

**A37/A4018 Transport Corridor – Early Engagement Report  
- September 2020**



<b>Contents</b>	<b>Pages</b>
<a href="#"><u>1. Summary</u></a> .....	4
<a href="#"><u>2. Background</u></a> .....	4
<a href="#"><u>2.1 What is proposed?</u></a> .....	4
<a href="#"><u>2.1.1 Interdependencies</u></a> .....	6
<a href="#"><u>2.1.2 Objectives of engagement and communication</u></a> .....	6
<a href="#"><u>2.2 Engagement Tools</u></a> .....	7
<a href="#"><u>2.2.1 Virtual Exhibition</u></a> .....	8
<a href="#"><u>2.2.2 Survey</u></a> .....	9
<a href="#"><u>2.2.3 Interactive Mapping Tool</u></a> .....	10
<a href="#"><u>2.2.4 Supporting Communications</u></a> .....	10
<a href="#"><u>2.3 How engaged</u></a> .....	11
<a href="#"><u>2.4 Less Heard Communities</u></a> .....	12
<a href="#"><u>3. Results summary</u></a> .....	13
<a href="#"><u>3.1 Stakeholder feedback</u></a> .....	13
<a href="#"><u>3.2 Local Businesses</u></a> .....	15
<a href="#"><u>3.3 Public Feedback</u></a> .....	15
<a href="#"><u>3.3.1 Virtual Exhibition analytics</u></a> .....	15
<a href="#"><u>3.3.2 Survey results</u></a> .....	17
<a href="#"><u>3.3.3 Survey Demographics and Equalities analysis</u></a> .....	27
<a href="#"><u>3.3.4 Map and Active Travel results</u></a> .....	32
<a href="#"><u>3.3.5 A37 &amp; A4018 transport route map</u></a> .....	32
<a href="#"><u>3.3.6 Active travel map</u></a> .....	43
<a href="#"><u>3.3.7 Emails and phone calls</u></a> .....	52
<a href="#"><u>4. Appendices</u></a> .....	54
<a href="#"><u>4.1 Appendix 1 – Summary of Early Engagement Report</u></a> .....	54
<a href="#"><u>4.2 Appendix 2 – Transport Corridor Booklet</u></a> .....	58

<a href="#">4.3 Appendix 3a – Stakeholder responses – Bristol Cycling Campaign</a> .....	67
<a href="#">4.4 Appendix 3b – Stakeholder responses – Bristol University</a> .....	71
<a href="#">4.5 Appendix 3c – Stakeholder responses – Bristol Walking Alliance</a> .....	73
<a href="#">4.6 Appendix 3d – Stakeholder Response – Joint Labour Party Letter</a> .....	79
<a href="#">4.7 Appendix 3e – Stakeholder Response – Living Streets Group- Bristol</a> .....	80
<a href="#">4.8 Appendix 4 – Summary A37/ A4018 responses by area</a> .....	94

## 1. Summary

Between 24 July 2020 and 21 September 2020 Bristol City Council in partnership with West of England Combined Authority (WECA) conducted early engagement on introducing significant improvements to the A37/A4018 transport corridor following the number 2 bus route.

Over 245 stakeholders and 1200 local businesses were engaged and 1261 comments were received from the general public through the survey, mapping tool, emails and phone calls.

This is a report on the methodology and the outcomes of the early engagement. See 'Appendix 1 – Summary of Early Engagement Report' for more detail.

## 2. Background

Over the next 10 to 15 years Bristol City Council and WECA are proposing to introduce significant improvements to key transport routes across the city. They have committed to developing and improving bus services as a priority for the city in partnership with First West of England.

This is an ambitious project to improve how people travel across the city along key transport routes, making it easier to connect people to jobs and leisure opportunities, anticipating growing population and supporting the city's health and economic growth.

The aim is to make it easier and more convenient to use the bus, walk and cycle wherever possible, rather than use private cars. This project aims to make walking and cycling more attractive and to give priority to buses through infrastructure improvements. This would reduce air pollution to improve the health of everyone.

This project therefore looks at the longer term aspirations to grow bus travel and First West of England have committed to a future Bus Deal with the WECA and Bristol City Council. This will ensure that the city and bus operators can work together to improve journey times, increase passenger numbers and expand the network,

Over the last few years cycling and walking levels have remained high compared to other major cities and Bristol has seen growth in bus use. The Coronavirus pandemic has presented extra challenges – bus travel has by necessity, substantially reduced during the lockdown. At the same time cycling has seen a significant increase.

Without significant investment in walking, cycling and bus infrastructure it will be difficult to encourage people to drive less and only use cars when essential, particularly as we recover from the coronavirus pandemic. Investment is needed to tackle high levels of traffic congestion and reduce levels of air pollution.

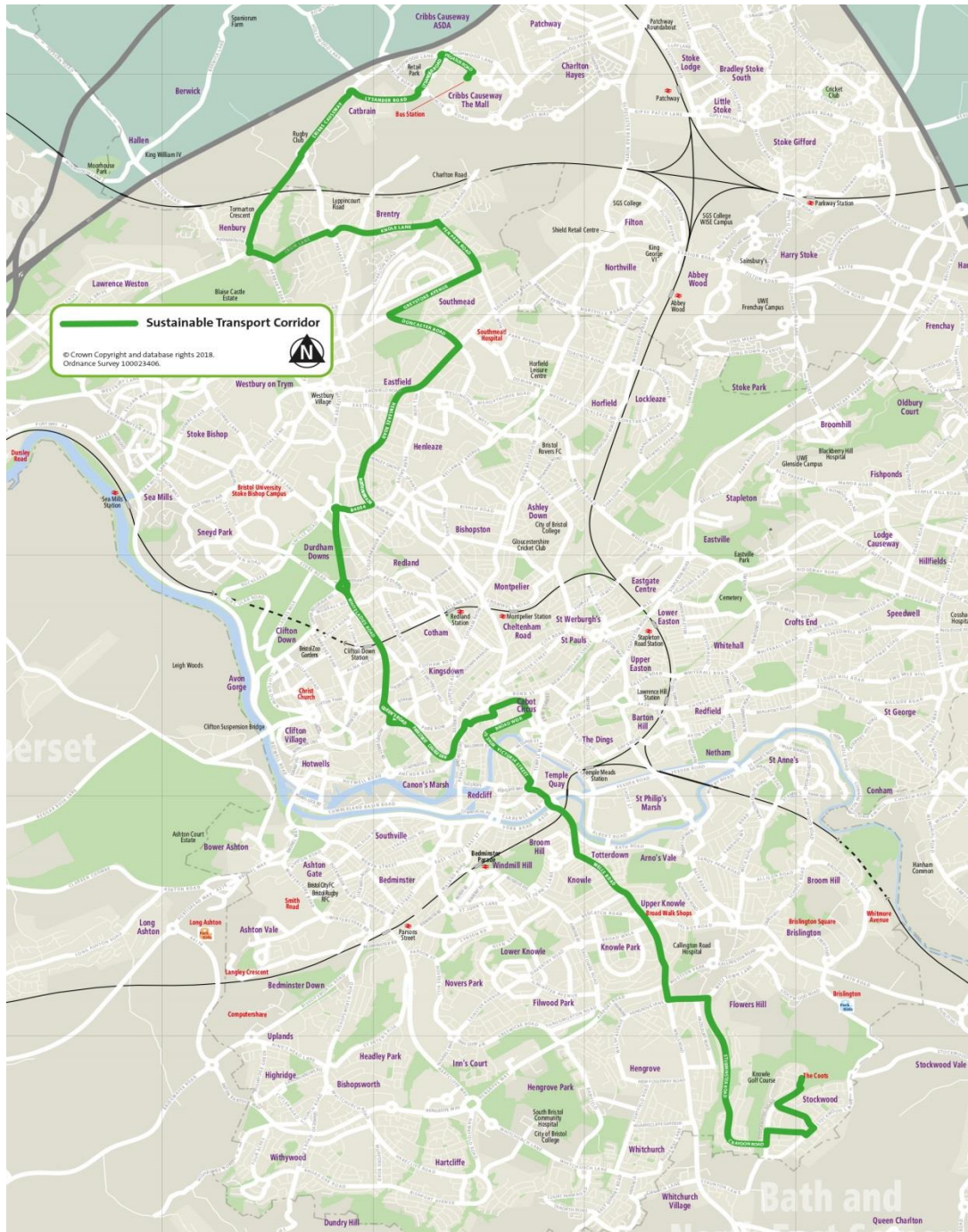
### 2.1 What is proposed?

The scheme will look to help buses get through junctions quicker and provide more space for cyclists to give them protection. Priority will be given to main roads to help keep buses moving and side roads will benefit from less turning movements and rat running to improve the neighbourhood environment.

The first route to be considered for improvement goes from Stockwood to Cribbs Causeway (A37/A4018) it follows the number 2 bus route. The route starts in Stockwood and travels along the A37 through Knowle and Totterdown into the central area calling at Temple Meads. It then heads north along the A4018 and travels into Henleaze, Southmead and Henbury before arriving at Cribbs Causeway.

Early engagement with local people and those who travel along the route began in 24<sup>th</sup> July 2020 and finished 21<sup>st</sup> September 2020.

Below is a map showing the A37/ A4018 transport route:



### **2.1.1 Interdependencies**

During this period of engagement the easing of the lockdown was beginning and as such Bristol City Council introduced some new and temporary measures to support cycling, walking and future bus travel as well as access to shops. Much of this was installed in central Bristol and included the Old City Pedestrianisation and the Bristol Bridge and Baldwin Street bus gate and bringing forward some of Cycling and Walking Infrastructure plan. All of these projects are linked as they form part of bus route 2.

There are also a number of other projects / strategies that needed to be considered in implementing this engagement plan. The A4018 project/ Westbury Village needed careful planning to ensure we were clear what's being considered given the previous engagement exercise and the WECA bus strategy had only recently been completed in June but was being revisited due to Covid 19.

### **2.1.2 Objectives of engagement and communications**

The main aim of the engagement exercise was to:

- explain the scope and objectives of the wider project and to establish a link to the short term work taking place during the Coronavirus period
- seek views from key and critical stakeholders at an early stage, on priorities, what they think should change and issues and concerns to inform preliminary design of the transport corridor
- seek views from local people living and working along the corridor, those travelling along the corridor, and businesses, at an early stage to inform preliminary design of the route
- begin a constructive dialogue and create the environment where people can be involved throughout the process of design and implementation
- create a good understanding of the scheme and its benefits amongst stakeholders, local businesses, local people and commuters
- demonstrate Bristol City Council is prioritising sustainable transport options to help Bristol become a sustainable city with a low impact on our planet and a healthy environment for all

In order to achieve these objectives the team agreed upon key messages such as:

- Bristol is committed to working with local people and partners to improve sustainable transport across the city.
- We have introduced some short term measures during the Coronavirus Pandemic aimed at making it easier for people to choose to walk, cycle or catch the bus – this project looks at the longer term solutions to provide better transport and an improved environment.
- We are improving key routes across the city to make these journeys easier, improving conditions for all forms of transport and those that live and work along those routes. This includes changes to junctions, creating bus gateways, improving reducing traffic on side roads and improving the environment for everyone.
- The first corridor we are considering is the transport route that the No 2 bus takes which travels from Stockwood through to Cribbs Causeway.
- Part of this route will be seeing improvements in September around Bristol Bridge as part of measures to help people as lockdown eases – this change will not form part of this engagement.

- We will be talking to businesses, local people living and working along the corridor, and those people travelling the route by all modes of transport during July to Sept 2020 to get early thoughts on what works well, what could change and how people would like to be able to travel. These will help us to produce some initial designs for how the corridor could change.

The target audiences for this project include stakeholders such as:

- BCC ward members
- MPs
- South Gloucestershire Council
- Hospitals
- Universities
- Bristol One City Transport Board
- Internal stakeholders/project teams
- Business West / Federation of Small Businesses
- Business Improvement Districts (BIDs)
- Transport operators

The other target audiences are the transport users themselves such as:

- Bus users – people that travel part or all of the route
- Local people who live on the route or on side roads
- Commuters on the route
- People affected by traffic through the corridor
- Area committees
- Local groups
- Shops / business on the route

## 2.2 Engagement Tools

Due to the Coronavirus the way in which we would ordinarily engage has had to be reimaged. The restrictions on face to face engagement due to the lockdown and people shielding has meant the team has had to think about the different ways to engage with people. The team choose to enhance the online experience with the development of a virtual exhibition as a physical one could not be achieved due to the restrictions on face to face engagement.

The team would ordinarily have set up workshops and events to capture thoughts on maps where people could explain their issues and discuss their ideas. Instead a survey was created to ensure we could record information from people about their general thoughts and ideas for transport corridors. The creation of the interactive mapping tool was also essential as it provided the ability for them to pinpoint their particular issues geographically.

Therefore the team created a range of tools to be used for the project to convey information and record comment and suggestions during the engagement. These included:

- online virtual exhibition hosted by Arups which was situated on the Travelwest website. video was created to introduce the project on the virtual exhibition site

- online survey hosted on Citizenspace and accessed via the Travelwest website
- online interactive mapping tool where people could post their comments about specific areas along the route
- Travelwest webpages included the background information on the project, FAQs and links to the survey and virtual exhibition.
- paper booklet that was the offline version of the exhibition, survey and map (this was also available in different formats on request such as easy read, translations, braille etc)
- postcards were created for direct mail purposes

### **2.2.1 Virtual Exhibition**

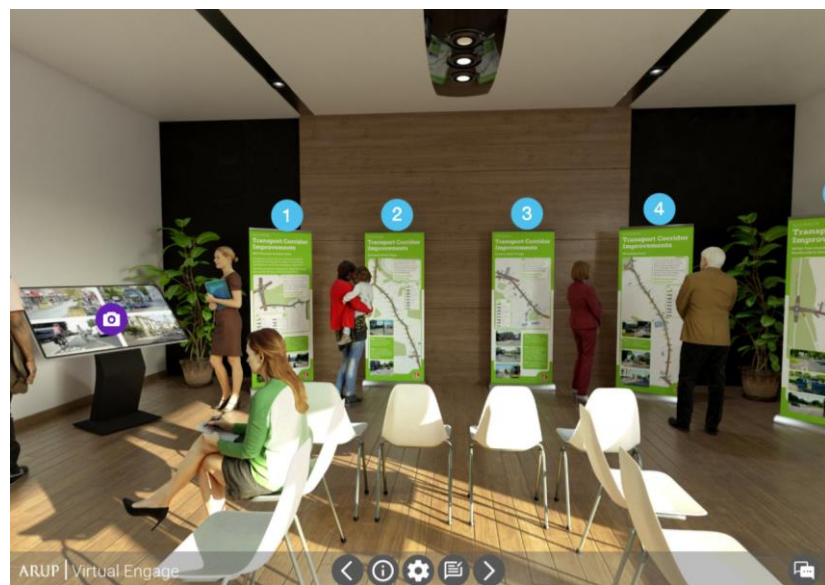
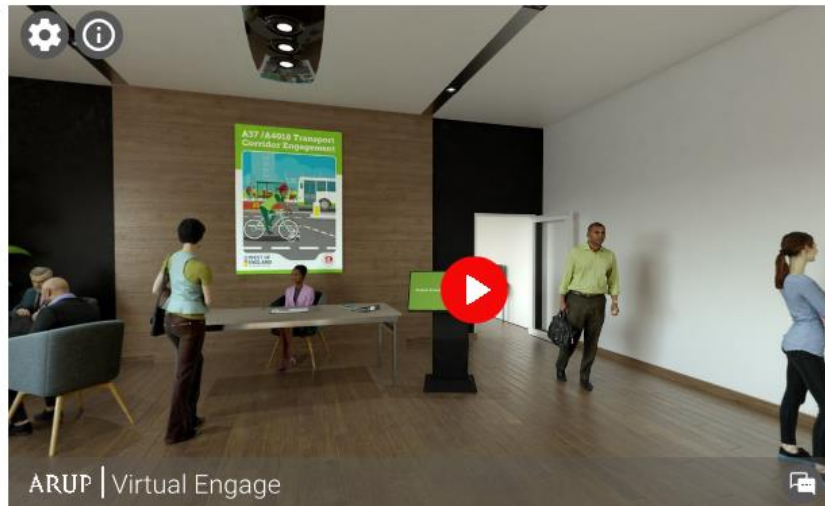
This included the video as an introduction talking you through the project and how to use the site. Once that was complete you took a tour of the site and were greeted with a map of the route and images of possible infrastructure ideas such as continuous footways, planters and bus gates etc. There were also seven display boards each detailing certain sections of the route that the project team wished to highlight which were:

- West Town Lane to Airport Road,
- Broadwalk to Bath Bridges,
- Centre to Clifton Triangle,
- Whiteladies Road,
- White Tree roundabout to North View/ Northumbria Drive,
- Southmead Road (Henleaze to Doncaster Road section) and
- Crow Lane roundabout to Henbury Road

On each board was a map of the section, photos of the roads and some key facts to draw attention to issues that already exist in these areas. Once you had looked at all of the boards you are directed to fill in the survey and asked to put your comments onto the interactive mapping tool. The team also held 6 live chat sessions during August and September which were 2 hours long. These were held on different days of the week including weekends and at different times of the day to ensure everyone had a chance to join in on the discussions.

