol and Bath (filtered by respondents who do not regularly walk)

Headline: The responses are similar to those of all respondents. 73% of respondents highlighted poor air quality as a factor influencing the choice to walk along the A4 between Bristol and Bath. Other factors rated as poor are the quality of walking routes and public places (42%), the number of crossing points (38%), lack of safety (28%) and pavement quality (31%).

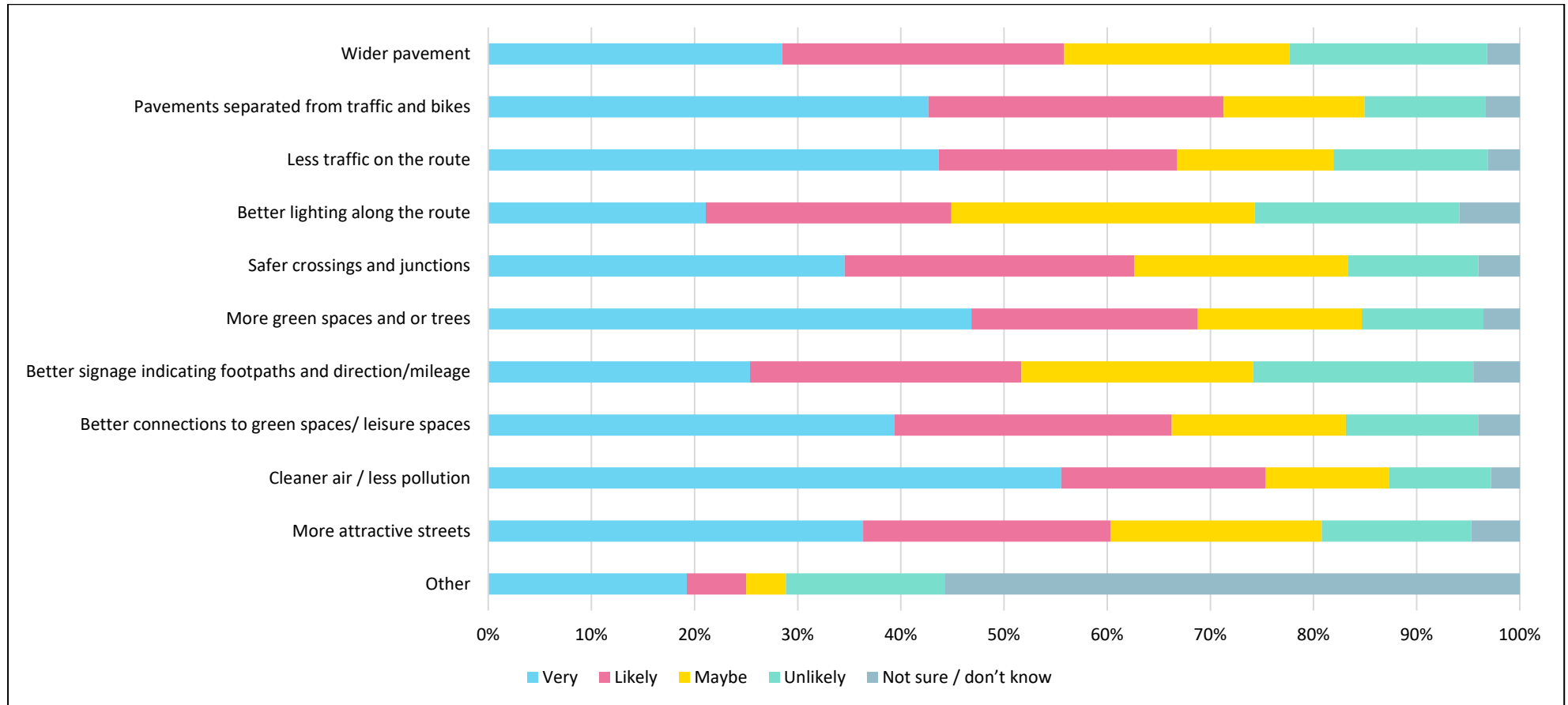


Options	Excellent	Good	Average	Poor	Don't know	Total
Amount of pavement along the A4	16	125	225	152	45	563
Pavement quality	13	89	242	171	43	558
Number of crossing points	10	61	226	207	48	552
Direct routes	14	93	204	138	89	538
Quality of walking routes and public places	9	44	207	232	56	548
Air quality	9	10	87	407	42	555
Street lighting	15	84	295	82	68	544
How safe you feel walking along this route	17	83	253	156	38	547
Other	7	2	6	37	82	134

Rating of improvements to encourage walking along parts of the A4 between Bristol and Bath more often

Question 17: How likely would the improvements below encourage you to walk along parts of the A4 between Bristol and Bath more often?

Headline: Respondents indicated that they are very likely to walk along the A4 more often if the air is cleaner and less polluted along the route (56%), if more green spaces and/or trees are provided (47%), if there is less traffic on the route (44%) and if segregated paths are provided (43%).



Options	Very	Likely	Maybe	Unlikely	Not sure / don't know	Total
Wider pavement	305	293	234	205	34	1071
Pavements separated from traffic and bikes	459	308	147	126	36	1076
Less traffic on the route	469	248	163	161	33	1074
Better lighting along the route	223	252	311	210	62	1058
Safer crossings and junctions	369	300	221	135	43	1068
More green spaces and or trees	504	236	171	127	38	1076
Better signage indicating footpaths and direction/mileage	270	280	239	227	48	1064
Better connections to green spaces/ leisure spaces	420	287	180	137	43	1067
Cleaner air / less pollution	597	213	129	106	30	1075
More attractive streets	386	255	217	154	50	1062
Other	40	12	8	32	116	208

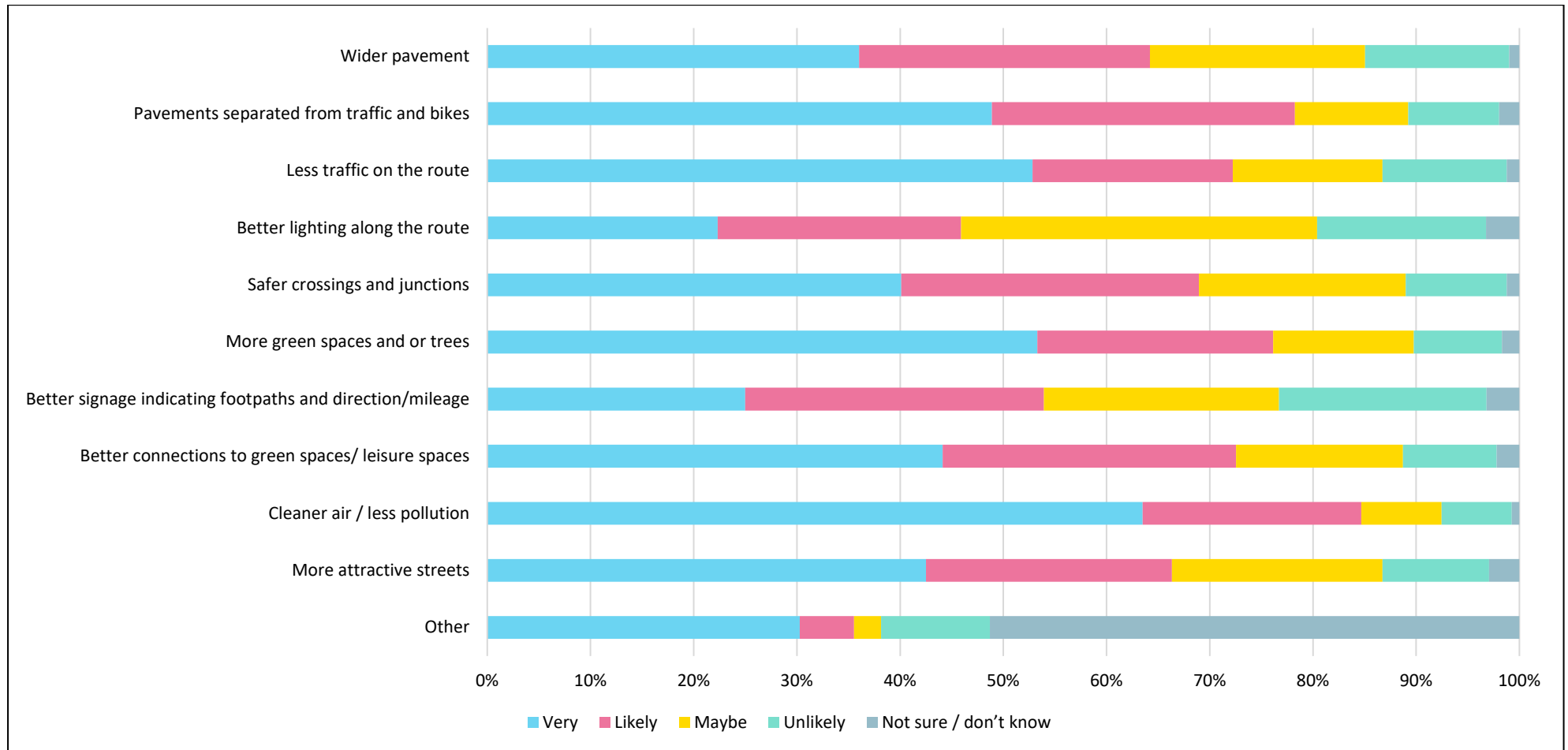
Where respondents have responded under 'Other', comments included reference to the provision of priority for vulnerable users at crossings (7 comments).

