

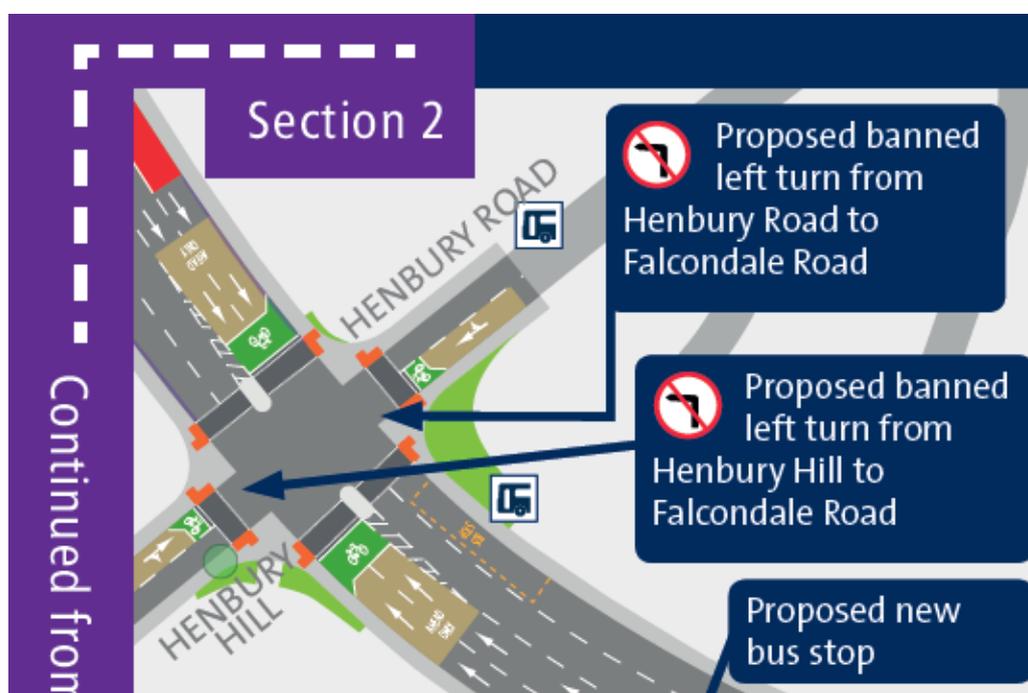
A4018 consultation: report on the results

Introduction: the consultation process

Between 4 February and 17 March 2019, non-statutory consultation was undertaken on proposals drawn up by Bristol City Council for improvements to the A4018 route in northwest Bristol. The changes were developed in response to the Cribbs Patchway New Neighbourhood (CPNN) development on the former Filton Airfield site, and the new traffic that this has been forecast to generate.

The consultation was promoted through various means, including the posting of 4,700 leaflets to properties close to the road, print and radio media, social media, and the BCC website. To discuss the proposals, and answer face-to-face questions, council officers attended six drop-in sessions between 9 February and 16 March. It is estimated that more than 2,000 people attended these sessions, although some people attended more than one.

The scheme proposals were shown on not-to-scale plans in the leaflet and on boards displayed at the drop-in sessions, with captions used to point out key elements of the plans. In the location where prohibited (banned) movements were proposed, these were given captions. The locations where prescribed (the only option allowed) movements were proposed did not have captions but had the proposal shown with road markings. An example is shown below.



In this example, at Henbury Hill, the proposed prohibited left turn movements out of the side roads have captions. The prescribed 'Ahead Only' movement on the main road is

shown with road markings, arrows and legend. There was no room for the prescribed movements to have captions. This situation occurred in more than one location.