The images below show the virtual exhibition including the introductory video and transport board images:





### 2.2.2 Survey

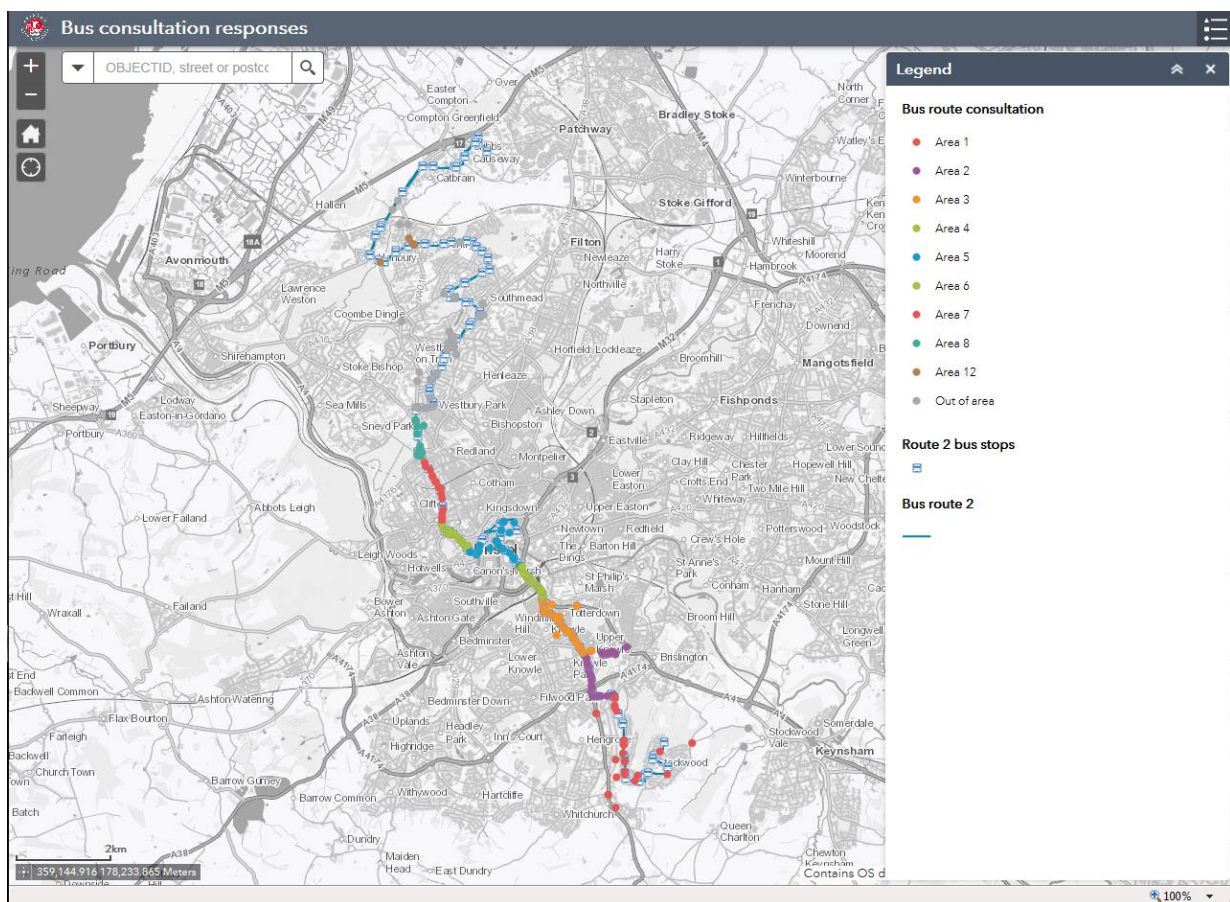
The survey was designed based on the healthy streets approach and was structured as follows:

- 2 questions describing the respondent in terms of who they are and travel habits
- 4 questions about the route asking about reallocation of road space, difficulties and improvements and post lockdown habits
- 7 questions about certain sections of the route
- About you section to capture demographic and equalities data
- Contact preferences if individuals wanted to be informed of progress on this project and future engagements / consultations

See 'Appendix 2 – Transport Corridor Booklet' to see the paper version of the survey which reflects the online version of the survey.

## 2.2.3 Interactive mapping tool

This map has been created to allow people to pinpoint their exact position on the transport route and to add their issue which can be categorised using prepopulated issue types such as cyclists issues, crossing points, pedestrian issues, safety, bus issues, bus stops/shelters, clean air, noise etc. If the issue types did not cover the comment people could choose 'other' and continue to add their comments. The image below shows the mapping tool to illustrate how people were able to add their comments. The different colours on the route map refer to different areas on the map and for a list of these can be found in section '3.3.5 A37 / A4018 transport route map':



## 2.2.4 Supporting communications

The team also created a social media toolkit which included images of the engagement and text for use in their communications and suggested web friendly copy for website, facebook posts, twitter etc. The team also created a press release and copy for newsletters that were used with the sustainable transport business network and other local organisations.

As a partner to the project, First group also helped spread the word through printed adverts on the number 2 buses and social media posts through their app. Posters were also put up on bus shelters in areas of high footfall such as Broadwalk shopping centre, Clifton Down shopping centre and in the central area.

## 2.3 How we engaged

The first stage of engagement was to contact all of the critical and key stakeholders in advance of the engagement going live. An email was sent to all of the stakeholders a week before the start date telling them about the project, offering opportunities to speak to the project team asking for their input and asking how they felt the council should engage. A follow up email was sent a week later announcing the beginning of the engagement process and asking for them to spread the word through the use of the social media toolkit that was created.

The press release announced the launch of the engagement process and was followed up with news articles in the We are Bristol, Ask Bristol and Our City newsletter and the Mayors blog. As noted above emails were also sent to various stakeholders including the Voice and Influence partnership to ensure all voices in the communities in Bristol are given a chance to have their say.

There were regular social media posts from both the twitter and facebook accounts and paid posts were also used to target certain demographics to boost responses. The posts also tagged certain groups to get them to spread the word such as walking, cycling and bus user groups. These social media posts were also promoted by the Travelwest, Betterbybike and other transport social media accounts.

Emails and newsletters were also sent to the sustainable transport local business database which is made up of businesses whose have an interest in transport and active travel. Information was also sent to schools in the area via the school active travel team and local community groups using the ward spreadsheets put together during the intelligence gathering.

To ensure we heard from all communities over 4000 postcards were sent to all households and businesses along the route. This was to let them know the engagement had started with a link to the webpage and with the contact details if paper copies were required or a phone appointment or meeting was requested. The team also distributed the paper booklets to libraries, community centres and public buildings that were open along the route.

See below images of the postcard and poster that were circulated as described above:



## 2.4 Less heard communities

Traditionally the younger population, those from ethnic minority groups and those living in the most deprived wards are often less heard from. So to ensure we gave those communities the chance to get involved we posted 1700 paper copies of the survey and map in the form of the booklet to all of the households in those areas. Using the indices of national deprivation and ward profiles it was agreed in terms of deprivation to focus on Henbury and Brentry to the north and Stockwood to the south and for younger people and BME groups along the route the team focused on the central ward. Social media posts also targeted these groups and encouraged them to respond.

In pre covid19 times we would have followed these up with targeted door knocking in these wards and interview surveys at selected areas where footfall is particularly high such as Broadwalk, Clifton Down shopping centre , Crow Lane high street, Broadmead, Park Street shops, Whiteladies, Henleaze Road shops etc. If events had been allowed the plan was to book events in each ward along the route and present a paper based version of the online map asking people to put coloured dots on the map grouping their issue in different colours. The plan was to also have the team on the buses asking people to fill in the survey but due to the nature of restrictions this could also not happen.

On all of the paper and online copies of the engagement outputs the team provided a phone number which had an answerphone function. People could call and leave a message asking a question or leaving a comment and someone would get back to them. An email address was also provided along with a written address so people had a choice of how they wished to communicate. The team also offered phone surgeries and virtual meetings to allow people to speak to the team if they had any questions and queries.

## 3. Results Summary

### 3.1 Stakeholder Feedback

The team identified 245 stakeholders and put these into two categories: critical and key stakeholders. The critical stakeholders were defined by those who were most closely connected or affected by the project. Key stakeholders were defined by those represented groups /members in different sectors of community and who had influence and reach to comment and help spread the word of the engagement.

#### Critical stakeholders

The team sent 107 emails a week before the engagement process started to critical stakeholders that included representatives of the emergency services, One City Transport board, elected officials such as MPs, Cabinet Members and ward members and equality groups. The email detailed the project and asked for input into the engagement process and offered a meeting or discussion to talk through the project. 107 follow up emails were sent a week later letting them know the engagement had begun and asking them to use the social media toolkits to help increase the reach of the engagement.

#### Key Stakeholders

The team also sent 138 emails to key stakeholders a week before the engagement process to warning them of the project. These included education representatives of universities and colleges, business groups including the Business Improvement Districts, Business West and Federation of Small Businesses, wider circulation to emergency services and equality groups such as Bristol Physical Access Chain, other local authorities and WECA, Utility providers and to wider transport groups such as Bristol Walking Alliance, Bristol Cycling Campaign, Sustrans, National express, taxi forum etc. Again 138 follow up emails were sent the first day of the engagement.

Before the engagement began the team received 20 emails from different stakeholders wanted to talk further and who welcomed the advance notice and were keen to assist with the reach. In addition five meetings were also held and were a mix of onsite and virtual to talk to different stakeholders about their specific requirements. This included conversations with MP Darron Jones office and they distributed the link via emails to constituents and used the toolkit on the facebook group and offered paper copies of the booklet.

Other stakeholders who contacted us included Totterdown Residents Environmental Social Action group (TRESA), Transport for Greater Bristol, Bristol Walking Alliance and Bristol Physical Access Chain who all offered their assistance, asked specific questions and helped circulate the email link to all of their members.

During the engagement period we also had discussions with the Transport Board Disability advisory representative, neighbouring councils and some housing associations along with several ward members. The Transport board disability advisory member asked question about how the scheme will extend to Cribbs Causeway, about bus priorities at Temple Meads and Bristol Bridge. Also suggestions were made such as Park Street needs to be buses only with taxis and improve walking

and cycling routes. Clifton Down station needs better interchange facilities and need information displays in shopping centres.

An email from the Transport for Greater Bristol (TfGB) was also received which noted their main concerns about the way traffic continues to use parallel semi-official rat runs such as Pembroke Road and Hampton Road parallel to A4018 or Redcatch Road and St Lukes Road parallel to the A37. This is the worse for being a largely unmeasured and uncontrolled situation: one also which exacerbates traffic conditions on the official main roads due to congestion at the junctions where their flows merge. They also submitted their Traffic management plan and LRT plan for Bristol and Bath as supporting information.

Below is a summary of responses that submitted a specific document on this project. For a full list of comments see Appendix 3a to 3e – Stakeholder responses:

Bristol Walking Alliance	<p>Strongly agree with reallocation of road space away from cars for more bus, walking and cycling infrastructure and will be essential as part of the council achieving the 2030 goals for Climate Emergency and clean air targets. Support Healthy Streets being used as a design tool.</p> <p>Pedestrians - included wider pavements at bus stops, pavements width should be proportionate to pedestrian numbers and implement continuous footways on side junctions. Improve crossing points for pedestrians and where possible single stage and provide seating on well used routes.</p> <p>Buses – bus lanes and bus priorities needed in the lead up to busy junctions, information displays and seats at all bus stops, transfer points to other bus routes sited close to each other.</p> <p>They also provided detailed comments on the seven sections of the route that were highlighted by the survey.</p>
Bristol Cycling Campaign	<p>In order to enable cycling the route will need to depart from the no.2 bus route and use more appropriate or direct routes. Although this is a bus deal any designs must comply with national guidance as detailed in the LTN essentially provide segregated cycle routes throughout as a starting point. This is key cycling route eg Bristol routes 3 and 4 in the LCWIP and should be referred to.</p> <p>They also provided detailed comments on the seven sections of the route that were highlighted by the survey.</p>
Bristol University	<p>The university provided a detailed spreadsheet of proposals for their area that coincides with the number 2 bus route and includes pop up cycle lanes, filtered permeability, widening of footways, implement crossing points, cycle parking and school streets.</p>
Joint letter labour party	<p>Expressed support for the engagement and made suggestions for a segregated cycle track on A37 between Whitchurch Village and A4174 and need improvements for bus stops and parking. At the West Town lane / Wells Road junction this requires a crossing that gives pedestrians controlled lighting. Also create islands on the central divide with barriers suitable for bicycles to keep people safe.</p>

Living Streets Group, Bristol	The group produced a Walkability Report for Broadwalk to Bath Bridge which details feedback by volunteers on obstacles and benefits on the route. The report was broken into two sections: A - Wells Road from Broadwalk to School Road B - Wells Road from School Road to Three Lamps then Bath Road to Bath Bridge
----------------------------------	--

### 3.2 Local Businesses

The team contacted local businesses along the route via email and phone calls to ensure they had received the postcard and to ask them to provide feedback on their thoughts. This also provided an opportunity to raise awareness of the sustainable transport key offers the team can provide such as 50% match funded grants, electric loan bikes, e-cargo bikes etc.

The team contacted over 750 businesses along the route via email or phone calls to let them know about the engagement process. Many of the businesses were closed down for Covid19 or they were national chains, in spite of that we had nearly 270 businesses that were interested in the engagement and offers.

The team also sent out an email to all of the businesses on the sustainable transport business database with an article in the newsletter to ask people to comment. This has over 450 business members and has a citywide reach so we engaged with around 1200 businesses in total.

We had positive feedback as some had never been engaged by the council like this before and they appreciated being asked to contribute.

### 3.3 Public Feedback

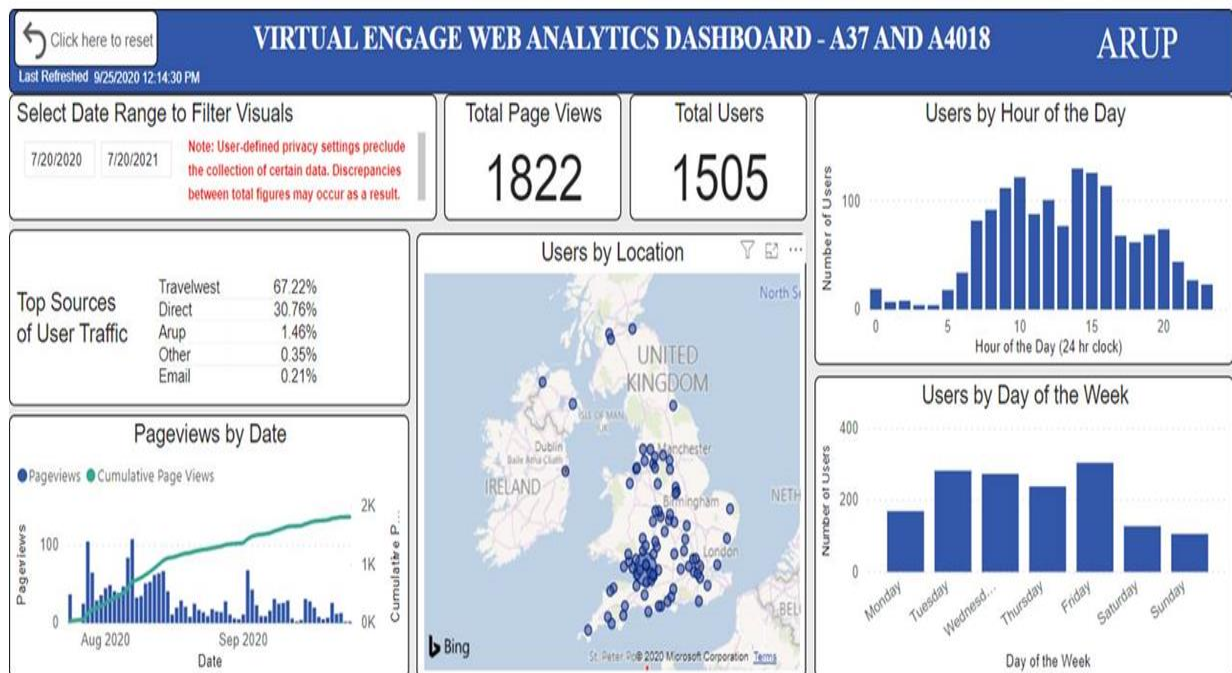
Below details the response to the virtual exhibition, interactive mapping tool, survey (including paper copies) and emails/ phone calls received. The number of comments received totalled 1256 which was made up of 556 survey responses, 648 comments on maps and 51 emails/phone calls. We also received over 1500 users who interacted with the virtual exhibition.

The team are happy with this response rate considering this engagement was carried out during Covid19 restrictions which meant we were limited on our engagement methods. Also at the same time the council launched the Bristol Bridge bus gate, pedestrianisation of the Old City and the Bristol Streetspace walking and cycling improvements which also required engagement with the public and stakeholders.

#### 3.3.1 Virtual Exhibition analytics

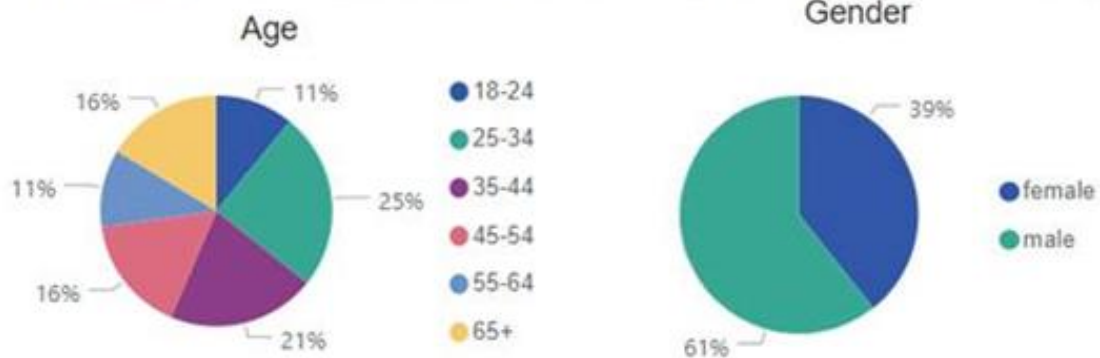
The virtual exhibition accrued over 1822 page views and has a total of 1505 users who interacted with the page and read the information available to them on the site. Below shows a dashboard of

the statistics:



The most popular time of the day to visit the site was around 9 and 10am in the morning and 2 to 3pm in the afternoon and in terms of days of the week Friday was the most popular. Most website traffic came from the Travelwest website with 67% of the visitors and most page views happened two times during August and another September which coincide with targeted social media posts.

### User Demographics and Systems (All Users Across Entire Consultation Period)



Most people who visited the site lived in Bristol and we had a fairly even split in terms of age groups with all age groups represented and male visitors outnumbered female visitors.

### Live chats

The team held six live chats over the period of the engagement and offered 398 live chats during this period. Most people didn't require support but some were able to ask a few questions about the engagement which included questions about the timescales, bus route and some wanted to talk about improvements.



### 3.3.2 Survey results

A total of 517 online responses to the survey were received over the engagement period and 45 paper booklets totalling 562 in total.