How will responses to this question shape the Bristol to Bath Strategic Corridor Programme

The development of options for the A4 corridor will be focused on the provision of improved bus, cycling and walking facilities. The output will include improved walking and cycling connections (including crossings) connecting local communities to the corridor, as well as increased green infrastructure along the corridor. The access to bus stops and the waiting environment around bus stops will be improved. Mode shift from car to bus, walking and cycling will reduce tickets. This aligns with improvements identified by respondents as encouraging walking.

Rating of improvements to encourage walking (filtered by respondents who regularly walk)

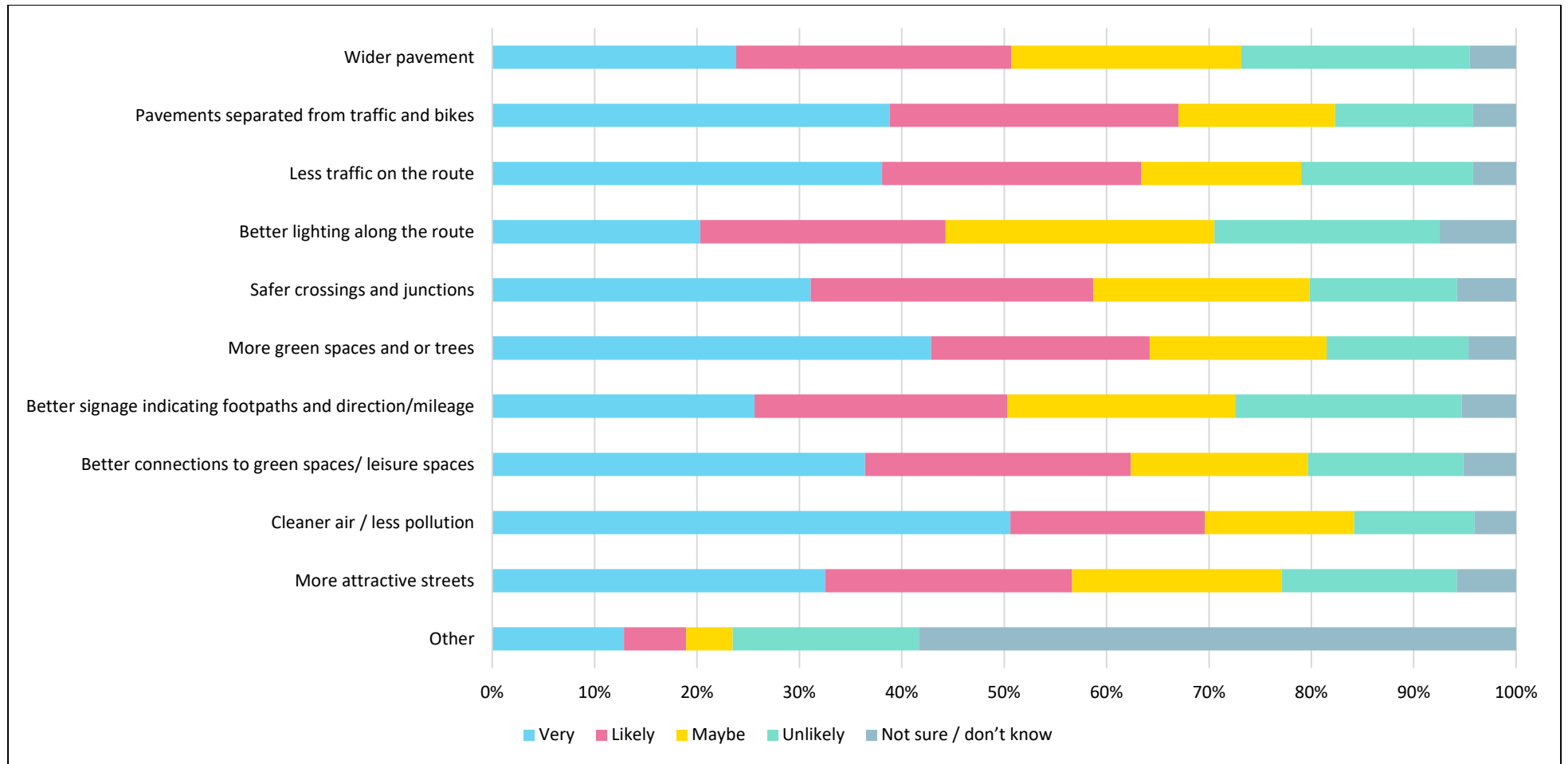
Headline: The responses are similar to those of all respondents, with cleaner and less polluted air along the route highlighted as very likely to encourage walking by 64% of respondents. Other factors highlighted to encourage walking are more green spaces and/or trees (53%), less traffic on the route (53%) and segregated paths (49%).



Options	Very	Likely	Maybe	Unlikely	Not sure / don't know	Total
Wider pavement	147	115	85	57	4	408
Pavements separated from traffic and bikes	200	120	45	36	8	409
Less traffic on the route	215	79	59	49	5	407
Better lighting along the route	90	95	139	66	13	403
Safer crossings and junctions	164	118	82	40	5	409
More green spaces and or trees	219	94	56	35	7	411
Better signage indicating footpaths and direction/mileage	102	118	93	82	13	408
Better connections to green spaces/ leisure spaces	180	116	66	37	9	408
Cleaner air / less pollution	261	87	32	28	3	411
More attractive streets	173	97	83	42	12	407
Other	23	4	2	8	39	76

Rating of improvements to encourage walking (filtered by respondents who do not regularly walk)

Headline: The responses are similar to those of all respondents, with cleaner and less polluted air along the route highlighted as very likely to encourage walking by 51% of respondents. Other factors highlighted to encourage walking are more green spaces and/or trees (43%), less traffic on the route (38%) and segregated paths (39%).



Options	Very	Likely	Maybe	Unlikely	Not sure / don't know	Total
Wider pavement	158	178	149	148	30	663
Pavements separated from traffic and bikes	259	188	102	90	28	667
Less traffic on the route	254	169	104	112	28	667
Better lighting along the route	133	157	172	144	49	655
Safer crossings and junctions	205	182	139	95	38	659
More green spaces and or trees	285	142	115	92	31	665
Better signage indicating footpaths and direction/mileage	168	162	146	145	35	656
Better connections to green spaces/ leisure spaces	240	171	114	100	34	659
Cleaner air / less pollution	336	126	97	78	27	664
More attractive streets	213	158	134	112	38	655
Other	17	8	6	24	77	132

Further improvements identified by respondents along the A4

Question 18: Can you let us know what improvements would you like to see along the A4, if they haven't been covered?