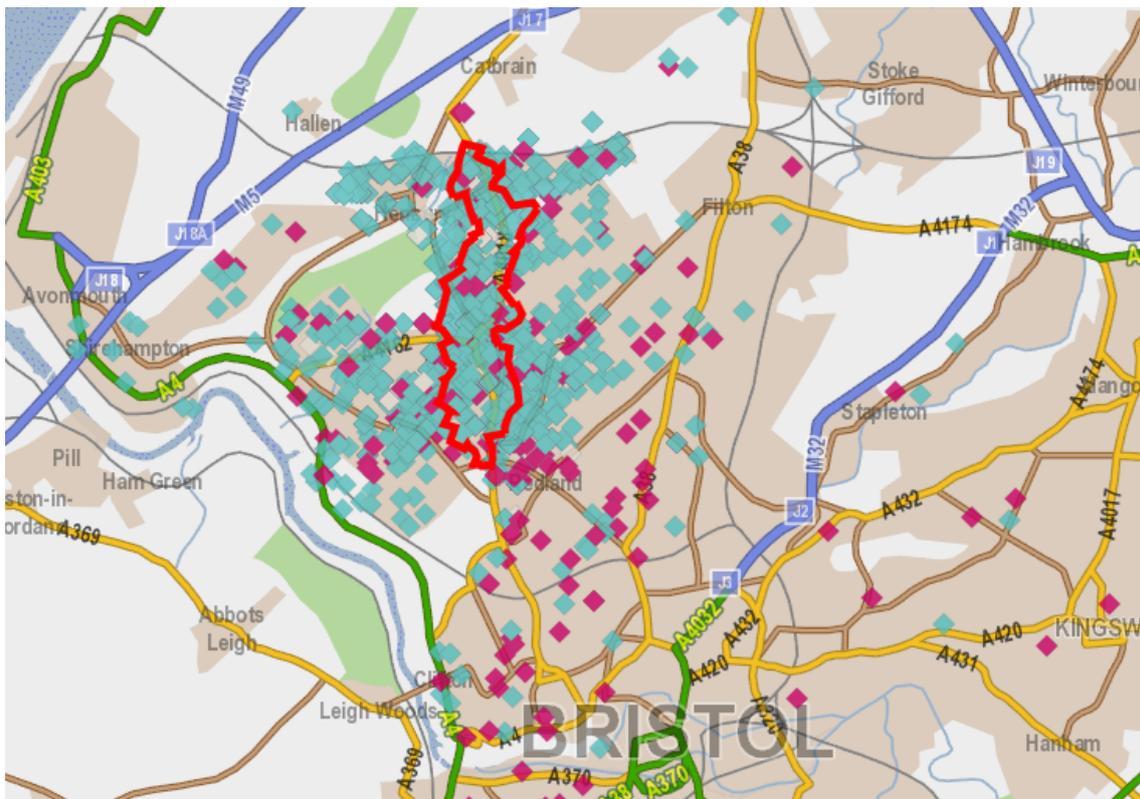
It was pointed out on the day the consultation launched that this could be considered unclear. By Wednesday 6 February, the third day of consultation, clarification was added to the consultation website in the form of a list of all prohibited and prescribed movements. This list was also put into letter form and, towards the end of February, sent to all 4,700 addresses that had received the original leaflet.

Introduction: the consultation responses

As well as a number of postal (83) and e-mail (261) responses, meetings were held to garner the views of representative groups including BS10 Parks and Planning, the Bristol Cycling Campaign, the Bristol Walking Alliance, the Westbury-on-Trym Society, the Henleaze Society, and the Henleaze Business Association. Many of these groups also submitted written responses. However, the majority of feedback was received via the BCC website with 2,330 complete and 629 partial questionnaires filled out online and a further 52 on paper.

The map below shows a dot for the postcode centre from which a response (all means) was received; blue dots indicate a view mainly objecting to the proposals, purple dots a broadly supportive view. There was a clear level of feeling disagreeing with the proposals as they were put forward, although those submitted from further south have a slightly larger supportive proportion.

The red line demarks the area to which the 4,700 leaflets were delivered. This shows that it would have been unaffordable to provide leaflets to the entire area from which people commented, but also that the alternative outreach methods were highly effective in encouraging correspondence.



All 3,355 responses have been read and analysed to see which parts of the proposals attracted which types of response. For the purposes of this report, the responses have been categorised into a number of themes that emerged more than once during the consultation.

A petition entitled “No to carving up Westbury-on-Trym village and to cutting off Brentry” was started by Darren Jones MP on www.change.org. By the end of the consultation period, over 3,700 people had signed this petition.