Below is a summary for each question with the headline findings and breakdown of responses:

#### Q1 – Which of the following best describes you? Tick as many as apply

<b>Summary:</b>	Of those who filled in the survey 65% were residents and nearly 58% walk along the route.
-----------------	---

Q1	Which of the following best describes you? (Tick as many as apply)	
	65%	Residents along the route
	1%	Business owner along the route
	18%	Work along the route
	42%	Bus user along the route
	45%	Cyclists along the route
	58%	Pedestrians along the route
	55%	Car driver along this route
	0%	Taxi/private hire driver along the route
	21%	Regular visitor to the area
	1%	Voluntary /community group or social enterprise along the route

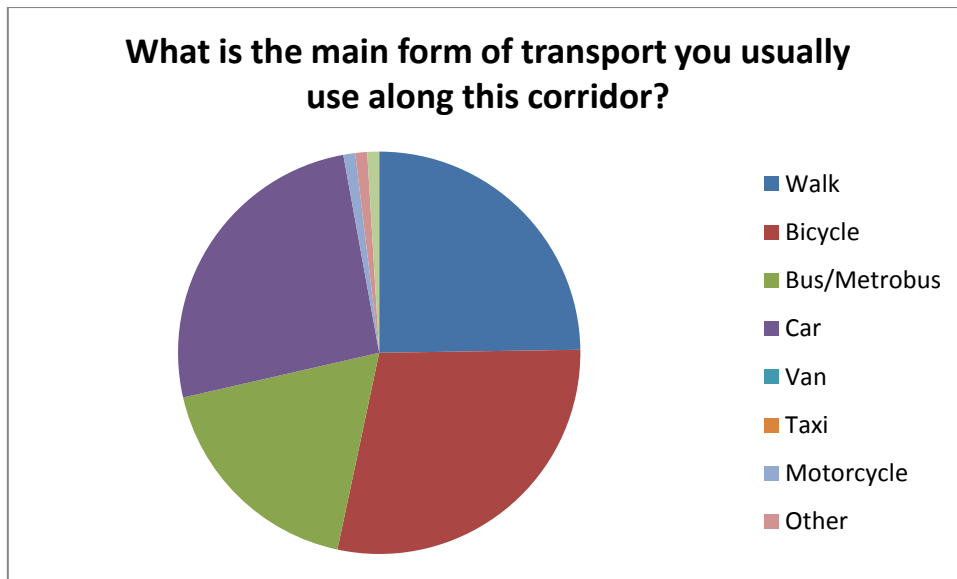
Response Rate: 99%

#### Q2 – What is the main form of transport you usually use along this corridor?

<b>Summary:</b>	Of those who filled in the survey 30% cycle along route, 27% drive and 26% walk so a very even split.
-----------------	---

Q2	What is the main form of transport you usually use along this corridor?	
	26%	Walk
	30%	Bicycle
	19%	Bus/Metrobus
	27%	Car
	0%	Van
	0%	Taxi
	1%	Motorcycle
	1%	Other
	1%	Not answered

Response Rate: 99%

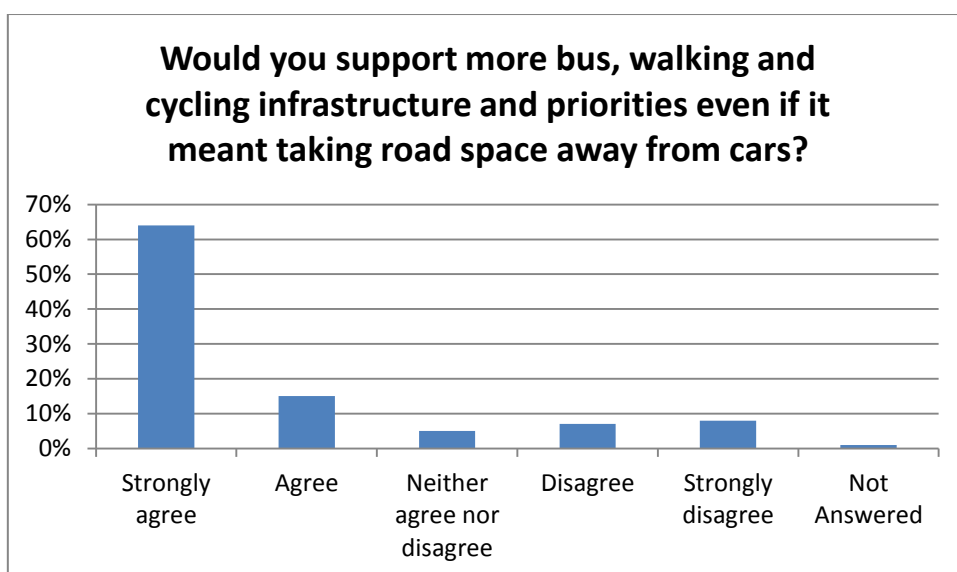


**Q3 - Would you support more bus, walking and cycling infrastructure and priorities even if it meant taking road space away from cars?**

<b>Summary:</b>	79% agree and strongly agree to take road space away from car if it meant providing more bus, walking and cycling infrastructure and priorities.
-----------------	--

<b>Q3</b>	<b>Would you support more bus, walking and cycling infrastructure and priorities even if it meant taking road space away from cars?</b>
64%	Strongly agree
15%	Agree
5%	Neither agree nor disagree
7%	Disagree
8%	Strongly disagree
1%	Not Answered

Response Rate: 98%



**Q4 - Do you agree or disagree that the following should apply to main transport corridors:**

<b>Summary:</b>	Over 70% of people strongly agreed that having safe crossing points and feeling safe should apply to main transport corridors, closely followed by clean air and place people can walk and cycle.
-----------------	---

Q4   Do you agree or disagree that the following should apply to main transport corridors						
	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree	Not answered
Have safe crossing points	76%	20%	4%	0.3%	0.2%	1%
Have enough shade and shelter	32%	35%	27%	4%	1%	2%
Have places to stop and rest	27%	37%	28%	6%	1%	2%
Minimize traffic noise	44%	32%	20%	3%	1%	1%
Be places people can walk and cycle	68%	19%	7%	4%	1%	1%
People feel safe	73%	22%	3%	1%	0%	1%
Have things to see and do	15%	30%	41%	8%	3%	2%
People enjoy using that route	36%	38%	20%	3%	1%	2%
Have clean air	66%	24%	7%	1%	1%	1%

Response Rate: 98%

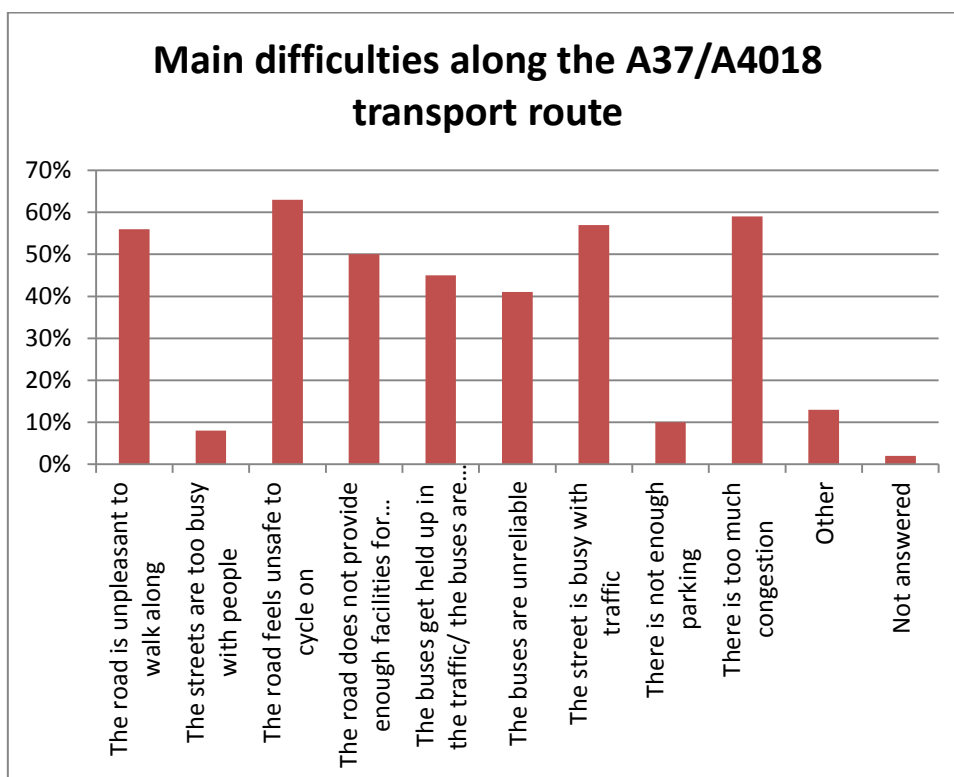
**Q5 -What are the main difficulties you currently experience with the street environment along the A37/A4018 transport route? Please tick all that apply**

<b>Summary:</b>	Most people think the road is unsafe to cycle on and unpleasant to walk along as the streets are congested with too much traffic.
-----------------	---

Q5   What are the main difficulties you currently experience with the street environment along the A37/A4018 transport route?	
56%	The road is unpleasant to walk along
8%	The streets are too busy with people
63%	The road feels unsafe to cycle on
50%	The road does not provide enough facilities for bicycles
45%	The buses get held up in the traffic/ the buses are too slow
41%	The buses are unreliable
57%	The street is busy with traffic
10%	There is not enough parking
59%	There is too much congestion
13%	Other
2%	Not answered

Response Rate: 97%

58 people answered 'Other' to this question and the main themes were too many HGVs on the Wells Road, too much air pollution on the Wells Road and narrow pavements and too many cars pavement parking. Many want improvements to walking and cycling infrastructure and feel there are too many speeding cars.



#### Q6 - How important do you think the following improvements to the transport corridor are?

**Summary:** 64% want safer cycle corridors and 52% want more cycle priority

Q6 How important do you think the following improvements to the transport corridor are?							
	Very important	Fairly important	Important	Slightly important	Not at all important	No opinion	Not answered
Better lighting	14%	23%	20%	21%	11%	6%	3%
Easier to cross the road	45%	21%	17%	11%	2%	2%	2%
Wider pavements	35%	19%	13%	16%	12%	3%	2%
Safer cycle corridors	64%	8%	7%	11%	5%	3%	2%
More cycle priority	51%	12%	9%	9%	13%	3%	3%
Cycle parking facilities	26%	21%	19%	15%	11%	5%	3%
Bus priorities to speed up journey times	34%	26%	16%	10%	8%	4%	2%

Bus stops with shelters	32%	26%	21%	10%	5%	4%	2%
Traffic calming	35%	17%	16%	11%	14%	4%	3%
Increased greenery such as trees and bushes	34%	23%	18%	13%	8%	2%	2%
Other	17%	1%	2%	0%	0%	12%	68%

Response Rate: 91%

43 people answered 'other' to this question and the main themes were speeding traffic, need segregated cycle tracks uphill, improve road surface, more secure cycle parking, more formal and informal crossing points for pedestrians and stop pavement parking with barriers.

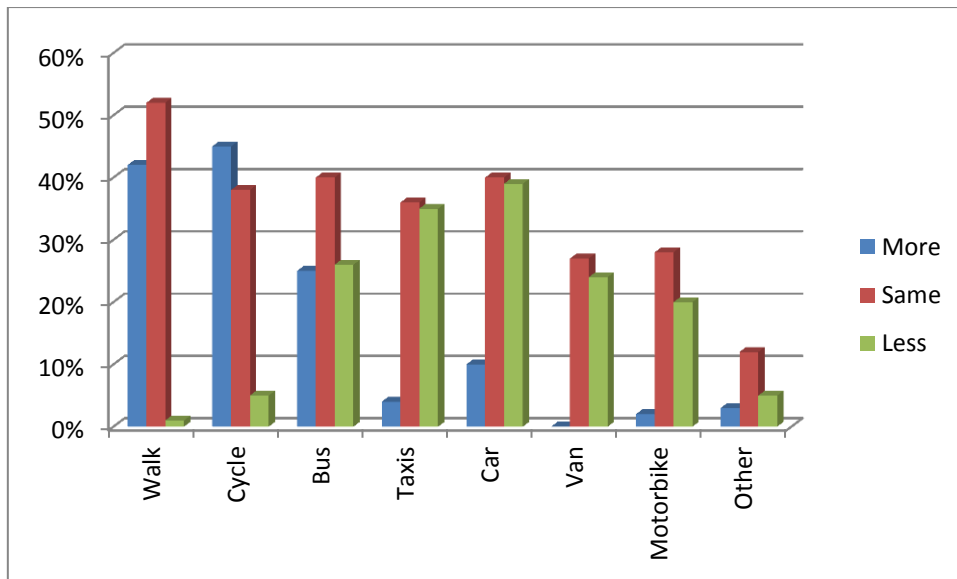
**Q7 - When the lockdown restrictions begin to ease, are you planning to use the following modes of transport more or less?**

<b>Summary:</b>	Over 40% of the people who answered the survey will walk and cycle more after lockdown and nearly 40% will drive less by car.
-----------------	---

<b>Q7</b>	<b>When the lockdown restrictions begin to ease, are you planning to use the following modes of transport more or less?</b>			
	More	Same	Less	Not answered
Walk	42%	52%	1%	6%
Cycle	45%	38%	5%	12%
Bus	25%	40%	26%	9%
Taxis	4%	36%	35%	25%
Car	10%	40%	39%	11%
Van	0%	27%	24%	49%
Motorbike	2%	28%	20%	50%
Other	3%	12%	5%	80%

Response Rate: 70%

33 people answered 'other' to this question and the main themes were pavements too cluttered, air pollution is poor, hills stop cycling and use quiet streets to walk around then main roads.



**Q8 - What improvements would you make? West Town Lane to Airport Road**

<b>Summary:</b>	Many comments relate to improvements to the Wells Road/Hengrove Way and Airport Road junction with regards pedestrians and cycling crossings and providing segregated cycle tracks along A37 Wells Road.
-----------------	--

Theme	Summary of comments
18 bus related comments	Request for bus improvements such as provide more bus lanes and bus priority at traffic lights to help reduce journey times. Make bus lane 24 hr from Whitchurch into central Bristol. Traffic priority at the junction with Airport Road.
60 cycling related comments	Continuous and segregated (1.5m+) cycle tracks on either side of the road with priority over side junctions. Advanced stop line for cycles. Segregated cycle track up wells road from Airport road, because it's so steep and cars are accelerating hard from a stop. The West Town Lane and A37 Wells Road junction could be a candidate for a Dutch roundabout with priority for people not cars. Take space out of the two lanes to make a bus lane/cycle lane. Provide fully segregated single-directional cycle tracks on both sides on Sturminster Road as there is adequate road width to accommodate.
28 pedestrian related comments	All side roads need to have full drop curbs, pavements need to be level and not full of lumps and bumps which inhibit wheelchair users being able to use it safely and it is essential that the pavements are not shared spaces and cyclist need to use the roads for the safety of all. Needs marked pedestrian crossings and green/red lights as it is currently very dangerous to cross Airport road/ Wells Road in any direction. There should definitely be pelican / puffin crossing at the junction of West Town Lane / Wells Road / Hengrove Way. Improved pedestrian crossing at traffic lights at junction of West Town Lane and Wells Road. There is no concession for pedestrian trying to at the West Town Lane junction. Given the number of schools in the area & immediate proximity.
26 road layout comments	Make the southbound left lane on Wells Rd left turn only to improve car and cycle access to Airport Rd. The outbound lanes as they approach the traffic lights cause congestion and dangerous driving. Make the left lane for turning left only so traffic waiting for green straight on signal doesn't block the cars turning left. This will reduce pollution avoiding idling. Difficulty turning left or right onto Wells Road need green arrow filter lights.

13 traffic light related comments	Improve the traffic lights to make it safer for vehicles and for pedestrians to cross at Airport Road / Wells Road/ Hengrove Way junction. The junction of Broadwalk, Wells Road and Priory Road would be safer if cars from Broadwalk and Priory road were given separate changes of the lights instead of the cars having to cross each other at the junction at the same time. Filter arrows for turning across Wells Road, you have to jump across in front of cars or can wait 2-3 turns to green before turning
3 speeding comments	Traffic calming for vehicles travelling along Callington road, as they travel very fast, particularly at night, and for the downhill section of wells road, between Callington rd and Broadwalk. Speed calming measures on Sturminster Road.

### Q9 - What improvements would you make? Broadwalk to Bath Bridges

<b>Summary:</b>	Too many HGVs on the Wells Road, need more crossing points, continuous bus / cycle lane and improvements are required to the Three Lamps to Bath Bridges road layout for both pedestrians and cyclists.
-----------------	---

Theme	Summary of comments
48 bus related comments	Introduce bus lane as bus gets stuck in traffic. There is only space for one bus lane along most of the Wells Road, so why not look at 'reversible bus lanes'? This could be located in the centre of the road and used by inbound buses in the morning and outbound in the afternoon. Make the bus lane continuous. 24HR bus lanes needed. Bus priority at traffic lights (lights turn green as bus approaches), saves up to 20 seconds at each light. No parking or deliveries in bus lane with enforcement cameras during peak times.
91 cycling related comments	The cycle lane needs to continue all the way from Three Lamps to Broadwalk, not stop suddenly just as the hill gets steep. Cycle lane going up the Wells Road. An actual unbroken cycle lane that goes all the way to Temple Meads. Why has the section around Temple Meads and Bath Bridge been missed out on this? Reduce width of the road for motor traffic between Three Lamps and Temple Meads to allow space for proper separated cycling infrastructure and wider pavements for pedestrians and to slow traffic speed.
14 HGVs related comments	Ban or discourage HGVs from using the Wells Road as they pollute the area. Reduce lorry traffic significantly by building the ring road project.
55 pedestrian related comments	Putting more vegetation along the route may encourage walkers, help with air quality and carbon impacts, there is room to do this on some stretches of pavement on the A37. Either widen pavement to improve pedestrian/cycle use along the road or put in dedicated cycle and bus lane in both direction. Walking from Three Lamps to Bath Bridges is unsafe at the moment as there is not enough space for both cyclists and pedestrians on the pavements. The staged pedestrian crossing near Broadwalk is dangerous, pedestrians are left in the middle of the road waiting for the lights to change and often run across on red, have a single crossing all the way over. Have a second pedestrian crossing further down the Wells Road near Beaconsfield Road. All side roads need to have full drop curbs, pavements need to be level and not full of lumps and bumps which inhibit wheelchair users being able to use it safely. There needs to be more pedestrian crossings between the Broadwalk and the Coop in Totterdown. More pedestrian or zebra crossings along the Wells Road.
27 road layout	Unable to turn right from Wells Road onto Bellevue Road, causing unnecessary additional travel. The roads opposite to the Wells Road used as rat runs especially

related comments	<p>Oxford Street and Cambridge Street, preventing residents from turning right from Bellevue Road onto Cambridge St. More double yellow lines around bend as these are blind spots especially when larger vehicles park on corners.</p> <p>Broadwalk junction needs redesigning e.g. inbound left turn filter to Broadwalk. Make Calcott Road and Wells Road junction no access. Reducing this route as a rat run for traffic avoiding the Broadwalk traffic signals. Improve road surface as too many pot holes and dangerous.</p>
------------------	---

#### Q10 - What improvements would you make? Centre to Clifton Triangle

<b>Summary:</b>	Need the road layout by the Triangle sorted for cyclists and pedestrians eg close Queens Road section and only allow buses, cyclists and pedestrians. Many request to remove parking on one side of Park Street for continuous cycle lane.
-----------------	--

Theme	Summary of comments
53 road layout related comments	Reduce/remove car traffic from Park Street to make it easier for the bus as well as reducing pollution and enabling cyclists and pedestrians to have a more pleasant journey up and down Park Street. Make dual carriageway in front of the museum a single carriageway. Roads all around the triangle need resurfacing, there are some big potholes which are particularly dangerous for cyclists. Add more greenery to absorb emissions; whether that is trees or plants but do not compromise road space in order to do this. Park Street works, is functional and feels like a safe place to walk/commute.
29 bus related comments	Quicker boarding of buses or more frequent buses so that they're not waiting 10 mins in rush hour to depart. Also removing Broadmead as a changeover/idling area as the bus waits for 10 mins in Broadmead and then 10 min at this bus stop adding to journey time. Bus priority lanes on the triangle, remove parking from Park Street. Park street no through route except for buses enforced by camera (taxi access only).
84 cycling related comments	Make Triangle bi-directional for cyclists (in a continuous and segregated cycle track). Replace parking and traffic lanes with restaurant/bar seating where appropriate. Widen pavements. Make Park Street open to bikes, buses and taxis only. Uphill segregated cycle track on Park Street. The cycle lane that stops by College Green needs to extend up the hill. Ideally it needs to not be contraflow; turning into it from downhill is a nightmare.
23 pedestrian related comments	Stop so much parking along Park street and give pedestrians priority at side roads. There are no crossings between College Green and the Triangle. Queens Road should be completely pedestrianised. Park Street should be closed to most traffic, open only to buses, cyclists and access for residents – plus business restocking at limited times of day.