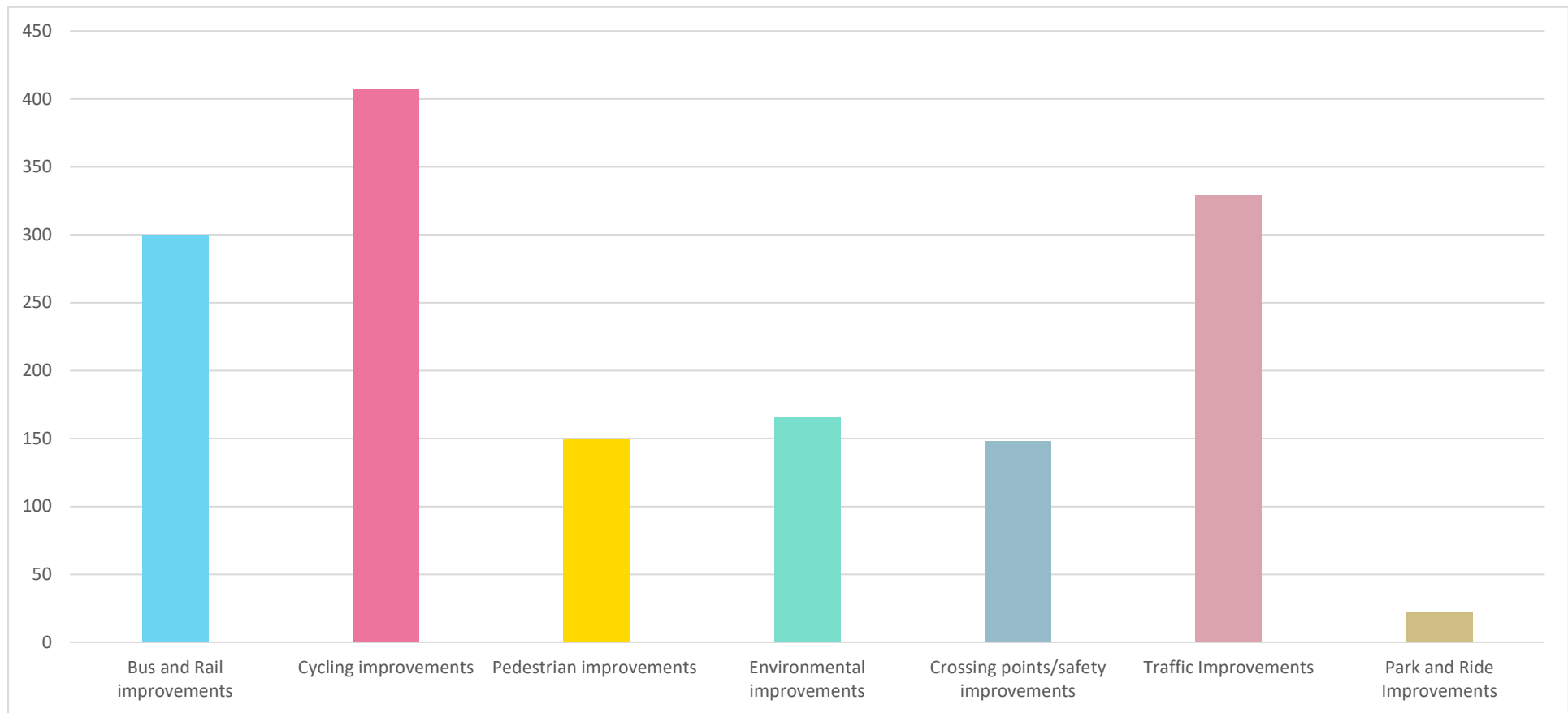
Headline: 902 individual responses were received to this question. Respondents provided the largest number of suggested improvements in relation to cycling, bus and rail improvements, followed by traffic improvements.

A summary of the suggested improvements which the highest number of responses referenced is as follows:

- **Cycling improvements (407 responses included reference to this topic):**
 - Segregated cycle lanes / segregated from pedestrians/safe cycle lane - 62 respondents included suggestions related to this topic
 - Cycle lanes separated from bus lanes / traffic - 90 respondents included suggestions related to this topic
 - Improve cycling infrastructure (including pavement quality / drainage /vegetation overgrowth / kerb drops / widening of paths / regular maintenance) – 84 respondents included suggestions related to this topic
 - Turning disused railway paths into cycle paths – 25 respondents included suggestions related to this topic
- **Traffic improvements (329 responses included reference to this topic):**
 - Reducing congestion and traffic flows through parking charges/congestion charges / other suggestions to reduce car usage- 85 respondents included suggestions related to this topic
 - Redesign of the existing infrastructure including junction designs, widening of roads, as well as comments highlighting that new roads are not the solution- 23 respondents included suggestions related to this topic
 - Reducing speed limits - 18 respondents included suggestions related to this topic
 - Providing separate cycle lanes - 15 respondents included suggestions related to this topic
- **Bus and Rail improvements (300 responses included reference to this topic):**
 - More frequent bus services needed / more reliable services - 53 respondents included suggestions related to this topic
 - A new mass transit system (suggestions include a new carbon neutral mass transit system or a new tram service) - 38 respondents included suggestions related to this topic
 - Lower cost fares for bus service - 29 respondents included suggestions related to this topic
 - Segregation of bus lanes - 21 respondents included suggestions related to this topic
 - Improved connections to other bus services / other public transport - 19 respondents included suggestions related to this topic
- **Environmental improvements (165 responses included reference to this topic):**
 - Providing more trees and greenery – 36 respondents included suggestions related to this topic
 - Reducing noise and air pollution – 24 respondents included suggestions related to this topic
- **Pedestrian improvements (150 responses included reference to this topic):**

- Introducing more walking facilities / infrastructure and improving the quality of walking facilities in terms of pavement quality, drainage, footway widths, vegetation clearance, regular maintenance and removing advertising boards restricting widths – 31 respondents included suggestions related to this topic
- Separating pedestrians from traffic and buses - 18 respondents included suggestions related to this topic

Improvements identified by number of responses



Improvements Identified	No. of respondents
Bus and Rail improvements	300
Cycling improvements	407
Pedestrian improvements	150
Environmental improvements	165
Crossing points/safety improvements	148
Traffic Improvements	329
Park and Ride Improvements	22

How will responses to this question shape the Bristol to Bath Strategic Corridor Programme:

The development of options will consider the opportunities to increase the amount of segregated bus and cycle provision, improved bus frequency and connectivity to other services, and the opportunities to better link existing communities through improved walking and cycling facilities (including crossings) to the bus and cycle facilities planned for the A4 corridor.

Respondents views on ideas to impact positively on all aspects of life, including creating new woodland with public access, restoring some green space, street art and improving facilities for walking and cycling

Question 19: Please let us know your views on our ideas below and if you have any other ideas

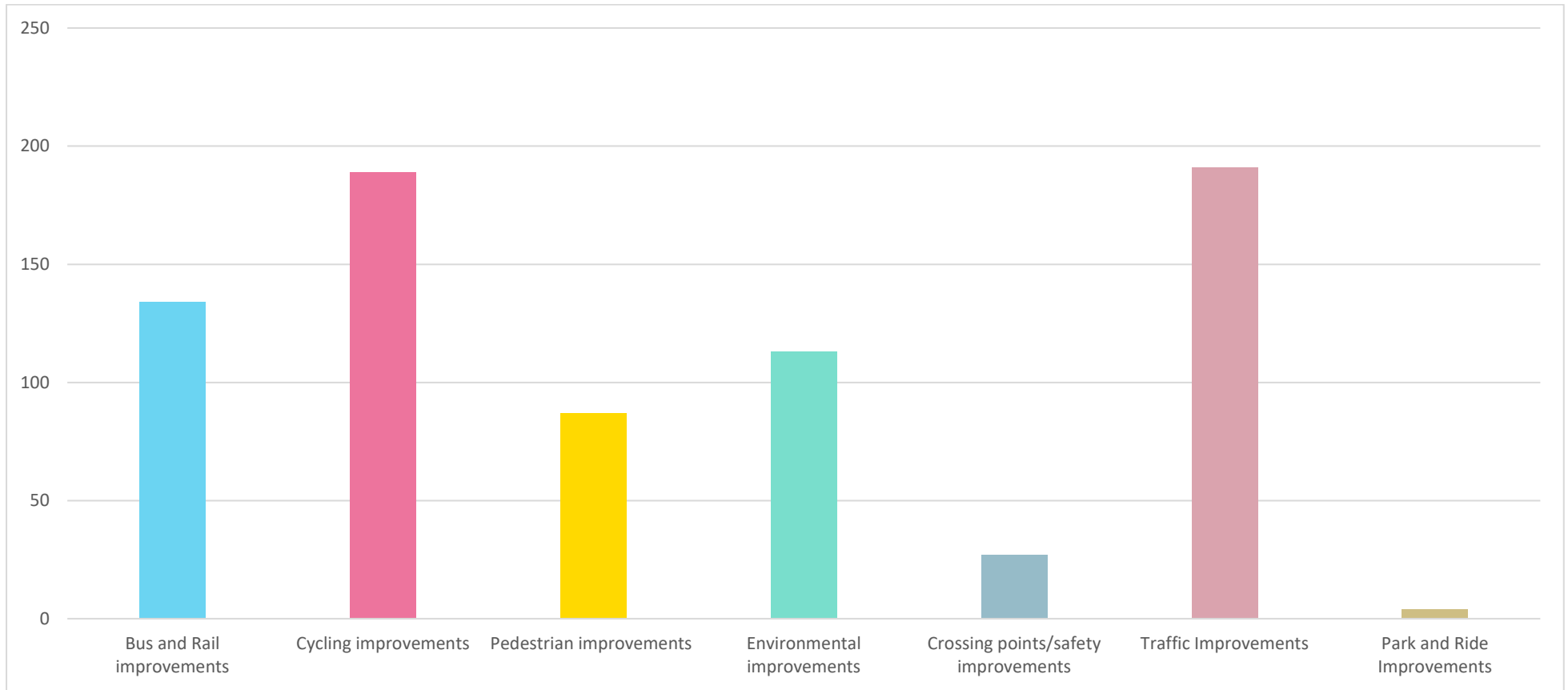
Headline: 888 responses were received to this question, with a similar profile of responses between residents from urban locations and residents in rural locations. Respondents were largely supportive of the proposals (87% supportive) and provided suggestions for improvements in relation to traffic, cycling, and bus and rail improvements. Many comments and suggestions were repeated from Question 18.