#### Q11- What improvements would you make? Whiteladies Road

<b>Summary:</b>	Junction at the top of Whiteladies Road is dangerous for cyclists and confusing for pedestrians. Reduce on street parking to allow proper separated continuous cycle infrastructure.
-----------------	--



Theme	Summary of comments
22 bus related comments	Get parked cars off of the road so buses can move quickly. Build a tram line instead of buses along this route. A lot of investment along this route already why need more? More affordable and reliable buses required and 24 bus lanes on key routes.
102 cycling related comments	Safe, separated cycling infrastructure throughout, even if it means taking space from cars. Whiteladies Road doesn't have a continuous lane. The traffic islands are effective at traffic calming and allowing pedestrians to cross, but the road would benefit from a couple more between Whatley Road and Aspley Road. Top of Whiteladies Road is a no-go zone for many cyclists. Fully segregated infrastructure should be a top priority here.
19 pedestrian related comments	More priority for pedestrians when crossing side roads. Close Roman Road to cars (and consider removal to improve Downs). All side roads need to have full drop curbs, and not drop into drain covers, pavements need to be level.
30 road layout related comments	Remove parking on Whiteladies road to allow continuous bus lanes to be added. Make the gyratory system at the top of Whiteladies safer and more pleasant by removing traffic lanes / adding calming measures (narrowing, planters etc.). Reduce on street parking to allow proper separated continuous cycle infrastructure.

**Q12 - What improvements would you make? White Tree roundabout to North View/ Northumbria Drive**

<b>Summary:</b>	The White Tree roundabout needs improving particularly from North View as it is dangerous for all users.
-----------------	--

Theme	Summary of comments
10 bus related comments	Covered bus stop outside Westbury Park Tavern (opposite Waitrose) in Northumbria Drive - currently just a bus stop post with no protection from the elements. The Westbury Road bus stop for route 2 is in a very awkward and narrow place. Right at the turn off from the roundabout. Remove bus lanes. Inbound bus lanes never have buses in them and create longer queue of cars.
56 cyclists related comments	Better way for cyclists to cross the white tree roundabout. Enhance separation of cyclists from cars and improve the ability to cross the road for both pedestrians and cyclists. The roundabout is especially challenging as a cyclist. A dedicated cycle lane when approaching the roundabout from Northumbria Drive. At the moment they have a cycle lane at the end of Westbury Park Road, but then are stranded at the roundabout itself. Provide a fully segregated single directional cycle track down North View by narrowing the lane widths to 2.75m (enough to allow HGV and Bus to pass). Consider closing the side roads to allow for pedestrian and cyclist permeability and reduce rat running, otherwise provide a continuous footway to encourage pedestrian and cyclist priority over the side roads.
52 road layout related comments	Turn the White Tree Roundabout into a Dutch roundabout, like the one in Cambridge with segregated cycle tracks encircling the roundabout, with the zebra crossings becoming parallel crossings. Car parking removed on North View. Change layout that lets Westbury Park Road users who may be rat running to exit and add to the blockage of North View which holds up buses.
17	Zebra Crossings on Parry's Lane and North View in place of existing crossing points.

pedestrian related comments	Why does Bristol seem to specialise in having pedestrian crossings actually at roundabouts? This is a high-traffic junction, but there is traffic from all directions so I think the roundabout is actually quite efficient. The Zebra crossings are not in a great location on the roundabout from a safety perspective, but they do represent a direct route when walking. Widen pavements for shoppers and removal of parking on North view.
-----------------------------	---

**Q13 - What improvements would you make? Southmead Road (Henleaze Road to Doncaster Road section)**

<b>Summary:</b>	Most comments about the dual carriageway and the need to make it safer for buses and cyclists and the suggestion of a removal of the mini roundabout to make it safer.
-----------------	--

<b>Theme</b>	<b>Summary of comments</b>
22 bus related comments	New direct bus routes or more frequent buses on the most commonly used route people use private transport for. No 2 bus need to extend journey through inside the Southmead hospital. It will help people the public who visit the hospital and staff who travel to Cribbs Causeway. Suggest the bus stop on Southmead Road by traffic lights with Doncaster Road be moved or double yellow lines are put opposite. When buses turn onto Southmead Road from Doncaster Road and stop at this bus stop traffic is regularly held up causing problems at the traffic lights. Convert B4056 dual carriageway to single carriageway with bus lanes.
42 cyclists related comments	Better cycle lanes/cycle priority for turning right at B4056 roundabouts. One way segregated cycleways on each side of the road. Separate or segregated cycle tracks. Cyclists travelling from the B4056 to Wellington Hill West are not provided for. The dual carriageway discourages cycling in this location.
10 pedestrian related comments	Pedestrian Crossing (traffic lights) across B4056 as you approach roundabout. Make it easier to cross the road (dual carriage way) from the bus stop just after the junction of Lake Road and Southmead Rd to access the nearby streets in Henleaze. Also, plant more trees and shrubs to make this part of Southmead Rd more welcoming and attractive.
26 road layout related comments	The double-mini roundabout is very confusing and should be improved. The lane selection isn't clear and maybe that could be aided by clearer signage or road marking. That section of Southmead Road, up to the double roundabout is constantly busy. More so since the new hospital opened. To encourage more people to use the bus upgrade all the bus stops.

**Q14 - What improvements would you make? Crow Lane roundabout to Henbury Road**

<b>Summary:</b>	Improve Crow Lane roundabout as congested and dangerous for cyclists and pedestrians.
-----------------	---

<b>Theme</b>	<b>Summary of comments</b>
13 bus related comments	Increase number of buses to improve punctuality. Crow Lane has more than enough bus routes serving it to compensate for punctuality issues. All frequent bus services on that route serve both The Mall and the centre.
39 cyclists	One way segregated cycleways on each side of the road where there are no bus lanes.

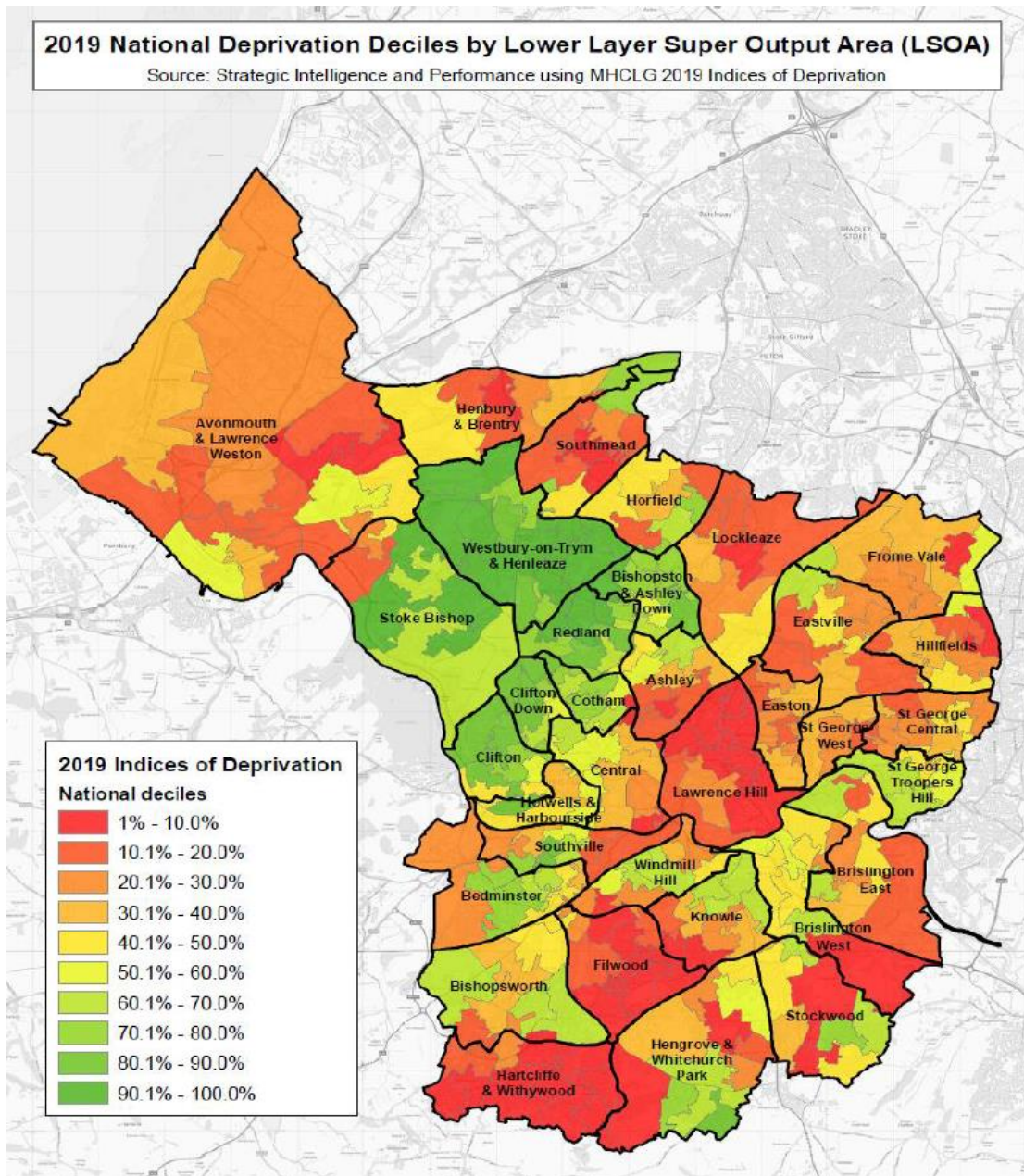
related comments	Crow Lane roundabout is incredibly dangerous. Crow Lane roundabout is not a pleasant place to be as a pedestrian or cyclist, environmental and crossing improvements could be made. Provide a fully segregated single-directional cycle track on both sides of Crow Lane.
10 pedestrian related comments	Sheltered pedestrian footbridges that are sloped and have cycle lanes going over the busy roads. Safer for walkers and the school times of street activity.
27 road layout related comments	Remove Crow Lane roundabout and install traffic light. The roundabout at the Old Crow is very intimidating to cyclists. There are no gaps in traffic and its fast moving between the two dual-carriageways. Perhaps traffic-lights on the roundabout will allow more time to cross between streams.

### 3.3.3 Survey Demographics and Equalities analysis

The questions below were asked to help us ensure that the survey has been responded to by a representative sample of the population:

- What is your full postcode?
- What is your age?
- Do you consider yourself to be a disabled person?
- What is your sex?
- Have you gone through any part of a gender reassignment process or do you intend to?
- What is your ethnic group?
- What is your religion/faith?
- What is your sexual orientation?
- Are you pregnant or have you given birth in the last 26 weeks?
- Are you a refugee or asylum seeker?

The team used different data sets to allow a comparison between the respondents and the Bristol population. The following map shows the level of deprivation for all of the Bristol wards and this was used to help ensure we targeted certain areas where we knew respondents may be lower:



Results of demographics and equality data

The team constantly monitored the data coming in and as a result of being under represented by young people and those in the BAME groups the survey was extended by a week to try and address this issue. These groups were always going to be difficult to target with the new restrictions due to COVID19 as the students had not returned to college and university and due to people shielding door knocking was not allowed. Instead survey dropped areas in the central ward which has a higher number of younger people and BAME groups and contacted the University and Colleges to see if they could help spread the word as some had returned. The use of social media assets were sent to the stakeholders and targeted social media posts were used to target these groups.

The response rate was also down from certain geographical areas. The team again replaced the usual door knocking and events at the local high streets and with survey drops to encourage them to get involved.

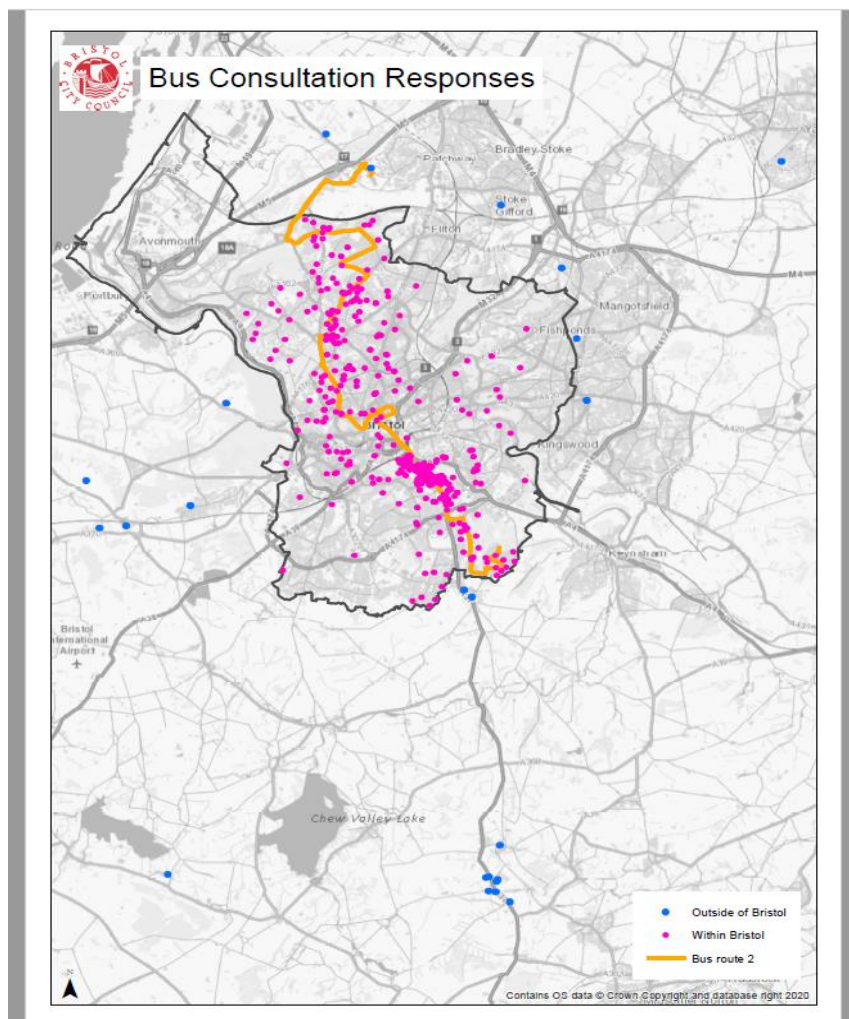
Of the 45 paper copies received which were targeted at low response rate groups:

- 20 were female and 16 were male and 9 people choosing not to answer.
- 5 of the respondents were disabled which is 11%, higher than the average for the city which is around 8%.
- 60% of the paper respondents were aged 55 years and over
- Where the respondent left a postcode the majority of people lived in Henbury and Brentry which is one of the areas targeted by the survey door drop.
- 73% of respondents identified as White British.

Below are the results for each question and all are rounded up to the nearest percentage:

### Q15 – What is your postcode?

Of the 468 people who left their postcodes only 20 were from outside of Bristol. The postcodes have been plotted on a map below to show that most people follow the route of the transport corridor:

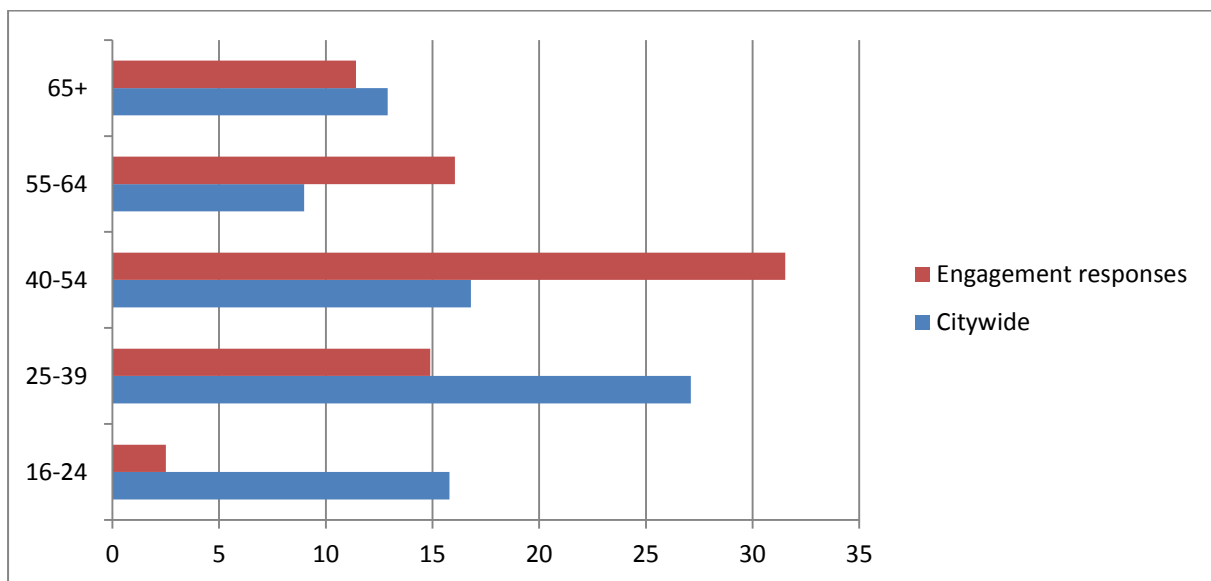


**Q16 -What is your age?**

16-17 yrs	0%	65-74 yrs	9%
18-24 yrs	2.5%	75-84 yrs	2%
25-34 yrs	15%	85 yrs +	0%
35-44 yrs	32%	Prefer not to say	1.5%
45-54 yrs	19%	Not answered	3%
55-64 yrs	16%		

Response Rate: 97%

Below is a graph showing the engagement responses compared to that of the age of the population in the city. The response rates were fairly close for over 65yrs, but as predicted the responses were under for the 16 to 24 age group. We had more respondents from the 40-54 age group and less from the 25-39 age group.



**Q17 – Do you considered yourself to be a disabled person?**

Yes	<b>6%</b>
no	<b>85%</b>
prefer not to say	<b>5%</b>
Not answered	<b>4%</b>

Response Rate: 96%

The disability rate for the city of Bristol is around 8% so the 6% response rate is fairly comparable.

**Q18 – What is your sex?**

Female	<b>43%</b>
Male	<b>47%</b>
Other	<b>0.5%</b>
Prefer not to say	<b>65</b>
Not answered	<b>3.5%</b>

Response Rate: 96%

The male to female ratio in the population of Bristol is around 51% male and 49% female so the ratio of those who responded in the survey was fairly comparable.