A summary of the suggested improvements (creating new woodland with public access, restoring some green space, street art and improving facilities for walking and cycling):

- **Supportive**
 - 118 respondents were supportive of new woodland with public access / National green agenda
 - 239 respondents were supportive of restoring some green space
 - 62 respondents were supporting of street art
 - 410 respondents were supportive of improving facilities for walking and cycling.
 - 187 respondents were supportive of all the ideas proposed.
 - The largest proportion of comments (20 comments) noted the benefits for improved air quality.
- **Opposed/concerned**
 - 8 respondents were opposed to new woodland with public access / National green agenda
 - 10 respondents were opposed to restoring some green space
 - 73 respondents were opposed to street art
 - 14 respondents were opposed to improving facilities for walking and cycling.
 - 34 respondents were opposed to all the ideas proposed.
 - The respondents who are opposed to the proposals commented that the proposals weren't suitable for longer-distance journeys or practical, and that bus lanes increase air pollution.
 - Concerns raised by respondents include concerns about wildlife impacts, the financial viability of proposals and concerns about impacts on residents.

The suggested improvements provided by respondents reflect the same themes and suggestions as provided in Question 18, with one exception in that 23 respondents noted that proposals should not negatively affect existing traffic flow/existing transport facilities.

Improvements identified by number of responses



Suggested improvements	No. of respondents
Bus and Rail improvements	134
Cycling improvements	189
Pedestrian improvements	87
Environmental improvements	113
Crossing points/safety improvements	27
Traffic Improvements	191
Park and Ride Improvements	4

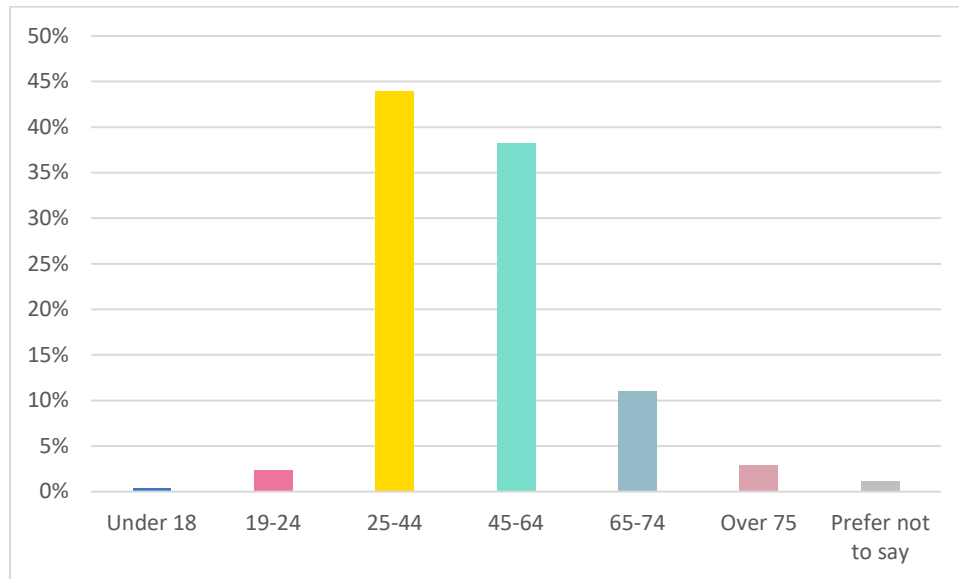
How will responses to this question shape the Bristol to Bath Strategic Corridor Programme:

The development of options will consider the opportunities to improve walking and cycling, including increasing the amount of segregated bus and cycle provision, improved bus frequency and connectivity to other services, and the opportunities to better link existing communities through improved walking and cycling facilities (including crossings) to the bus and cycle facilities planned for the A4 corridor.

Equalities and demographics monitoring

What is your age?

Headline: 44% of respondents are between the ages of 25 and 44. 38% of respondents are between the ages of 45 and 64. 11% of respondents are 65 years old or older. 1,366 respondents provided an answer to this question.

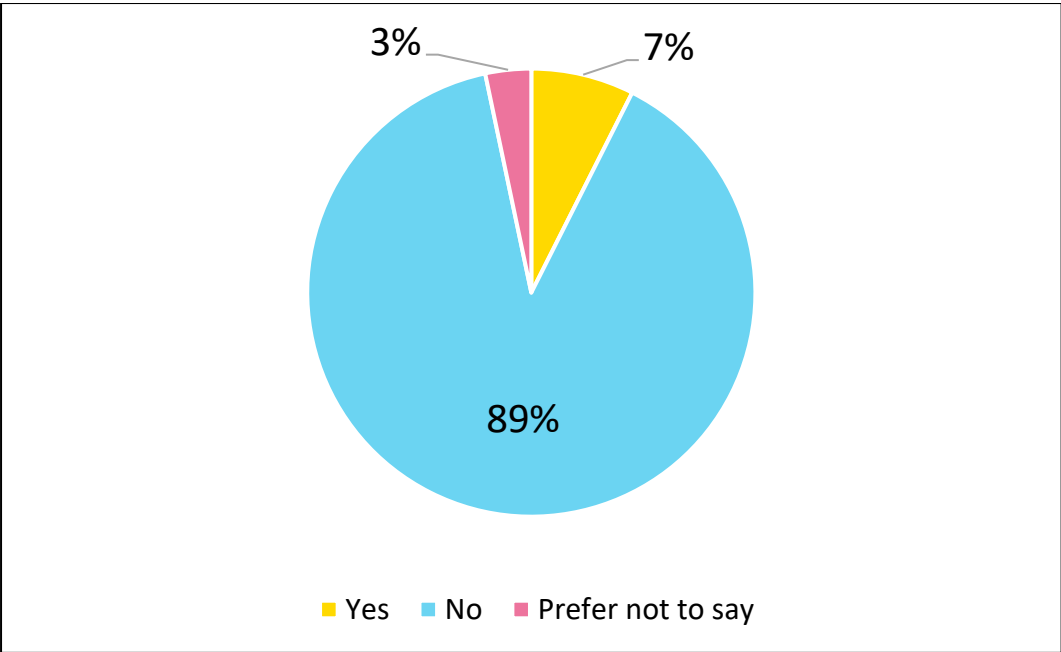


Options	Count	Percentage
Under 18	6	0%
19-24	32	2%
25-44	600	44%
45-64	522	38%
65-74	150	11%

Over 75	40	3%
Prefer not to say	16	1%
Total	1366	100%

Do you consider yourself to be a disabled person?

Headline: 7% of respondents consider themselves to be disabled. 1,358 respondents provided an answer to this question.