**Q19 - Have you gone through any part of a gender reassignment process or do you intend to?**

Yes	0%
No	87%
Prefer not to say	8%
Not answered	5%

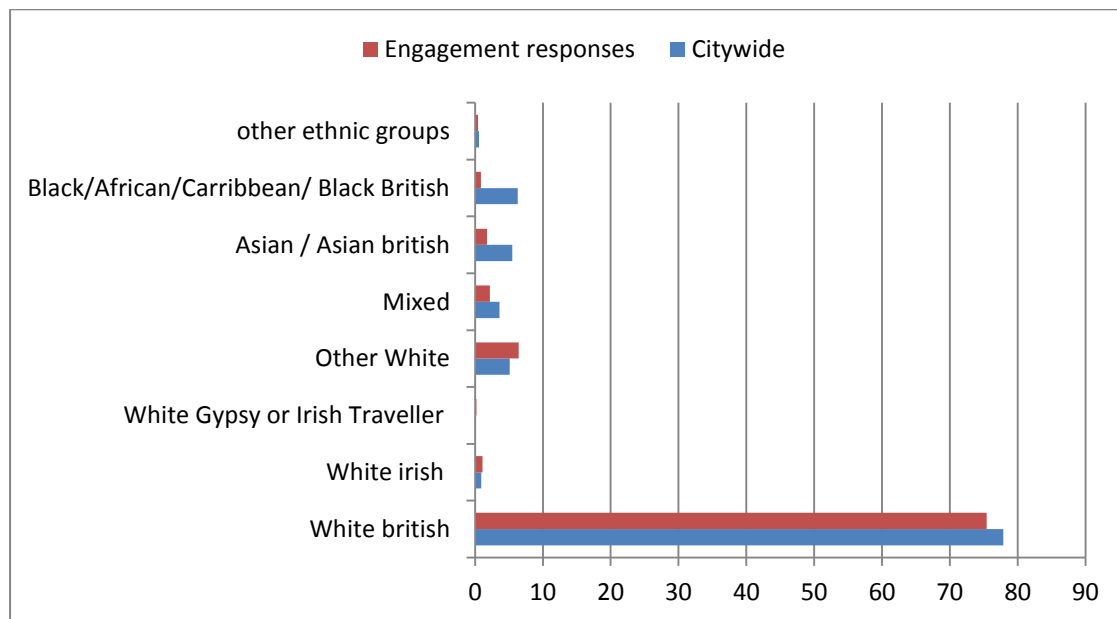
Response Rate: 95%

**Q20 - What is your ethnic group?**

White British	76%	Mixed / Multi ethnic group	2%
White Irish	1%	Gypsy/ Roma/Irish traveller	0.5%
White Other	6%	Prefer not to say	7%
Black/African/Caribbean/Black British	1%	Any other ethnic background	0.5%
Asian/Asian British	2%	Not answered	4%

Response Rate: 95%

Below is a graph showing the engagement responses compared to that of the population makeup of the city. The response rates were fairly close for White British, White Irish and Other ethnic groups, but as predicted the responses were slightly under represented for Black/African/Caribbean/Black British, Asian/Asian British and Mixed.



**Q21 – What is your religion/faith?**

No religion	58%	Muslim	0.5%
Buddhist	1%	Sikh	0%
Christian	23%	Prefer not to say	11%
Hindu	0%	Other	2%
Jewish	0%	Not answered	4%

Pagan	0.5%		
-------	------	--	--

Response Rate: 95%

#### Q22 -What is your sexual orientation?

Bisexual	5%
Gay Man	2%
Gay Woman/ Lesbian	2%
Heterosexual / Straight	70%
Prefer not to say	15%
Other	1%
Not answered	5%

Response Rate: 94%

#### Q23 – Are you pregnant or have you given birth in the last 26 weeks?

Yes	1%
no	87%
Prefer not to say	7%
Not answered	5%

Response Rate: 94%

#### Q24 - Are you a refugee or asylum seeker?

Yes	0.5%
No	87%
Prefer not to say	7%
Not answered	5.5%

Response Rate: 94%

In the final section of the survey people were asked if they would like to receive updated and more information about the project. Nearly 350 people left their name and email address so that they can be kept up to date with this project as it moves forward.

### 3.3.4 Map and active travel results

The interactive mapping tool was used by many respondents to pin point their issues along the route and the map received over 355 specific comments. At the same time as this engagement process was being carried out the council also had another interactive map where people could add any comments about active travel modes. So to ensure we have got all of the comments that people made that refer to the transport route it was agreed to download those comments as well and the map received 294 comments. In total, there are 649 comments that have been left by respondents detailing their issues along the route.

### 3.3.5 A37 / A4018 transport route map

Below shows the 355 comments that were left on the A37/A4018 transport corridor map broken down by area and by theme. The responses on the map were broken down by different areas to help analyse the results. The areas are as follow:



- Area 1 – The Coots to West Town Lane
- Area 2 – West Town Lane along A37 to Priory Road junction
- Area 3 – Priory Road junction along A37 to Bath Road junction
- Area 4 – Bath Road to Victoria Street junction
- Area 5 – Victoria Street through Broadmead into Rupert Street to College Green
- Area 6 – College Green to Queens Road
- Area 7 – Whiteladies Road
- Area 8 – Westbury Road to White Tree Hill roundabout
- Area 9 – North View to Henleaze Road
- Area 10 - Henleaze Road to Southmead Road (jct with Doncaster Road)
- Area 11 - Greystoke Avenue to Knole Lane jct with Passage Road
- Area 12 - Passage Rd Roundabout to Henbury Road
- Area 13 – Station Road to Cribbs Causeway

People could select a prepopulated issue type or they could pick ‘other’ to describe their concerns and provide a detailed description. The issue types available from the drop down list were:

- Bus issues
- Bus stops and shelters
- Clean Air
- Crossing points
- Cyclists issues
- Noise
- Pedestrians issues
- Road closure
- Safety
- Speeding issues
- Street Scene
- Traffic Signals
- Other

The most liked comments where more than 10 people liked them are as follows starting with the most popular:

Area	Location	Issue type	Concern	Votes
3	Bath Road by Bellevue Road	Cyclists	Safety of cyclists travelling slowly uphill. Segregated infrastructure urgently needed to keep cyclists safe.	18
3	Wells Rd between Highgrove St and St John's Lane	Cyclists	Cycling up Wells Road feels dangerous. Cars, lorries and buses often overtake too closely. Segregated cycle track is needed	16
4	Bath Road between 3 lamps jct and bridges	Safety	This shared route for pedestrians & cyclists is substandard, & has been allowed to be substandard for too long.	15
4	Bath Road between 3 lamps jct and bridges	Street scene	This road is a major pedestrian commuter route, but the stretch from Bath Bridge to the Three Lamps is such a depressing road	15

			to walk up each day.	
4	Bath Bridges	Cyclists	This pavement is shared space and yet only a metre wide	15
4	Bath Bridges	Safety	Very unpleasant to walk and cycle on, there are 4 lanes for people in cars but only a tiny pavement/cycleway for everyone else.	14
4	Bath Bridges	Cyclists	Southbound cycle lane on the pavement is too narrow. But cycling on the road feels dangerous as cars are going fast.	14
5	Victoria Street	Cyclists	Victoria St should have substantial (1.5m+) segregated bike lanes on both sides of the road to complete link between Centre and Temple Meads.	14
5	Park Street	Pedestrians	Segregated cycle track need to continue up Park Street	14
6	Whiteladies Rd, junction with Queens Rd roundabout	Cyclists	All junctions must have segregation for cyclists.	14
4	Bath Bridges	Cyclists	Narrow pavements and not pleasant walking by main road	13
2	West Town lane junction with Wells Road	Cyclists	Facilities along airport road for cyclists were recently improved, but not at this junction where arguably, improvements are much more important.	11
2	Airport Road Junction with Wootton Park	Cyclists	The cycle paths along Airport Rd and Callington Rd both stop abruptly before Wells Rd and lead you onto a narrow pavement and pedestrian-only crossing.	10
3	Wells Rd between Highgrove St and Firfield St	Cyclists	The stretch of road from St John's Lane up to the top of the hill is awful to cycle up. The cycle lane is intermittent and the road is uneven. The lane is narrow so the traffic passes very close.	10
4	Temple Gate by Station Approach	Cyclists	Current cycle lane is a line of paint on the pavement. Inadequate for current and future cycling numbers. Suggest replace with segregated cycle track on either side of the road by removing one lane.	10
6	Park Street	Cyclists	Current cycle lane stops at College Green. Make this continuous up Park Street.	10
6	Park Street	Cyclists	Segregated infrastructure needed and continuous pavements on side streets	10

#### Area 1 - The Coots to West Town Lane

24 comments were received about this section: 2 about bus stops and shelters, 5 about crossing points, 13 about cyclist issues, 1 pedestrian issue, 1 safety and 2 others. The table below shows the top three most popular comments:

Location	Issue type	Concern	Votes
Sturminster Road roundabout	Cyclists	Improvements for cyclists urgently needed	8
Sturminster Road by Longreach Grove	Crossing points	A zebra crossing is needed near Hencliffe Road and Longreach Grove to allow for better access to Sturminster Road shops and bus stops.	4
Sturminster Road by Manston Close	Cyclists	Better signage required to highlight presence of Whitchurch Railway Path	4

In summary:

Buses	Should link along Staunton Lane and the A37 to South Bristol Hospital / Imperial Park and one person would like a bus stop at the bottom of Sturminster Road be moved 50 yards up the road.
Crossing points and safety	Required on Sturminster Road to allow better access to Woodlands Academy and Hollway shops and there was a request for traffic calming on this road to slow traffic.
Cyclists	Better signage to highlight presence of Whitchurch Railway Path and join up cycle infrastructure from Manston Close to West Town Lane. Cycle lane required along Sturminster Road and can be achieved by removing parts of the grass verge.
Pedestrians	Footpath needs clearing and cutting back to allow for better access between The Drive and the Whitchurch Railway Path to allow residents to access buses and cycle routes.
Other	Double Yellow lines are needed on bottom of Sturminster Road the length of Sportsfield

#### Area 2 - West Town Lane along A37 to Priory Road junction

55 comments were received about this section: 1 about bus stops and shelters, 5 about clean air, 8 for crossing points, 15 for cyclists, 4 for noise, 10 for pedestrians, 11 for safety and 1 for traffic signals. The table below shows the top three most popular comments:

Location	Issue type	Concern	Votes
West Town Lane junction with Wells Road	Cyclists	Facilities along airport road for cyclists were recently improved, but not at this junction where arguably, improvements are much more important.	11
Callington Rd junction with Wells Road	Cyclists	The cycle paths along Airport Rd and Callington Rd both stop abruptly before Wells Rd and lead you onto a narrow pavement and pedestrian-only crossing.	10
Wells Rd between Broadfield Rd and Greenleaze	Clean air	Heavily polluted part of Wells Rd. Unpleasant, unhealthy, discourages walking and cycling.	8

In summary:

Buses	Put buses in laybys so reduces congestion and stops cars pulling out suddenly.
Clean air	Heavily polluted part of Wells Rd. Traffic pollution prevents walking and cycling. divert heavy lorries from A37
Crossing points	Give pedestrian control to the lights on the Wells Road/West Town Lane crossing, and improve the crossings and island. There is no provision for pedestrians to cross the Wells Road with Hengrove Lane. Widen the pavements, plant trees to make this area more pleasant and safe.
Cyclists	The cycle paths along Airport Rd and Callington Rd both stop abruptly before Wells Rd and lead you onto a narrow pavement and pedestrian-only crossing. A fully segregated cycle track should be provided down Wells Road. Need segregated cycle track up the A37
Noise	Far too many HGV's use this area - it is noisy, dirty and unpleasant for walking.
Pedestrians	Pavement on the east side of Wells Road is too narrow. When buses and HGVs travel along the east side of Wells Road the close proximity causes huge air draft. It is not a pleasant safe pavement. At Broadwalk with Talbot Road junction the wait is too long and then not enough time to cross safely, especially if you want to cross two sides.
Safety	Lorries and other vehicles travel very fast downhill. The pavements are very narrow and it feels unsafe, particularly with young children.
Traffic signals	The traffic lights on the Wells Road / Airport road junction only have pedestrian signalling on one side, needs pedestrian signalling on all crossing points

### Area 3 – Priory Road junction along A37 to Bath Road junction

96 comments were received about this section: 5 for bus stops and shelters, 7 about clean air, 22 for crossing points, 23 for cyclists, 1 for noise, 3 for other, 14 for pedestrians, 11 for safety, 7 for street scene and 3 for traffic signals. The table below shows the top three most popular comments:

Location	Issue type	Concern	Votes
Bath Road by Bellevue Rd	Cyclists	The steep hill means cyclists are travelling slowly, yet cars are fast. Segregated infrastructure urgently needed to keep cyclists safe.	18
Wells Rd between Highgrove St and St John's Lane	Cyclists	Cycling up Wells Road feels dangerous. Cars, lorries and buses often overtake too closely. Segregated cycle track is needed	16
Wells Rd between Highgrove St and Firfield St	Cyclists	The stretch of road from St John's Lane up to the top of the hill is awful to cycle up. The cycle lane is intermittent and the road is uneven. The lane is narrow so the traffic passes very close.	10

In summary:

Buses	Need double yellow lines all the way from Broad Walk to Bellevue Road, no car parking on main road at any time & permanent bus lane. Bus lanes are too narrow.
-------	--

Clean air	The exhaust fumes from congested traffic up the hill create very poor air quality for walkers and cyclists. Standing traffic causes stinking air, get more trees or less cars.
Crossing points	There is a desire line between two parts of Totterdown especially for people wanting to go to the Oxford Street shops from Three Lamps estate, so need crossing by Angers Road. The St Johns Lane junction is designed around motor vehicles. Pedestrians have to wait a long time for the green aspect and have to cross in multiple stages. Also no crossing over the north arm. Would be useful to have additional crossing points along the A37 corridor, lots of young families here. Safety should be a priority.
Cyclists	Segregated cycle track needed for cycling up Wells Road. Broadwalk junction dangerous crossroad for cyclists. Cycling could be improved along this whole route.
Noise	Drivers go so fast up and down the Wells Rd, especially busses and lorries. The 30mph speed limit does not apply. It makes the area feel very unwelcome.
Other	Despite measures to restrict it a lot of cars use Redcatch / Bayham as rat run to queue jump when A37 busy. Point Closures preventing vehicles from rejoining A37 needed. Low Traffic Neighbourhood
Pedestrians	Junction from Wells into Redcatch Road is wide with shallow angle. Priority needs to be given to pedestrians with save continuous pavement and traffic calming. A continuous pavement to improve walking priority and reduce traffic speed would make the Wells Road a better walking route
Safety	Reduce the speed limit on A37 as this would increase safety for all using the corridor. Many HGVs using the road at speed.
Street scene	St Johns Lane area which is surrounded by businesses and restaurants and are already shielded from the busy road, could be better utilised as a public green space with outdoor seating and allow for more social distancing. Attractive bin stores and greening to disguise service area of commercial units, or at least hide from pavement view in some way.
Traffic signals	Cambridge Road is used as a rat run. Cars ignore no entry sign on Cambridge road in rush hour. Enforcement camera needed

#### Area 4 – Bath Road to Victoria Street junction

47 comments were received about this section: 2 for bus stops and shelters, 25 for cyclists, 2 for other, 6 for pedestrian, 9 for safety, 1 for street scene and 2 for traffic signals. The table below shows the top three most popular comments:

Location	Issue type	Concern	Votes
Bath Road between 3 lamps jct and bridges	Safety	This shared route for pedestrians & cyclists is substandard, & has been allowed to be substandard for too long.	15
Bath Road between 3 lamps jct and bridges	Street scene	This road is a major pedestrian commuter route, but the stretch from Bath Bridge to the Three Lamps is such a depressing road to walk up each day.	15
Bath Road between 3 lamps jct and bridges	Cyclists	This pavement is shared space and yet only a metre wide	15

In summary:

Buses	Reinstate the bus stop close to Temple Meads for Northbound buses. The re-design of Temple Meads includes a bus-hub on the Friary, but buses from the South cannot turn right here to gain access.
Cyclists	Current cycle lane is a line of paint on the pavement by Temple Gate. Inadequate for current and future cycling numbers. Suggest replace with segregated cycle track on either side of the road by removing one lane. There is no cycle access to Temple Meads from the south. Improve cyclist facilities on Redcliffe Way approach. Currently just an ASL but cyclists struggle to filter through to access this. 6 lanes of motor traffic on Temple gate yet cyclists and pedestrians are forced to share pavements. Shared space is not suitable for busy locations.
Other	There is no access into Temple Meads from South Bristol; the only way to reach it is a long detour via Temple Gate, thereby increasing journey time of vehicles.
Pedestrians	Traffic dominated junction with multiple stages for pedestrians crossing. Need to widen footway as does not comply with standards or policies at Temple Gate.
Safety	The pedestrian route over Bath Road bridge is very dangerous and unpleasant. Fast buses travelling inbound, centimetres from pavement. More provision needed for pedestrian safety.
Street scene	Bleak and depressing pedestrian route on Bath Bridges
Traffic signals	At the moment traffic to the station from the south is forced to go down towards St Mary Redcliffe and back or all the way to Old Market, increasing congestion and pollution. Put in a right turn or roundabout at Three Lamps Junction.

#### Area 5 – Victoria Street through Broadmead into Rupert Street to College Green

27 comments were received about this section: 6 for bus stops and shelters, 9 for cyclists, 2 for other, 3 for pedestrian, 2 for safety, 1 for street scene and 1 for traffic signals. The table below shows the top three most popular comments:

Location	Issue type	Concern	Votes
Victoria Street by Church Lane	Cyclist	Victoria St should have substantial (1.5m+) segregated bike lanes on both sides of the road to complete link between Centre and Temple Meads.	14
College Green	Cyclist	Segregated cycle track need to continue up Park Street.	14
College Green by Anchor Road junction	Pedestrian	Tiny slice of pavement at this junction is frequently packed with people. Re-allocate some of the current five lanes of traffic in this area to pedestrians.	9

In summary:

Buses	Suggest route bus corridor via Baldwin St instead of around Broadmead. If travelling to Temple Meads on the number 2, the bus often stops for about 10 minutes on the Horsefair. Please cut this time or let passengers to complete the journey on another service. The Temple Meads bus stop is too far from the station for those with luggage, mobility issues and everyone in bad weather.
-------	--

Cyclists	Cycle lane by St Augustines Parade not clearly marked and pedestrians wonder into it. Needs proper protected cycle routes across the junctions of High Street by St Nicholas Street. Segregated lane ends straight onto pedestrian crossing by College Green. Segregated 2-way cycling preferred in Castle Park. Cycle lane for Park Street.
Other	Too much space allocated to on street parking by High Street. Let private cars use Bristol Bridge/Baldwin Street again.
Pedestrians	Re-allocate space to pedestrians by College Green and Anchor Road junction. The Horsefair by Merchant Street should be pedestrianised.
Safety	Cyclists coming down Park Street have to cross right and cross ped crossing to get to infrastructure. The cycle route on the centre is great but too fast and cuts across the natural pedestrian routes to College Green.
Street scene	Remodel to make the street-scene worthy of this super-historic site by High Street by Broad Street
Traffic signals	The zebra crossings in a highly used pedestrian area cause major delays that can back traffic up onto Wine street and Baldwin street, and therefore throughout the city.