Options	Count	Percentage
Yes	103	8%
No	1210	89%
Prefer not to say	45	3%
Total	1358	100%

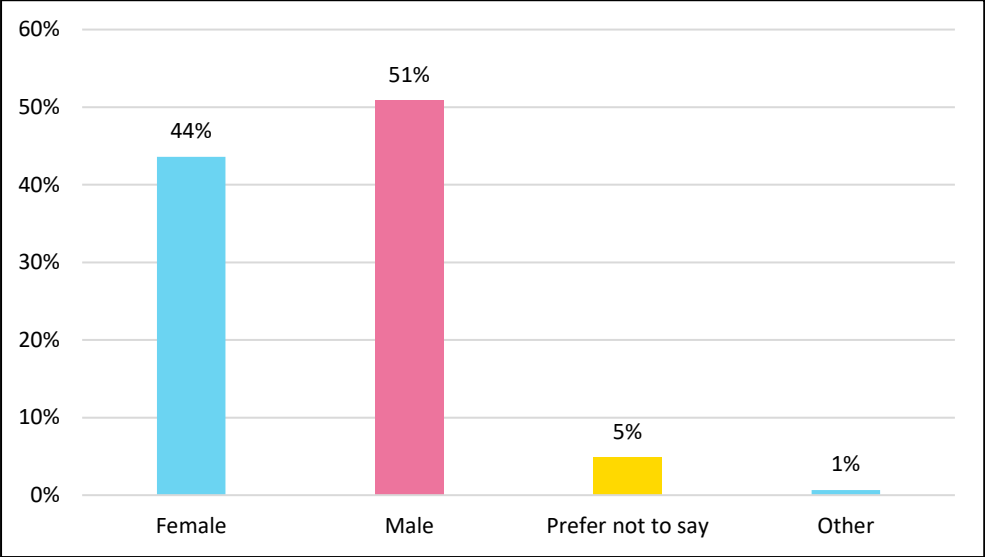
What is your ethnic group?

Headline: 95% of the respondents are White (including English, Welsh, Scottish, Northern, Irish, British, or Other White ethnicities). 1,334 respondents provided an answer to this question.

Options	Count	Percentage
Arab	0	0%
Asian/Asian British - Bangladeshi	0	0%
Asian/Asian British - Indian	6	0%
Asian/Asian British - Pakistani	4	0%
Asian/Asian British – Chinese	1	0%
Asian/Asian British – other	2	0%
Black/African/Caribbean/Black - African	2	0%
Black/African/Carribbean/Black -Caribbean	0	0%
Black/African/Carribbean/Black -Other	0	0%
Gypsy or Traveller of Irish	1	0%
Heritage	0	0%
Mixed /Multiple Ethnic Groups – White & Asian	7	1%
Mixed /Multiple Ethnic Groups – White & Black African	1	0%
Mixed /Multiple Ethnic Groups – White & Black Caribbean	5	0%
Mixed /Multiple Ethnic Groups – other	9	1%
White – English/Welsh/Scottish/Northern/Irish/British	1151	86%
White – Irish	15	1%
White-Gypsy or Irish Traveller	0	0%
White – other	102	8%
Other ethnic group	28	2%
Total	1334	100%

What is your gender?

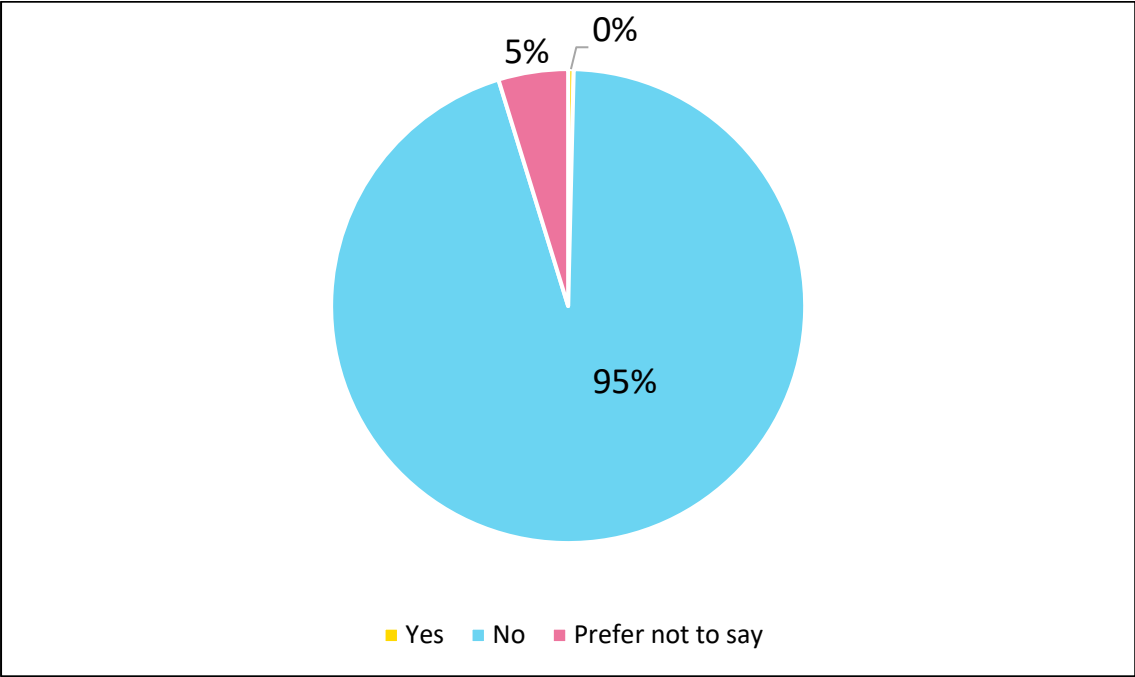
Headline: 44% of respondents are female and 51% are male. 1,330 respondents provided an answer to this question.



Options	Count	Percentage
Female	595	44%
Male	684	51%
Prefer not to say	65	5%
Other	9	1%
Total	1353	100%

Do you identify as a transgender person?

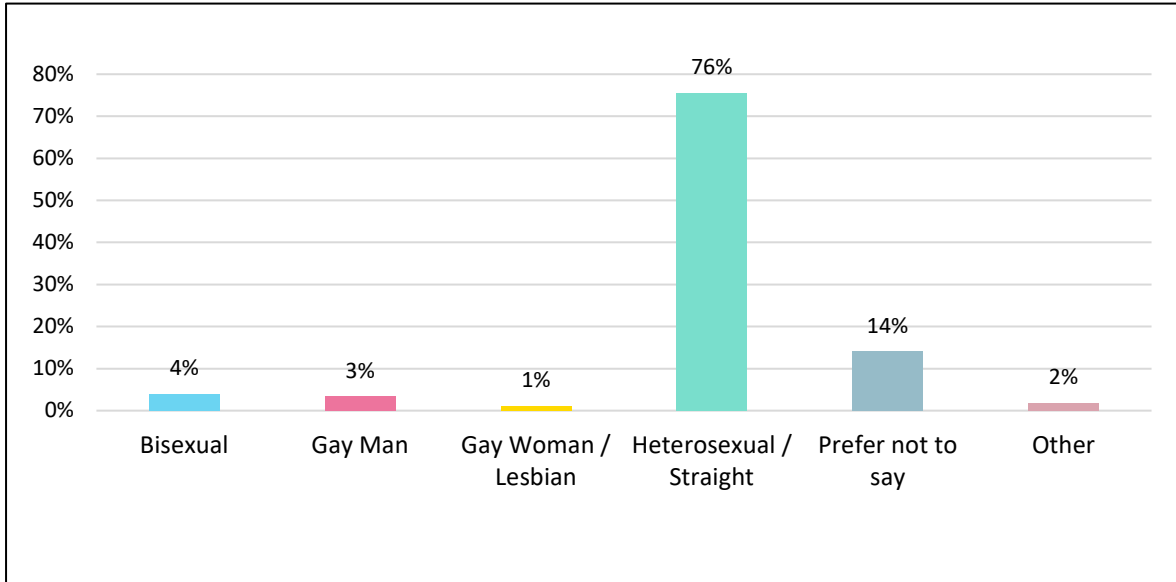
Headline: 95% of the respondents indicated that they do not identify as a transgender person. 1,326 respondents provided an answer to this question.



Options	Count	Percentage
Yes	5	0%
No	1258	95%
Prefer not to say	63	5%
Total	1326	100%

What is your sexual orientation?