#### Area 6 – College Green to Queens Road

30 comments were received about this section: 3 for clean air, 2 for crossing points, 16 for cyclists, 2 for other, 2 for pedestrian, 4 for safety and 1 for street scene. The table below shows the top three most popular comments:

Location	Issue type	Concern	Votes
Whiteladies Road junction with Queens Road roundabout	Cyclist	Dangerous junction for cyclists. All junctions must have segregation for cyclists.	14
Park Street between College Green and Queens Road	Cyclist	Current cycle lane stops at College Green. Make this continuous up Park Street.	10
Park Street between College Green and Queens Road	Cyclist	Slow moving cyclists uphill, yet fast moving cars and many side turnings. Segregated infrastructure needed and continuous pavements on side streets	10

In summary:

Clean air	Make air quality legal by closing Park St to private cars in same way as Baldwin St. Remove parking, widen pavement and introduce al fresco dining areas for bars/restaurants. Allow trade vehicles outside office hours & pedestrianise, hold outdoor market to revitalise shopping area. Could extend pedestrian area through centre to join with new Baldwin Street restriction
Crossing points	Clear pedestrian crossing desire lines here between Waitrose and Queens Ave. Pedestrians currently attempt to run across. Replacing with 2 x Zebras either side of the median would make this safe. Install 2+ zebra crossings on each side of the Triangle
Cyclists	Current cycle lane stops at College Green. Make this continuous up Park Street. The gyratory encourages speeding and makes life dangerous for pedestrians and

	cyclists. Make northern edge of Triangle (by Sainsbury's and Wilko) two-way for bikes. Contraflow bike lane on the Triangle to remove dangerous lane changes required when going from Park St to Whiteladies. Cycling out of town from Park St to Whiteladies is too dangerous. Create a signed cycle diversion using University Rd, Elmdale Rd and Tyndalls Park Rd.
Other	Shut Queens Road (Triangle Bit) and make Triangle East and South Two way again. This has been requested for years. A safe protected clearly marked cycle route could remain. Give space to tables and chairs. Close Queens Rd on Bristol Museum's side to all transport modes other than walking and cycling
Pedestrians	Raised continuous pavement giving pedestrians priority along Park Street (and Triangle).
Safety	The triangle is a horrible place to cycle round, up to 3 lanes wide, to get to some exits you need to switch lanes multiple times, while cycle slowly up hill, have had plenty of scary moments. Park street is too difficult to cross.
Street scene	Reallocate parking and/or traffic lane to pavement dining. Support local businesses by using attractive planters to create dining space / spill out.

### Area 7 – Whiteladies Road

20 comments were received about this section: 2 for buses, 2 for crossing points, 12 for cyclists, 2 for pedestrians and 2 for safety. The table below shows the top three most popular comments:

<u>Location</u>	<u>Issue type</u>	<u>Concern</u>	<u>Votes</u>
Whiteladies Road	Cyclists	Create a protected cycle route from Park Street to the downs	8
Cotham Hill	Pedestrians	Point closure and pedestrianisation of Cotham Hill high street area	8
Whiteladies Rd, between Worrall Road and Wellington Park	Cyclists	Too much street parking and loading for Sainbury's pushes cyclists out on an uphill bottleneck.	6

In summary:

Bus issues	Bus lane between Hurle Road and Ashgrove Road is frequently blocked with parked cars. The bus lane should be permanent and clear.
Crossing points	Replace traffic light with zebra crossing at Clifton Down station / shopping centre / Whiteladies Gate area.
Cyclists	Need separated and protected cycle track along Whiteladies Road. This is an ideal road to have proper distinguished cycle lanes. Provide cycle feeder lane to ASL for cyclists heading to A4018.
Pedestrians	Point closures on residential roads leading onto Whiteladies.
Safety	Tree root has caused a massive bump in the cycle lane making it completely unusable by St Pauls Road junction. Eliminate car parking on Whiteladies Road and specifically at the top of the road and reallocate to pedestrians and cyclists.



### Area 8 – Westbury Road to White Tree Hill roundabout

12 comments were received about this section: 1 for buses, 10 for cyclists and 1 for other. The table below shows the top two most popular comments:

<u>Location</u>	<u>Issue type</u>	<u>Concern</u>	<u>Votes</u>
Westbury Road / Roman Road junction	Cyclists	Difficult to access shared pedestrian and cycle path on Westbury road	5
Westbury road / Whiteladies Road junction	Cyclists	The entire junction/roundabout at the top of Blackboy Hill/Downs is dangerous for cyclists as cars dominate and want to quickly get round.	4

In summary:

Bus issues	Reinstate the bus lane layby
Cyclists	Westbury Road and Parrys Lane junction is difficult to cross as you have to negotiate a lane divider that and has no dropped curb. Makes the junction massive and convoluted. Junction is wide and motor traffic is not calmed so they do not brake. Current shared use path has many conflicts between cyclists/pedestrians. This and the danger from cars of trying to cycle straight ahead across Parrys Lane means many cyclists use road instead.
Other	Junction layout at Westbury Road / Redland Hill is not currently working causing traffic to back up. Eastbound traffic from Redland Hill trying to enter Blackboy Hill backs up (engines running) for too long due to heavy southbound priority flow

### Area 9 – North View to Henleaze Road

19 comments were received about this section: 6 for buses, 1 for crossing points, 7 for cyclists, 1 for noise, 1 for other and 3 for safety. The table below shows the top two most popular comments:

<u>Location</u>	<u>Issue type</u>	<u>Concern</u>	<u>Votes</u>
North View, Westbury Rd roundabout	Buses	Roundabout causes major congestion at peak times due to no traffic lights being used. This can add an extra 10-15 mins onto the same bus trip into town from Cribbs.	6
North View, Westbury Rd roundabout	Other	Unequal traffic flows mean that traffic backs up, not being able to enter the roundabout over priority southbound traffic, when progressing westbound onto	5

		the A4018. Signals would be better.	
--	--	-------------------------------------	--

In summary:

Bus issues	There should be 24hr bus lanes in both directions on the dual carriageway sections of Henleaze Road and Southmead Road, and buses should have priority through the roundabout. Include up-to-date electronic bus information on Henleaze Road / Holmes Grove bus shelter.
Crossing	Hill View is very wide at this junction and visibility poor when walking towards Henleaze direction from Southmead
Cyclists	Need to separate cycling facilities from cars. Pedestrian crossings are excellent for walking on Henleaze Road. North View is a dangerous section of road with too many park cars going to Waitrose.
Noise	Traffic very noisy in peak times
Other	Roundabout is not the correct solution for this junction. Suggest traffic signals.
Safety	Henleaze Road is very narrow here and improved traffic calming measures should be introduced to reduce the speed of vehicles.

#### Area 10 - Henleaze Road to Southmead Road (jct with Doncaster Road)

10 comments were received about this section: 3 for buses, 1 for clean air, 2 for crossing points, 3 for cyclists and 1 for safety and there were not any popular comments.

In summary:

Bus issues	Re-route to go into Southmead Hospital at all times, as it is almost impossible to get to hospital without using your car and parking is limited at hospital in peak hours.
Clean air	Strong traffic fumes along this section of dual carriageway on Henleaze Road during morning and evening rush hours as traffic is stationary, held up at roundabout.
Crossing points	Upgrade existing informal crossing to a formal crossing for pedestrians and cyclists to go between Lake Road and Wycliffe Road /Henleaze Rd
Cyclists	Difficult to cycle safely by Lydney Road during rush hour. Allow cycle permeability between roundabout and Lorton Road
Safety	Vintery Leys/Clove Ground used as cut through high speed around blind corner on/off the estate. Make Vintery Leys one way.

#### Area 11 - Greystoke Avenue to Knole Lane junction with Passage Road

1 comment was received about this section and was for cyclists.

Cyclists	Separate and protected cycle track on Knole Lane
----------	--

#### Area 12 – Passage Rd Roundabout to Henbury Road

3 comments were received about this section and were for Other, Traffic Signals and Safety.

Safety	Improve road markings and signage to ensure traffic gets into the correct (legal) lanes on Crow Lane. People don't want to queue so it can be a free for all. Many potential accidents here and cars always beeping.
Traffic Signals	Traffic control to improve flow of traffic particularly when the ford overflows at the Henbury Road and Crow Lane junction.
Other	Wyck Beck road/ Passage Road roundabout – dual carriageway traffic funnelled into two lane roundabout that isn't wide enough for many vehicles.

#### Area 13 – Station Road to Cribbs Causeway

5 comments were received about this section and there were 1 cyclists issue and 4 other comments.

Cyclists	Wyck Beck Road/ Passage Road have awful cycling provision.
Other	Wyck Beck Rd/Tranmere Ave junction should be reopened to local traffic. Station Road / Berwick Drive junction if blocked off to through traffic will cause extra congestion at Crow Ln roundabout and Crow Ln plus Henbury Rd.

Overall we received:

Issue type	% of comments received
bus stops / shelters and bus issues	9%
clean air	5%
crossing points	12%
cyclists	39%
noise	1%
other	5%
pedestrian	11%
safety	13%
street scene	3%
traffic signals	2%

Over a third of the comments were on cyclists with a good range of comments on all of the other issues with crossing points and pedestrians comments totalling nearly a quarter of the comments.

### **3.3.6 Active travel map**

Below shows the 293 comments that were left on the active travel along the transport corridor broken down by area and by theme. The responses on the map were broken down by the same areas as the bus map to help analyse the results.

The most liked comments where more than 50 people liked them are as follows starting with the most popular:

Area	Location	Issue type	Concern	Votes
5	College Green	Cycle lanes	There is no way to get on or off this cycle way safely and legally. You can choose to be safe and jump the red or choose to wait	108

			for the green and risk the traffic crossing your path.	
6	Park Street	Pavements	Crossing needed somewhere on this road. This road should be a premier Bristol street but it doesn't have anywhere to cross, nowhere to sit, no trees. It has so much potential. Fails almost all the Healthy Street indicators!	97
6	Park Street	Road closures	Close Park Street to through traffic, except buses and bikes. With Baldwin Street & Bristol Bridge closing, there is no reason for most cars to come this way	87
5	College Green	Cycle lanes	Cycle way on western side of road stops at traffic light by Tesco. Must continue up Park Street to the Triangle.	85
6	Park Street	Cycle lanes	Uphill cycle lane is desperately needed. The road is plenty wide enough. This is the most direct and a less steep option to get up this hill.	82
4	A4 between Bath Bridges and Temple Gate	Pavements	Wider footway (and cycleway)	79
4	A4 at A37	Cycle lanes	After being expected to share a narrow busy pavement, the infra chucks you out at 90 degrees into a bus lane!	74
4	Jct with A4 and A37	Cycle lanes	Too much congestion. No safe cycle route on major artery.	73
5	St Augustines Parade	Cycle lanes	Existing cycle lane here needs much better signage. There needs to be "No Pedestrians" signs, as well as much clearer cycle route signs.	72
4	A4 at Temple Meads roundabout	Cycle lanes	Such a terrible cycle lane. Incredibly narrow and next to a very busy road. Pedestrians often step into the cycle lane to walk round others. The path is simply not wide enough to accommodate the level of pedestrian and cycle traffic.	68
6	The Triangle	Cycle lanes	Exceptionally dangerous for cycles here as goes from one lane of traffic to three with no cycle area. Whole area needs redesigning.	67
7	Whiteladies Road/Cotham Hill	Cycle lanes	Road narrows here with parked cars. Dangerous for cycles as often is location of close overtake by car as drivers accelerate away from the lights to join the queue at the bottom of Whiteladies Road	58
4	A4 between Bath Bridges and Temple Gate	Cycle lanes	As with wells road, could the bus lane be repurposed for a two-way cycle lane? The current shared path is very dangerous for a cyclist	57
4	A4 at Temple Meads	Cycle lanes	A narrow and poorly maintained pavement	56

	roundabout		has been lined with paint to create shared space for bikes and peds with HGVs passing inches away. One wobble or rucksack swing and it are under a bus for anyone on a bike. There are 4 lanes for cars	
4	A4 at Temple Meads roundabout	Cycle lanes	Such a narrow pavement for pedestrians and cyclists to share. Each are given a lane which is about 3 feet wide or less. Cyclists use the outer lane on the edge of a dangerous road you wouldn't want to fall into.	55
4	A4 towards Temple Meads	Cycle lanes	The cycle path curves around the driveway of these businesses, which puts pedestrians and cyclists in each other's way, the cycle path and pavement should be widened and straightened to enhance safety of both users.	55
6	Queens Road	Cycle lanes	There is a thin and dangerous painted lane here but it's usually full of taxis. Segregated lane would be great here.	53
6	The Triangle	Cycle lanes	Dangerous junction and Queen Road use as a 3 lane road is bad for business.	52
4	A4 between Bath Bridges and temple Gate	Pavements	The whole stretch of path from Totterdown bridge towards temple meads is too narrow. At peak times before social distancing it was difficult to pass people without stepping into the road. It gets very congested with pedestrians during rush hour.	50

#### Area 1 - The Coots to West Town Lane

14 comments were received about this section: 8 for cyclists and 6 for pavements. The table below shows the top three most popular comments:

Location	Issue type	Concern	Votes
Sturminster Road	Cycle lanes	Improve cycle path up Sturminster road, connect from roundabout pedestrian crossing/cycle path, up to the turn-off onto the railway path.	29
Sturminster Road	Cycle lanes	Needs much better signage that this is an access point to the Cycle Path, and hedges etc cut back to make the turn safer	25
Sturminster Road	Cycle lanes	Cycle wheeling ramps do not work.	20

In summary:

Cyclists	Needs a cycleway that connects the Craydon Open Space to Craydon Road (leading to the Whitchurch Railway Path). Continue the Whitchurch Cycle Path.
----------	---

Pedestrians	Zebra crossing required enabling safe access to shops, doctors and school on Stockwood Road.
-------------	--

Area 2 - West Town Lane along A37 to Priory Road junction

6 comments were received about this section: 2 for cyclists, 1 for other, 2 for pedestrians and 1 for speeding issues. The table below shows the top three most popular comments:

Location	Issue type	Concern	Votes
Wells Road (at Airport Rd Junction)	Cyclists	Needs better signage to the back-road/off-road cycle route so people know there's an option other than going up the hill into Knowle.	22
Wells Road (at Priory Rd junction)	Pedestrians	Wait time for pedestrian crossing is so long here and there scale of the junction means you need to run to cross diagonally. Need to make more space for people and less for traffic.	22

In summary:

Cyclists	At Callington Road junction with Airport Road there is a cycle path either side, but it is none existent at junction forcing you to ride with pedestrians in right space.
Other	There is a major road junction here controlled by traffic lights. It provides no protected crossing time for pedestrians and is very dangerous to cross.
Pedestrians	Wait time for pedestrian crossing is so long here and there scale of the junction means you need to run to cross diagonally. Need to make more space for people and less for traffic.
Speeding issues	Speeding on Hengrove Lane is a problem. Council needs to accelerate their local road safety measure for here

Area 3 – Priory Road junction along A37 to Bath Road junction

45 comments were received about this section: 15 for cyclists, 10 for others, 12 for pedestrians, 5 for road closures and 3 speeding issues. The table below shows the top three most popular comments:

Location	Issue type	Concern	Votes
A37 Wells Road by Crowndale Road	Cyclists	I am too scared to commute to work by bike as I'd have to go down the very busy Wells Rd. Can be improved with an off road cycle path.	33
Wells Road (at Highgrove Street)	Cyclists	Could consider reuse of the bus lane for a two way segregated cycleway	33
Wells Road (at Brecknock Rd)	Cyclists	No cycle lane and the busy road with lots of HGVs makes cycling dangerous, especially going uphill where there is no bus lane either. Also the pavements are too narrow to allow for social distancing	32

		when walking.	
--	--	---------------	--

In summary:

Cyclists	No cycle lane and the busy road with lots of HGVs makes cycling dangerous, especially going uphill where there is no bus lane either. Also the pavements are too narrow to allow for social distancing when walking. The cycle path here is narrow and dangerous. Wells Rd needs a two-way cycle path all the way up.
Other	Traffic constantly gets gridlocked here at busy times with traffic coming down the Wells Road and blocking traffic coming into it from St Johns Lane. There are far too many HGVs that use Wells Road as a cut through the city, many of them travelling far too fast down the hill.
Pedestrians	Make the pavement continuous across this junction with Redcatch Road and put in a raised table as cars turning off the Wells Road swing in too quickly, endangering pedestrians. Allow road space to be allocated to pedestrian's uphill on Wells Road where pavement is too narrow, particularly between Firfield Street and School Road.
Road closures	Close timed closure permanently to avoid rat running through Totterdown and create low traffic neighbourhood.
Speeding issues	The road is used as a rat run to cut off the three lamps junction going up the Wells Road. Make The Wells Road 20mph.

Area 4 – Bath Road to Victoria Street junction

59 comments were received about this section: 2 for buses, 35 for cyclists, 7 for other, 13 for pedestrians and 2 for road closures. The table below shows the top three most popular comments:

Location	Issue type	Concern	Votes
A4 at A37	Cycle lanes	After being expected to share a narrow busy pavement, the infra chucks you out at 90 degrees into a bus lane	74
Jct with A4 and A37	Cycle lanes	Too much congestion. No safe cycle route on major artery.	73
A4 at Temple Meads roundabout	Cycle lanes	Such a terrible cycle lane. Incredibly narrow and next to a very busy road. Pedestrians often step into the cycle lane to walk round others. The path is simply not wide enough to accommodate the level of pedestrian and cycle traffic.	68

In summary:

Buses	Comments about Bath Bridge area around the bus stop for Temple Meads being too far away on Victoria Street.
Cyclists	The shared cycle and pedestrian route at the A4 at Temple Meads roundabout junction is too narrow to share and pedestrians often walk into it particularly next to a busy road. Need segregated cycle lane along Victoria Street as well and would benefit from two crossing on A4 to separate cyclists and pedestrians.

Other	Temple Gate difficult to cross with speeding traffic and pedestrians have to wait a long time to cross the lights.
Pedestrians	Pavements along Totterdown Bridge too narrow towards Temple Meads particularly when next to several speeding lanes of traffic and air pollution is awful.
Road closures	Narrow pavements and parked cars with large lorries causing pollution require road closures westbound and eastbound at the junction of York Road and Temple Gate.