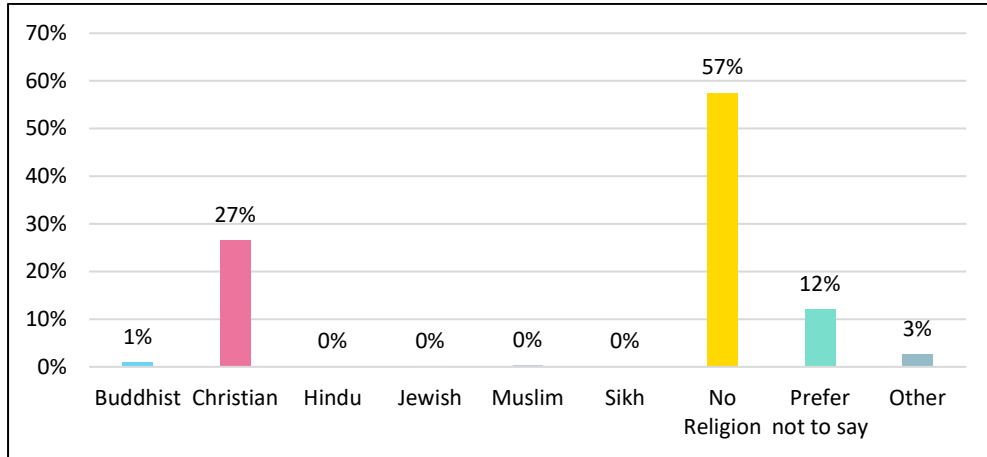
Headline: 75% of the respondents identify as straight/heterosexual. 4% of respondents are gay men or women and 4% are bisexual. 1,305 respondents provided an answer to this question.



Options	Count	Percentage
Bisexual	53	4%
Gay Man	45	3%
Gay Woman / Lesbian	15	1%
Heterosexual / Straight	1003	76%
Prefer not to say	188	14%
Other	24	2%
Total	1328	100%

What is your religion/faith?

Headline: 57% of the survey respondents stated that they belong to "No religion". 27% of the respondents are Christian. 12% of the respondents preferred not to state their religion/faith. 1,330 respondents provided an answer to this question.

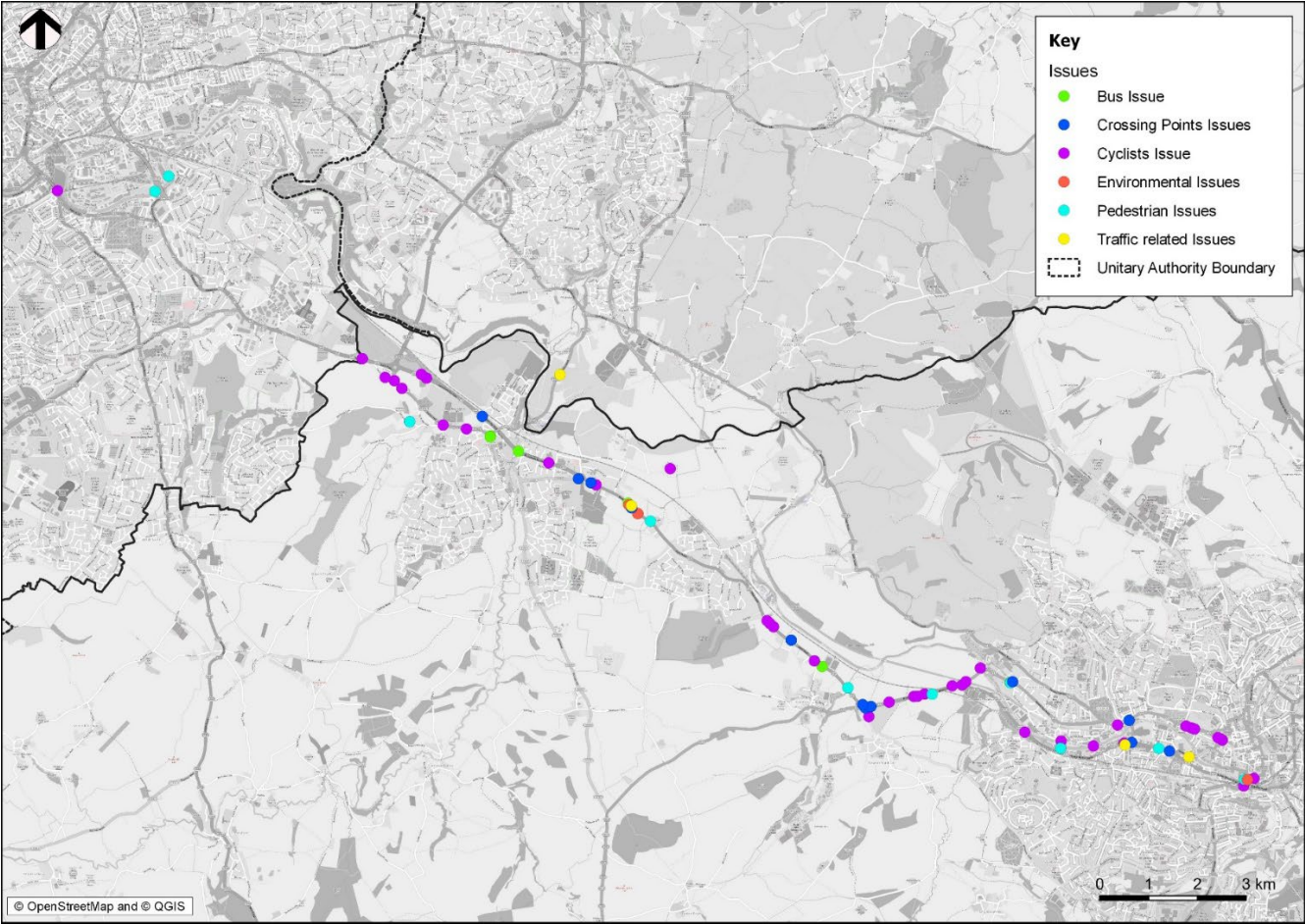


Options	Count	Percentage
Buddhist	13	1%
Christian	362	27%
Hindu	0	0%
Jewish	2	0%
Muslim	3	0%
Sikh	0	0%
No Religion	758	57%
Prefer not to say	158	12%
Other	34	3%
Total	1330	100%