#### Area 5 – Victoria Street through Broadmead into Rupert Street to College Green

68 comments were received about this section: 1 for bus stops and shelters, 40 for cyclists, 5 for other, 10 for pedestrians, 10 road closures and 2 for speeding issues. The table below shows the top three most popular comments:

Location	Issue type	Concern	Votes
College Green	Cyclists	There is no way to get on or off this cycle way safely and legally. You can choose to be safe and jump the red or choose to wait for the green and risk the traffic crossing your path.	108
College Green	Cyclists	Cycle way on western side of road stops at traffic light by Tesco. Must continue up Park Street to the Triangle.	85
St Augustines Parade	Cyclists	Existing cycle lane here needs much better signage. There needs to be "No Pedestrians" signs, as well as much clearer cycle route signs.	72

In summary:

Buses	On Nelson Street the pavement is too narrow and no room for a shelter.
Cyclists	The cycle lane on the western side of College Green stops at traffic lights by Tesco but must continue up Park Street to the Triangle. The junction at St Augustines Parade needs clear separation between cyclists and pedestrians. Need a continuation of the cycle lane on Victoria Street.
Other	Vehicles are still turning into Baldwin Street against the pedestrian lights and this is not safe.
Pedestrians	Difficult for pedestrians to get from the centre to the Anchor Road crossing to College Green. The Baldwin Street Victoria Street junction is complicated for pedestrians.
Road Closures	Extend pedestrianisation up to Wine Street to the junction with The Pithay.
Speeding issues	The loop around Broadmead is used by racers and is dangerous.



### Area 6 – College Green to Queens Road

39 comments were received about this section: 1 for buses, 19 for cyclists, 5 for other, 9 for pedestrian, 4 for road closures and 1 for speeding issues. The table below shows the top three most popular comments:

<b>Location</b>	<b>Issue type</b>	<b>Concern</b>	<b>Votes</b>
Park Street	Pedestrians	Crossing needed somewhere on this road. This road should be a premier Bristol street but it doesn't have anywhere to cross, nowhere to sit, no trees. It has so much potential.	97
Park Street	Road closures	Close Park Street to through traffic, except buses and bikes. With Baldwin Street & Bristol Bridge closing, there is no reason for most cars to come this way	87
Park Street	Cyclists	Uphill cycle lane is desperately needed. The road is plenty wide enough. This is the most direct and a less steep option to get up this hill.	82

In summary:

Buses	Pedestrianise the centre and ensure buses are forced to run on zero emission fleets.
Cyclists	The Triangle is dangerous for cycles as goes from one lane of traffic to three with no cycle area and need segregation rather than a painted line. Cycle lane uphill for Park Street.
Other	Pavement is too narrow on the Triangle and insufficient cycle parking in this area.
Pedestrians	Need a crossing on Park Street and pavements too narrow at the Triangle and Queens Road.
Road Closures	Close Park Street to through traffic and exemptions for buses and cyclists
Speeding issues	Cyclists too fast for pedestrians on the Centre.

### Area 7 – Whiteladies Road

28 comments were received about this section: 12 for cyclists, 4 for other, 7 for pedestrians, 4 for road closure and 1 for speeding issues. The table below shows the top three most popular comments:

<b>Location</b>	<b>Issue type</b>	<b>Concern</b>	<b>Votes</b>
Whiteladies Road/Cotham Hill	Cyclists	Road narrows here with parked cars. Dangerous for cycles as often is location of close overtake by car as drivers accelerate away from the lights to join the queue at the bottom of Whiteladies road	58
Blackboy Hill	Cyclists	Better cycle lane solution needed here. Uphill and narrow middle lane cycle path	49

		makes it very dangerous with cars speeding past on both sides	
Whiteladies Road	Cyclists	Safer cycling	45

In summary:

Cyclists	Better cycle lane solution needed at top of Whiteladies Road. Uphill and narrow middle lane cycle path makes it very dangerous with cars speeding past on both sides. Take road space from vehicles and give it to pedestrians and cyclists for the entire length of Whiteladies Road, by making them one way inbound (buses excepted, so passing places needed) and Pembroke Road one way outbound.
Other	Burlington Road is a rat run, force traffic to only turn left onto Whiteladies Road and reduce risks and make rat run less attractive
Pedestrians	There is no space to walk on the pavement. Cars are now speeding off Whiteladies Road making the road even more dangerous. Bottom of Cotham Hill needs closing urgently.
Road closures	Aberdeen Road is a rat run for Whiteladies Road and needs a point closure.
Speeding issues	Traffic too fast off the lights by the top of Whiteladies Road.

#### Area 8 – Westbury Road to White Tree Hill roundabout

9 comments were received about this section: 8 for cyclists and 1 for road closures. The table below shows the top two most popular comments:

<u>Location</u>	<u>Issue type</u>	<u>Concern</u>	<u>Votes</u>
Westbury Road	Cyclists	Safer cycle path (i.e. barrier between cycle path and traffic). This safer route would ideally begin from Westbury on Trym or from Crow Lane/Passage Road roundabout	33
Westbury Road	Cyclists	Cannot access the cycle path having ridden up Blackboy hill. Needs a dropped kerb.	24

In summary:

Cyclists	Buses are often waiting for opportunity to enter White Tree Hill roundabout. Cyclists can enter much more easily but are either stuck at the back of the queue, or try to filter through a long line of busses with very little space between or in front
Road Closures	Cars cut through and drive fast and park where people are walking across from the top of Blackboy Hill to the Downs.

#### Area 9 – North View to Henleaze Road

5 comments were received about this section: 1 for buses, 3 for pedestrians and 1 for other and there were not any popular comments. In summary:

Bus issues	North View is a highly valued bus route for local residents but the pavement
------------	--

	needs widening.
Pedestrians	North View pavements are narrow and busy road.
Other	Due to parked cars on the right hand side of the road the space for cyclists is very narrow along North View

Area 10 - Henleaze Road to Southmead Road (jct with Doncaster Road)

11 comments were received about this section: 6 for cyclists, 4 for other and 1 for pedestrians and there were not any popular comments. In summary:

Cyclists	Cycle lane needed in both directions on Henleaze Road. No room for cyclists on Southmead Road making their way to the hospital.
Other	Difficult to cross the dual carriageway
Pedestrians	Henleaze Road is a busy and popular shopping area.

Area 11 - Greystoke Avenue to Knole Lane junction with Passage Road

2 comments were received about this section and were for cyclists and pedestrians.

Cyclists	This is a very wide road with busy and fast cars. It is often made narrower by cars parked either side. A segregated and different colour cycle path. Make it safer for residents to cycle to the shops near Southmead.
Pedestrians	Make footpath dual for cyclists and pedestrians running adjacent to Charlton Road and Pine Road

Area 12 – Passage Rd Roundabout to Henbury Road

4 comments were received about this section and were 3 for cyclists and 1 for speeding issues.

Cyclists	Better cycle provision using barriers to separate bicycles from rest of traffic on Wyck Beck roundabout.
Speeding Issues	Very little traffic respects the 20mph zone and pedestrians trying to cross Henbury Road using the traffic island run considerable risk as do cars and cyclists.

Area 13 – Station Road to Cribbs Causeway

1 comment was received about this section and was for cyclists.

Cyclists	On Station Road mark the cycle lane on road up to and over railway bridge.
----------	--

Two comments were out of scope and not in Bristol. Overall we received:

Issue type	% of comments received
Bus issues	2
Cyclists	51
Other	13

Pedestrians	22
Road closures	9
Speeding issues	3

See 'Appendix 1 – Summary of A37 & A4018 response by area' for a breakdown of comments starting at the The Coots in the south and working north towards A4018 and onwards to Henbury Road.

### 3.3.7 Emails and phone calls

Of those who choose to contact the team via email 36 enquiries were received. A summary of the comments are shown in the tables below broken down between theme and geographical area:

Theme	Comments
Buses	<p>Far too complicated bus stops and too many parked up on bus stops waiting out their times.</p> <p>Need prepaid tickets like oyster cards to improve system</p> <p>Consider other bus routes like the number 1 as well</p> <p>Will the bus lane on Wells Road by a 24 hour bus lane?</p> <p>Improve the bus network as not reliable at the moment</p> <p>Buses need to be given some sort of priority, in order to make them more attractive to users.</p> <p>Buses are unreliable and expensive and number 2 is every 20 minutes and is often a single bus that is overcrowded.</p>
Cycling	<p>Improve the cycle infrastructure particularly considered segregated routes</p> <p>Changed lane priorities on A4018 will vastly reduce traffic use due to the bus / cycle lanes creating pinch points as the road infrastructure is not wide enough for segregated cycle tracks.</p> <p>There needs to be proper separation between cyclists and pedestrians throughout, and there needs to be a proper cycle path over the downs and down the route into the city.</p> <p>Suggest converting some of the huge roundabouts to Dutch style ones as safer.</p>
Park & Ride	<p>Need P&amp;R facilities in Almondsbury and Cribbs Causeway for traffic from SG to stop coming in and congesting the city.</p>
Charging system	<p>Charge vehicles using access roads from all of SG and BANES areas and introduce a daily charge for non-Bristol residents</p>

Area	Comment
West Town Lane to Airport Road	<p>Cycling on the Whitchurch Way cycle route leaving onto West Town Lane and following it into Sturminster Road needs improvement as that section is dangerous.</p> <p>Cars turning right from the Wells Road into Hengrove Lane have to wait for a gap and the inbound traffic drivers in the outside lane often swerve dangerously to avoid them.</p> <p>The bus should travel all the way up Whitchurch Road and turn left at Staunton lane and then onto Craydon Road as the 376 service is not good enough.</p>
Broadwalk to Bath Bridges	<p>Cycling uphill is unpleasant with the single lane forcing fast and heavy traffic close to you.</p> <p>The pavement is poor and in places is narrow with low curbs and huge vehicles</p>

	<p>travelling uphill at speed.</p> <p>Zebra crossing on A37 Wells Road dangerous to use as cars don't notice it and are going too fast. Need a proper pedestrian crossing by the Sunshine Pre School.</p> <p>Widen pavements and slow traffic on Wells Road</p>
Centre to Clifton Triangle	<p>Should be greater physical barrier between cars and bikes.</p> <p>Make Park Street buses only.</p>
Whiteladies Road	<p>Cycle lane at the top of Whiteladies Road turning right and then left along the Downs heading north needs to be reassessed. There is a cycle lane on Whiteladies Road leading to the traffic lights at the top of the hill and then you are expected to be on the pavement heading north along the Downs after the roundabout but there is no cycling route to link the two routes.</p>
White Tree roundabout to North View/ Northumbria Drive	<p>The contraflow for cyclists on Westbury Park is confusing as it only lasts for a short distance.</p> <p>White Tree roundabout needs pedestrian crossings for walkers.</p> <p>Dedicated cycle path across the Downs would be safer than shared, with traffic light-controlled cycle crossing over Parry's Lane.</p> <p>Dedicated cycle path to City from the Downs and back. Dedicated bus lane one way in to city (am) and one way out of city (pm) at commuter/peak times from Cribbs to the City and back.</p>
Southmead Road (Henleaze to Doncaster Road section)	<p>There needs to be crossings at the A4018 end of Charlton Road and also the crossing of Passage Road as it swings left off the A4018 route to become Greystoke Avenue.</p> <p>Suggest bus stop on Southmead Road by traffic lights with Doncaster Road be moved or put double yellow lines opposite. Buses held up by traffic and need to be able to flow more freely</p>
Crow Lane to Henbury Road	<p>Very few observe the 20mph speed limit.</p> <p>Needs physical traffic calming measures</p> <p>Narrow section on Henbury Road to Station Road which makes it unpleasant to cycle</p> <p>Buses get caught in the congestion at the Passage Road roundabout from Knole Lane</p> <p>Traffic bad turning right at the Crow Lane junction with Henbury Road where priority is given to Westbury Rd so convert to mini roundabout.</p> <p>Make passage road / Crow Lane roundabout traffic signalised and reduce speed to 30mph on Passage Rd to make more cycle and pedestrian friendly.</p>

The team also received 15 phone calls and was either asking for paper copies or for a call back to clarify some queries. These included: can the number 2 bus route travel to Whitchurch instead? How does this link with the bus gate on Bristol Bridge? And want to know about the other A4018 Westbury project.

## 4. Appendices

### 4.1 Appendix 1 - Early Engagement Summary Report

#### **We asked:**

Early engagement with local people and those who travel along the route began in 24<sup>th</sup> July 2020 and finished 21<sup>st</sup> September 2020 and we were:

- seeking views from key and critical stakeholders at an early stage, on priorities, what they think should change and issues and concerns to inform preliminary design of the transport corridor
- seeking views from local people living and working along the corridor, those travelling along the corridor, and businesses, at an early stage to inform preliminary design of the route
- beginning a constructive dialogue and create the environment where people can be involved throughout the process of design and implementation
- creating a good understanding of the scheme and its benefits amongst stakeholders, local businesses, local people and commuters

The engagement tools used included:

- Virtual Exhibition on Travelwest pages
- Survey on the Consultation hub
- Interactive Mapping tool
- Supporting communications including social media, press release and new articles

How we engaged:

- Emails to 245 stakeholders
- Press release and social media toolkit to stakeholders
- Social media posts
- Emails and newsletters to business database of over 450 businesses
- 4000 postcards to all properties along the route

Targeted the 'less heard' communities

- 1700 survey drops and postcards
- Posters in local libraries and community centres
- Schools were contacted along the route

#### **You said:**

We had responses from stakeholders, local businesses and the general public as summarised below:

#### **Themes**

From all of the feedback from stakeholders, businesses and the public the main themes are:

- Wider pavements and more crossing points on main roads
- Segregated cycle lanes on all main roads particularly travelling uphill
- Priorities at all main junctions for pedestrians and cyclists and allow single crossing stages eg Airport Road / A37, West Town Lane and A37
- Where there are multi traffic lanes reallocate road space to walking, cycling and buses eg Triangle gyratory, Bath Bridges and Whiteladies / Westbury Road junction

## **Stakeholders**

107 emails sent to critical stakeholders and 138 emails sent to key stakeholders. 20 emails were received and 5 meetings held to discuss the project.

### Summary of responses

Many agreed with the reallocation of road space towards pedestrians, cyclists and buses. Pedestrians need wide pavements and single crossing points, cyclists need segregated infrastructure and buses need bus lanes and priority at junctions where they get caught in congestion. Others asked about how this will join up with Temple Meads, Clifton Down station and wanted better interchange facilities and comments were made about parallel rat running with the A37 and A4018.

In terms of specific improvements for pedestrians, cyclists and buses are needed at the:

- A37 junction with Airport Road / Wootton Park,
- hill section of A37,
- Broadwalk and A37 junction,
- Bath bridges area,
- Park Street cycle lane,
- Triangle gyratory
- Top of Whiteladies Road junction with Westbury Road and Stoke Road.

## **Local Businesses**

Engaged with 1200 businesses (450 from existing database and 750 businesses identified along the route) and 270 took up information on engagement and offers.

## **Public feedback**

1261 comments received:

- 562 survey responses
- 648 interactive mapping points (includes active travel map responses)
- 51 emails and phone calls

The virtual exhibition had:

- 1822 page views and 1505 interactions on the page
- 67% of people reached the page via Travelwest web pages
- 398 live chats

## Survey results

- Of those who responded nearly two thirds were residents and just over half walk and drive along the route and just over 40% cycle and use the bus.
- Nearly 80% agree and strongly agree with taking road space away from the car and providing more walking, cycling and bus infrastructure.
- Over 70% strongly agreed that safe crossing points and feeling safe were key for transport corridors closely followed by clean air and a place to walk and cycle.
- Over half of the respondents think the road is unsafe to cycle on and unpleasant to walk along as the streets are congested with too much traffic.
- 64% want safer cycle corridors and 52% want more cycle priority
- Over 40% of the people who answered the survey will walk and cycle more after lockdown and nearly 40% will drive less by car.

Specific comments via area:

West Town Lane to Airport Road	Many comments relate to improvements to the Wells Road/Hengrove Way and Airport Road junction with regards pedestrians and cycling crossings and providing segregated cycle lanes along A37 Wells Road.
Broadwalk to Bath Bridges	Too many HGVs on the Wells Road, need more crossing points, continuous bus / cycle lane and improvements are required to the Three Lamps to Bath Bridges road layout for both pedestrians and cyclists.
Centre to Clifton Triangle	Need the road layout by the Triangle sorted for cyclists and pedestrians eg close Queens Road section and only allow buses, cyclists and pedestrians. Many request to remove parking on one side of Park Street for continuous cycle lane.
Whiteladies Road	Junction at the top of Whiteladies Road is dangerous for cyclists and confusing for pedestrians. Reduce on street parking to allow proper separated continuous cycle infrastructure.
White tree roundabout to North View/Northumbria Drive	The White Tree roundabout needs improving particularly from North View as it is dangerous for all users.
Southmead Road (Henleaze Road to Doncaster Road)	Most comments about the dual carriageway and the need to make it safer for buses and cyclists and the suggestion of a removal of the mini roundabout to make it safer.
Crow Lane to Henbury Road	Improve Crow Lane roundabout as congested and dangerous for cyclists and pedestrians.



### A37/A4018 mapping tool results

355 comments were recorded. 39% of the comments were about cyclists. The most popular comments related to the:

- Three Lamps junction at Bath Road and Wells Road and along to Temple Meads where improvements for pedestrians and cyclists are needed as pavements are narrow and reallocation of road space is required.
- Top of Whiteladies Road where there are multi traffic lanes and cyclists and pedestrians require improvements as it is dangerous.
- A cycle lane is also required on A37 and on Park Street to cater for uphill cyclists and on Victoria Street for cyclists

Within the main report you can find a breakdown for each area by issue type showing the main concerns and suggested improvements.

### Active travel mapping tool results

293 responses made along the route. 51% were comments about cyclists. The most popular comments related to:

- College Green / Anchor Road junction where pedestrians and cyclists require more space to cross the road and more crossings needed on Park Street.
- Cycle lane on Park Street disappears by Tesco and is required all the way uphill
- Triangle gyratory needs improvements as it is dangerous for cyclists and does not prioritise pedestrians
- No 2 bus stop needs to be relocated from Victoria Street closer to Temple Meads.

### Emails / phone calls

36 emails and 15 phone calls were received.

## 4.2 Appendix 2 – Paper Booklet Survey

Appendix 2 - Paper booklet survey

# Have your say

Bristol City Council is asking for your ideas on possible improvements along the A37 and A4018



## Get involved

We want your views on how this route could be improved for walking, cycling and bus travel. Your suggestions will help us design proposals that will work for everyone. Find out more about the project and have your say at:

[www.travelwest.info/A37A4018](http://www.travelwest.info/A37A4018) Please comment by **11 September 2020**



# A37/A4018 Transport corridor

**We want to hear your ideas for improvements to the A37/A4018 transport corridor. The route starts in Stockwood and travels along the A37 through Hengrove, Knowle and Totterdown into the central area calling at Temple Meads. It then heads north along the A4018 and travels into Westbury, Southmead and Henbury before arriving at Cribbs Causeway.**

This project aims to greatly improve walking, cycling and public transport infrastructure along this corridor and will focus on the areas where the congestion is an issue such as on A37 Wells Road, A4018 Whiteladies Road and in the centre.