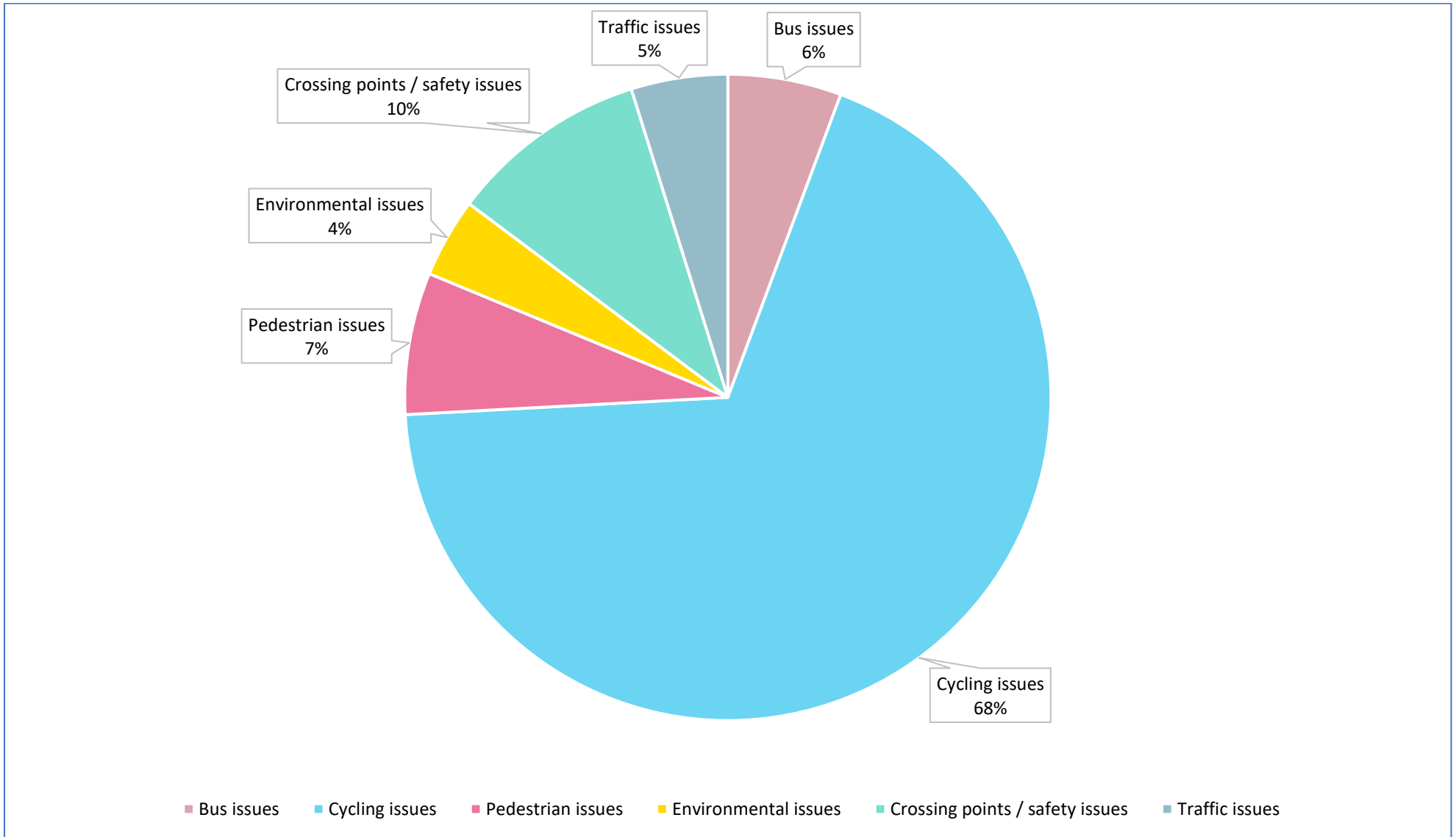
Interactive Map – Issues Identified

Headline: 68% of the comments added to the interactive map identified cycling issues. The next highest proportion of comments referenced crossing points and safety issues (10%) followed by pedestrian issues (7%).

Locations of comments on Issues



Issues identified by proportion of responses



Issues identified by number of responses

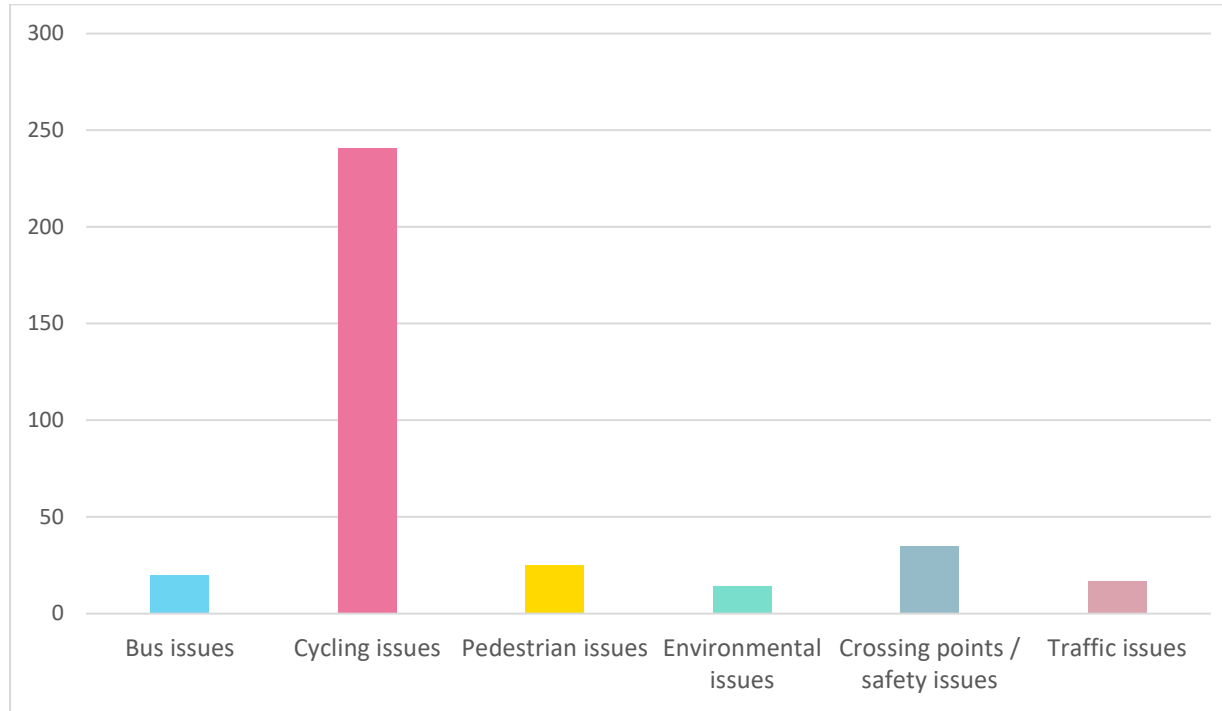


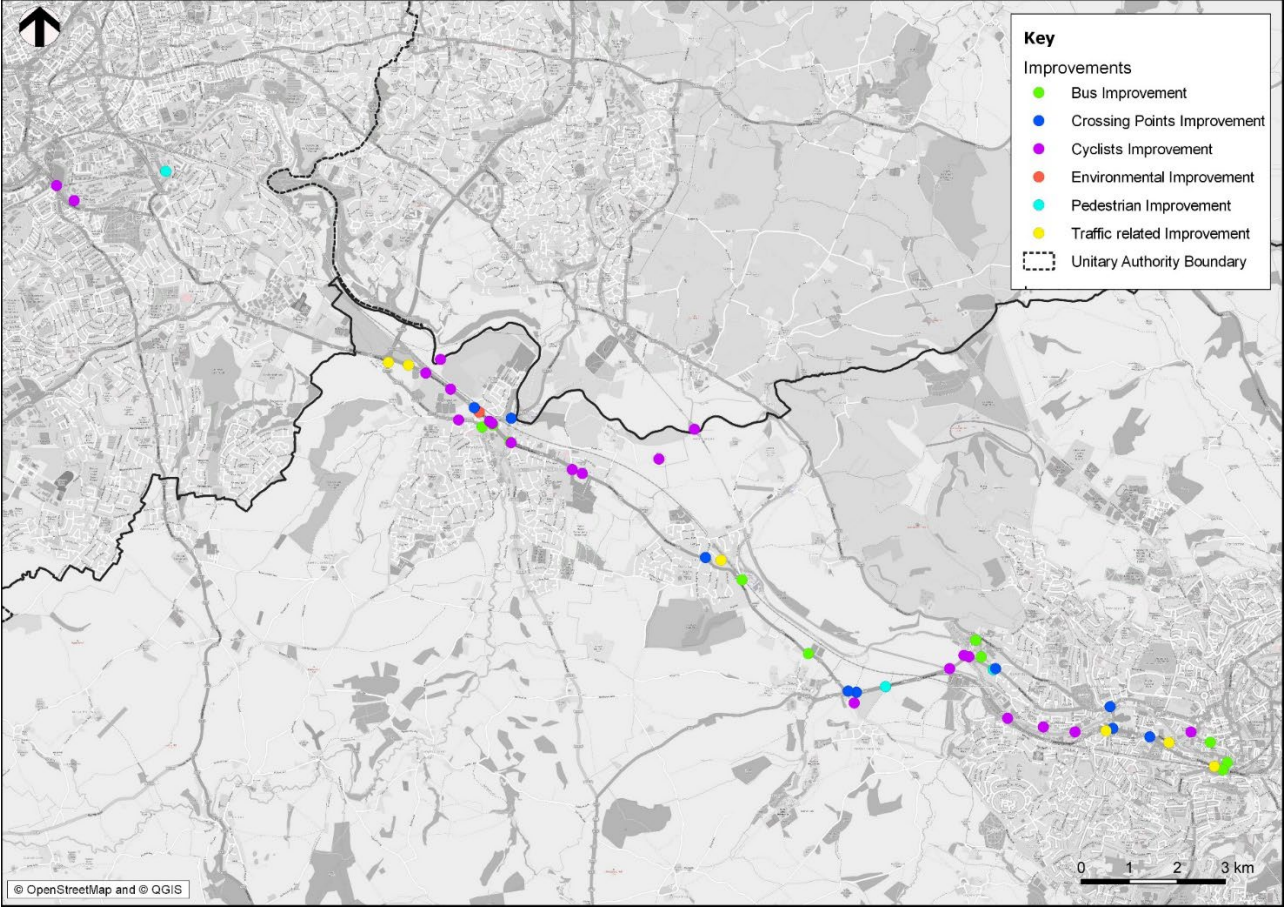
Table of responses

Issues Identified	No. of respondents
Bus issues	20
Cycling issues	241
Pedestrian issues	25
Environmental issues	14
Crossing points / safety issues	35
Traffic issues	17

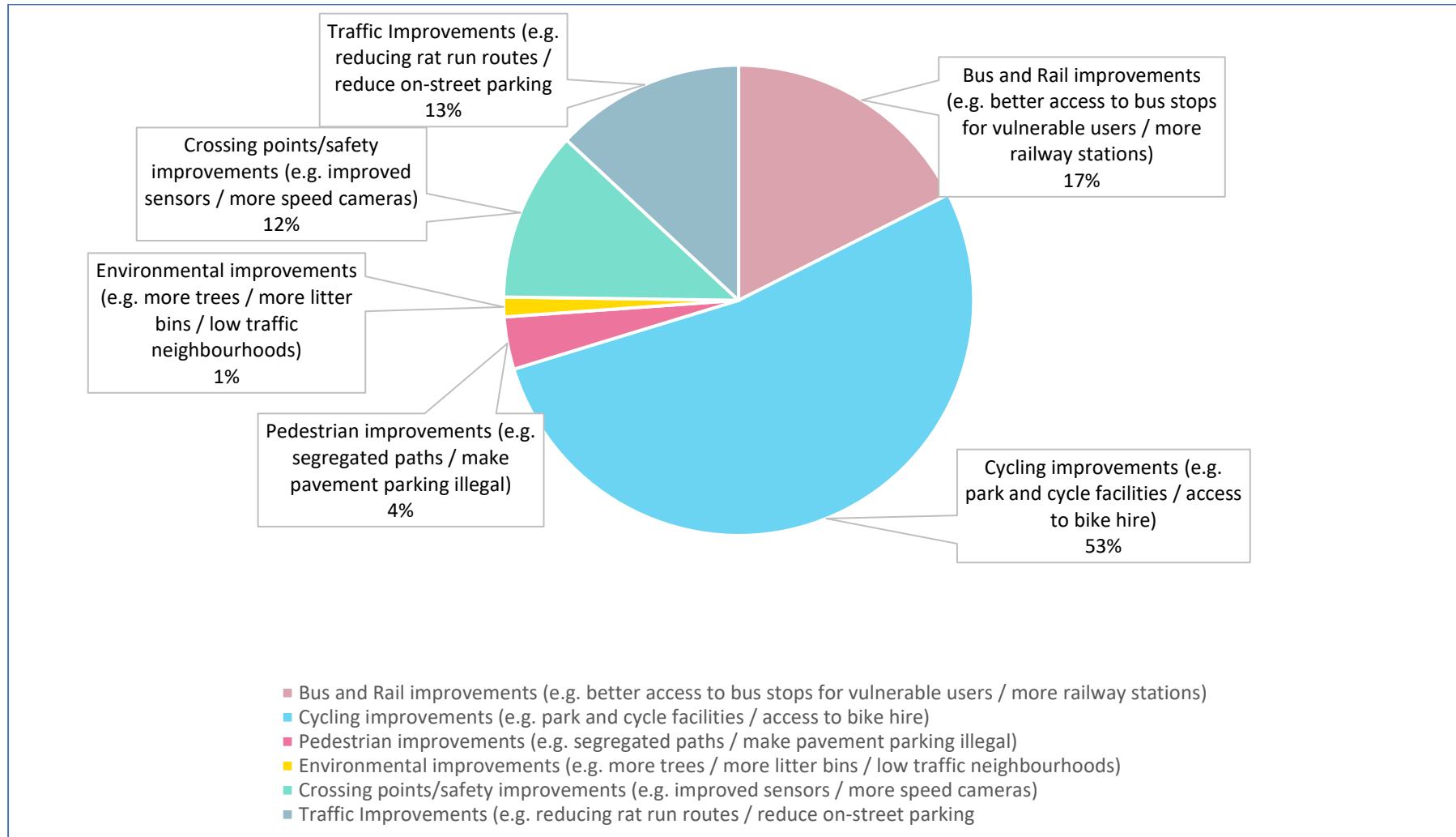
Interactive Map – Improvements Identified

Headline: 53 of the comments added to the interactive map identified potential improvements to support cycling. The next highest proportion of comments referenced bus and rail improvements (17% of comments), traffic improvements (e.g. to reduce rat running) which drew 13% of comments and crossing/safety improvements (12% of comments).

Locations of comments on Improvements



Improvements identified by proportion of responses



Issues identified by number of responses

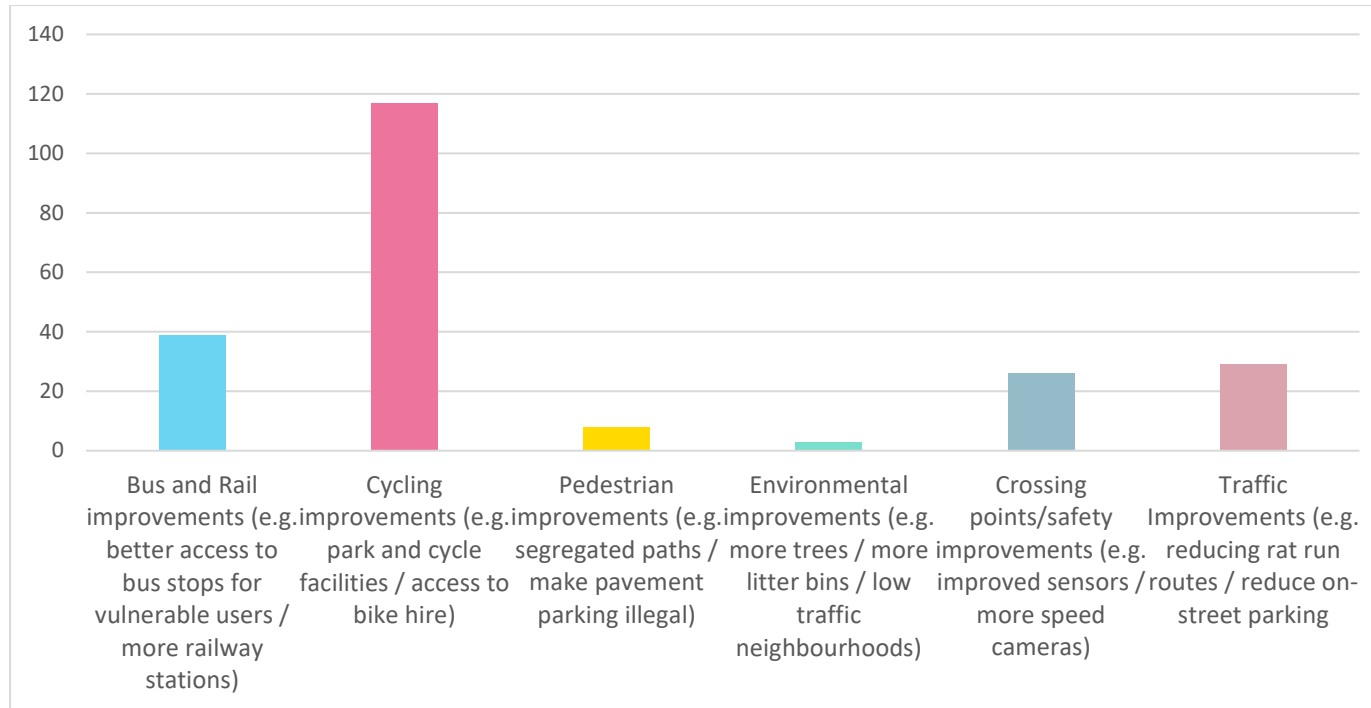


Table of responses

Improvements Identified	No. of respondents
Bus and Rail improvements (e.g. better access to bus stops for vulnerable users / more railway stations)	39
Cycling improvements (e.g. park and cycle facilities / access to bike hire)	117
Pedestrian improvements (e.g. segregated paths / make pavement parking illegal)	8
Environmental improvements (e.g. more trees / more litter bins / low traffic neighbourhoods)	3
Crossing points/safety improvements (e.g. improved sensors / more speed cameras)	26
Traffic Improvements (e.g. reducing rat run routes / reduce on-street parking)	29

Next steps

The feedback received from the Bristol to Bath Corridor engagement has helped us to understand the transport issues people face in the Bristol to Bath corridor and the surrounding area. At this stage we are setting the scene in order to secure funding and move forward with the development of solutions.

In the next stage we will be putting together proposals for a variety of ways to improve the A4 corridor between Bristol and Bath.