Improvements to this transport corridor will focus on pedestrians, cyclists and bus users and will look to achieve:

- better pedestrian environments providing safe crossing points and attractive streetscapes,
- reallocation of road space for cyclists to encourage more active travel
- bus infrastructure improvements to help the buses move quickly through the traffic improving journey times and reliability.

By implementing changes to this transport corridor and providing a better travelling experience for those on sustainable transport modes more people may choose to make the switch, which will help reduce congestion and improve air quality.

## Bus travel and the emerging Bus Deal

Over the next 10 to 15 years Bristol and the West of England authorities have committed to developing and improving bus services as a priority for the city in partnership with First West of England. This project supports this long term aspiration.

At the current time West of England authorities are working with bus operators on a recovery plan once travel restrictions and social distancing due to the Coronavirus Pandemic, are relaxed.

First West of England have committed to a future Bus Deal with the West of England Combined Authority and Bristol City Council so that the city and bus operators can work together to improve journey times, increase passenger numbers and expand the network. This project will support that partnership.

## A37/A4018 Transport Corridor

This project is part of a wider project which will look at eight routes across the city over the next 10 years. We would like your views on how this corridor could be improved for walking, cycling and bus travel. Your suggestions will help us design proposals that will work for everyone.

We are asking for your views on what improvements could be made along the whole route and specifically at seven different places along the route to help buses travel more easily, and to make it safer and easier for people to cycle and walk.

We are at a very early stage and would like your ideas to help us develop more detailed proposals that will work for everyone.

We have provided a map of the whole route and information on seven specific locations.

You can complete the survey online at [www.travelwest.info/A37A4018](http://www.travelwest.info/A37A4018) where you will also find an interactive map where you can add your comments about specific locations on the route and see what other people have said.

Alternatively please return this booklet in the freepost envelope to:

**Transport Engagement Team, PO BOX 3399, 100 Temple Street, Bristol, BS1 9NE**

Please add any comments to the maps or in the comment boxes. There is a short survey to complete about what you think are important considerations.

If you would like to speak to someone about this please contact us on [transport.engagement@bristol.gov.uk](mailto:transport.engagement@bristol.gov.uk), leaving you name and contact details and we will arrange to call you back.

**Please let us have your feedback by 11 September 2020.**

The photos below show good examples of positive changes that have been made elsewhere



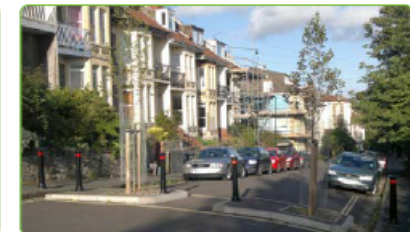
Comments



Comments

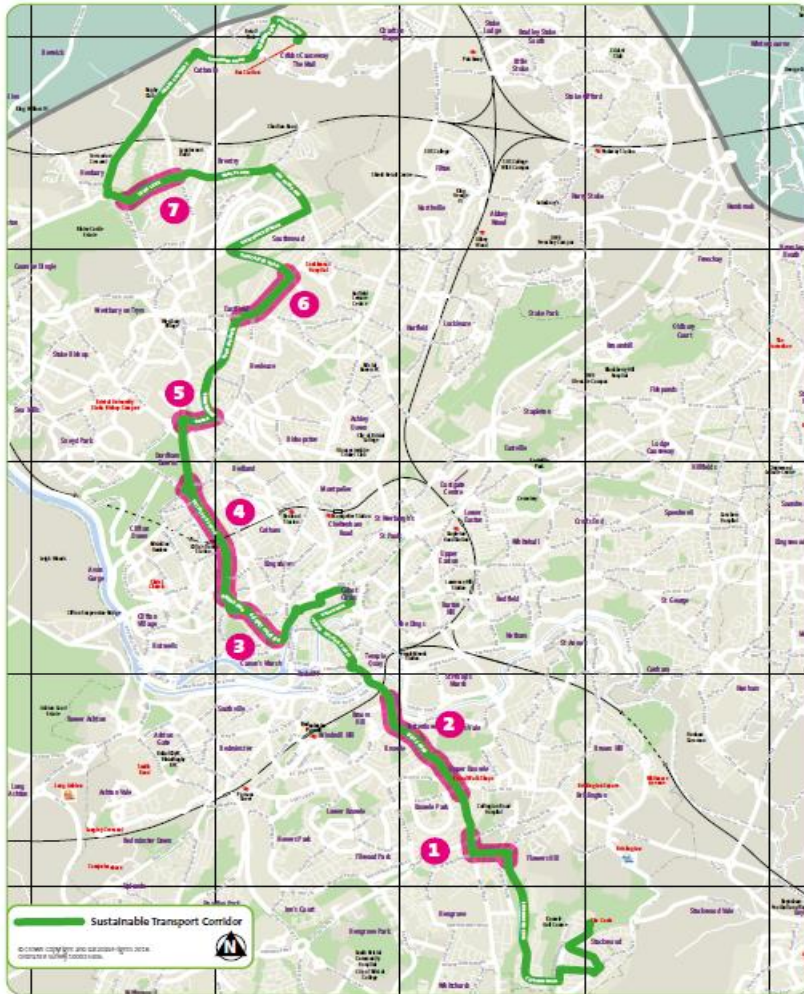


Comments



Comments

## A37/A4018 Transport corridor



4

## 1: West Town Lane to Airport Road



5

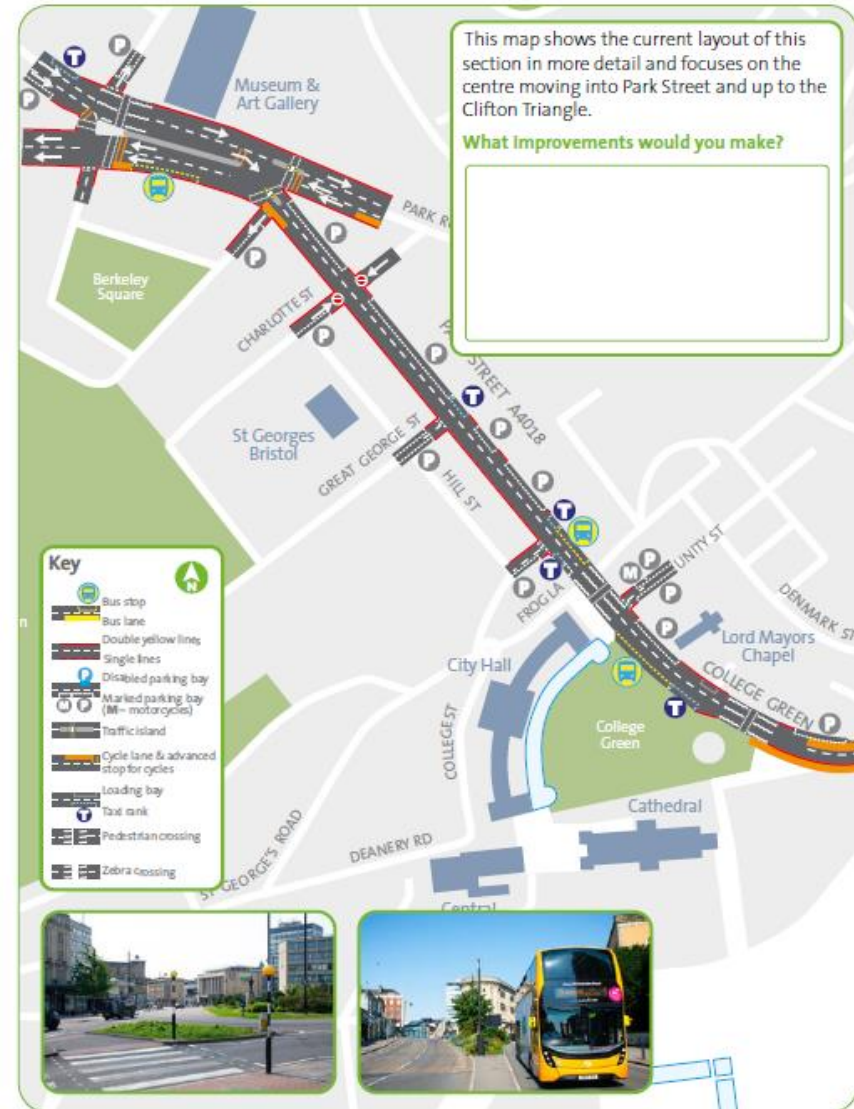
## 2: Broadwalk to Bath Bridges

## 3: Centre to Clifton Triangle

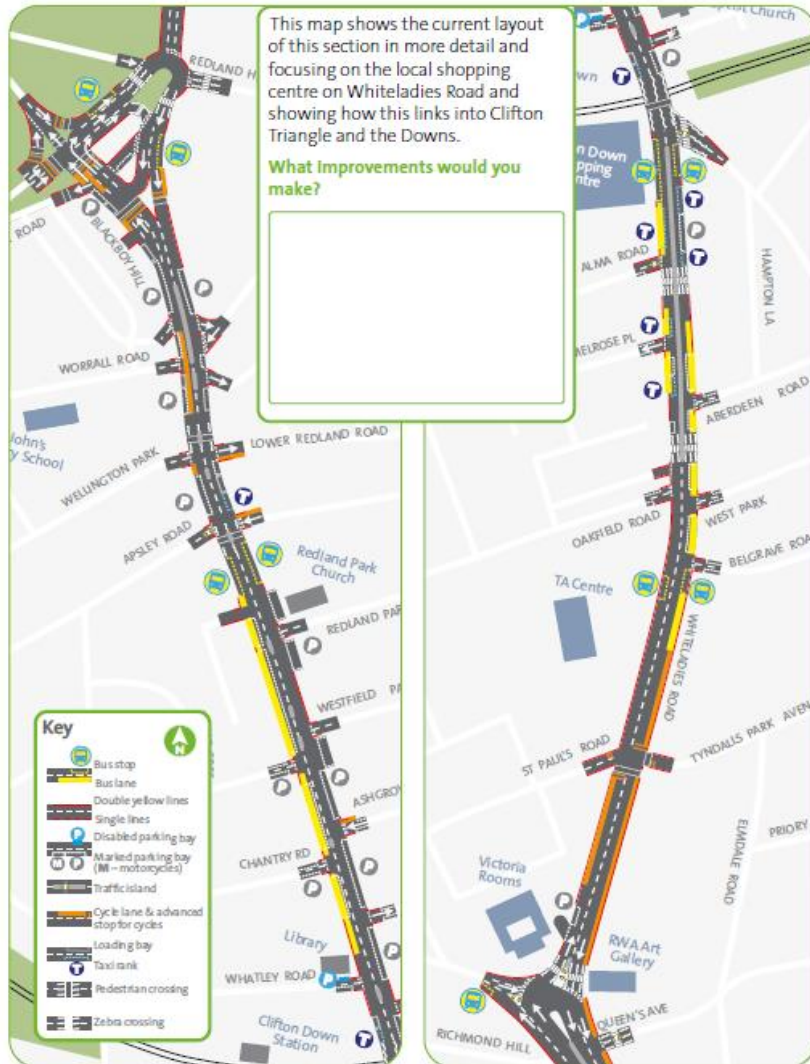
## 2: Broadwalk to Bath Bridges



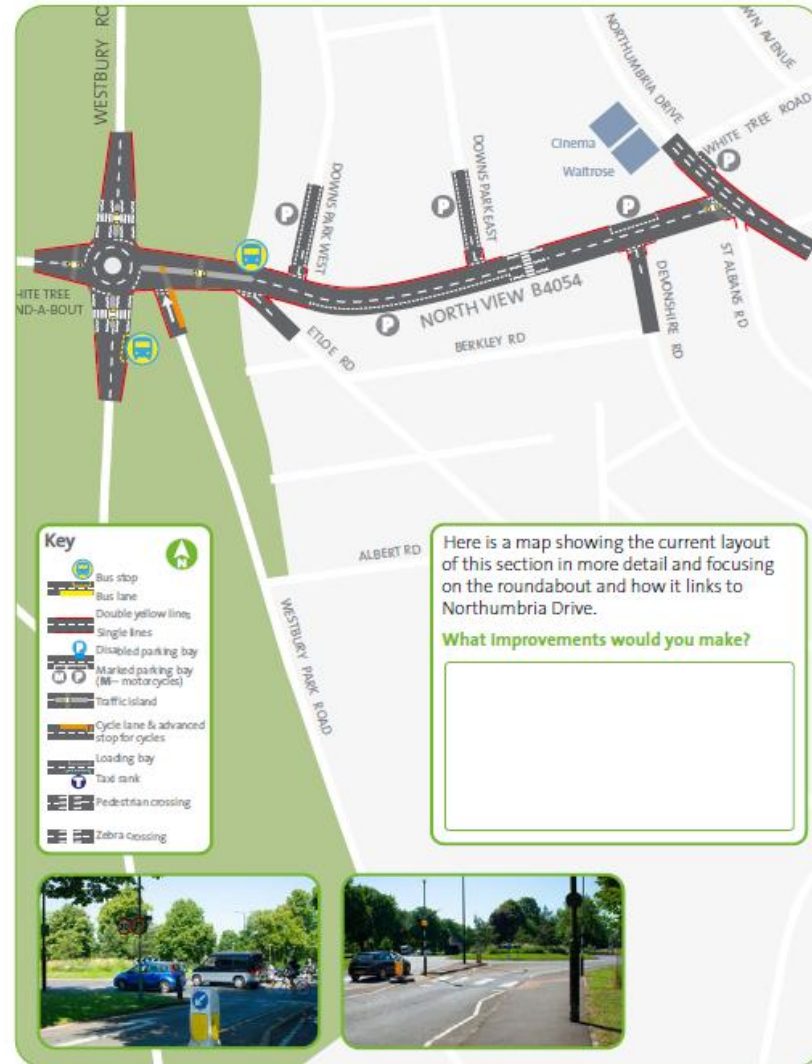
## 3: Centre to Clifton Triangle



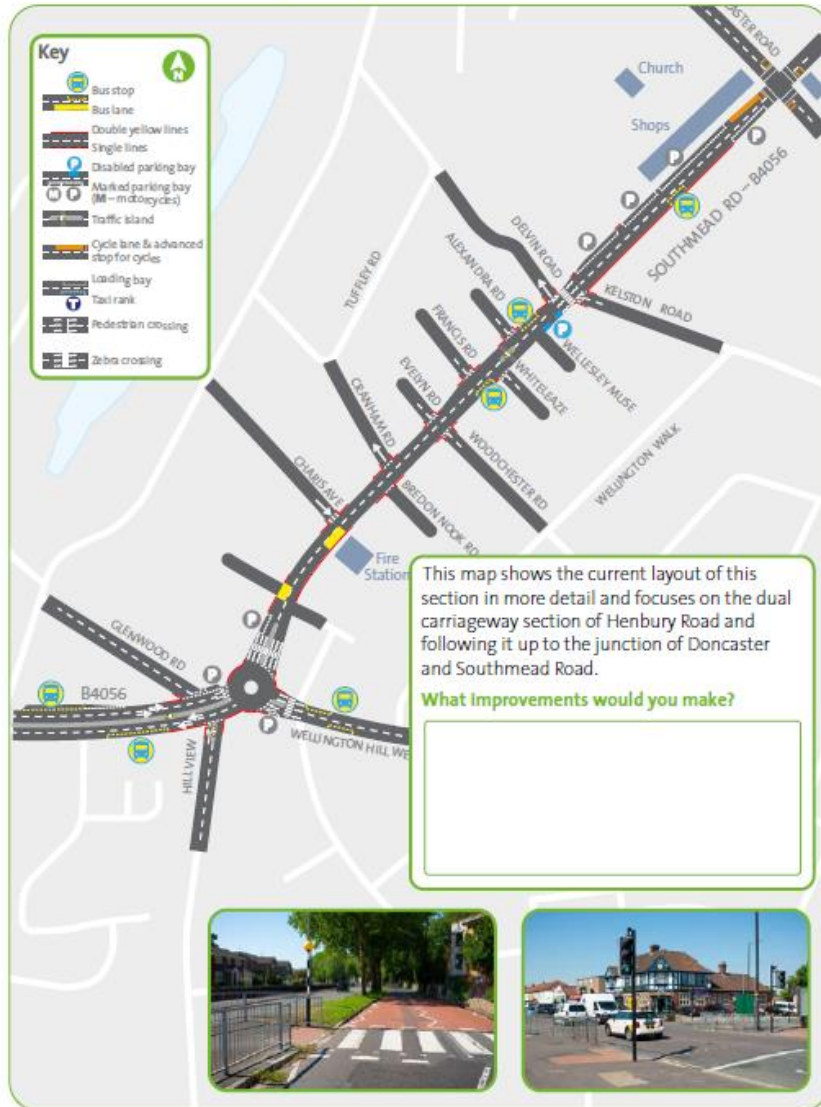
#### 4: Whiteladies Road



#### 5: White Tree roundabout to North View/Northumbria Drive



## 6: Southmead Road (Henbury Road to Doncaster Road section)



## 7: Crow Lane roundabout to Henbury Road



# Survey questions

## 1. Which of the following best describes you?

(Please tick all that apply)

- I am a resident along the corridor
  - I am a business owner along the corridor
  - I work along the corridor
  - I am a bus user along the corridor
  - I am a cyclist along the corridor
  - I am a pedestrian along the corridor
  - I am a car driver along this corridor
  - I am a taxi / private hire driver
  - I am a regular visitor to the area
  - I am responding on behalf of Voluntary Group/Community Group/Social Enterprise
  - Other (please specify):
- If you are responding on behalf of a business/voluntary group/community group/social enterprise please provide the name:

## 2. What is the main form of transport you usually use along this corridor?

- Walk
- Bicycle
- Bus/Metrobus
- Car
- Van
- Taxi
- Motorcycle
- Other (please specify):

## 3. Would you support more bus, walking and cycling infrastructure and priorities even if it meant taking road space away from cars?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

## 4. Do you agree or disagree that that the following should apply to main transport corridors:

- Have safe crossing points
- Have enough shade and shelter
- Have places to stop and rest
- Minimise traffic noise
- Be places people can walk and cycle
- People feel safe
- Have things to see and do
- People enjoy using the route
- Have clean air

## 5. What are the main difficulties you currently experience with the street environment along the transport corridor? Please tick all that apply:

- The road is unpleasant to walk along
- The street are too busy with people
- The road feels unsafe to cycle on
- The road does not provide enough facilities for bicycles
- The buses get held up in the traffic/the buses are too slow
- The buses are unreliable
- The street is busy with traffic
- There is not enough parking
- There is too much congestion
- Other (please specify):

## 6. How important do you think the following improvements to the transport corridor are?

	Very important	Fairly important	Important	Slightly important	Not at all important	No opinion
Better lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Easier to cross the road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wider pavements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safer cycle corridors	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More cycle priority	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle parking facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus priorities to speed up journey times	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus stops with shelters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic calming	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increased greenery such as trees and bushes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



### 7. When the lockdown restrictions begin to ease, are you planning to use the following modes of transport more or less?

	More	Same	Less
Walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxis	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Van	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorbike	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="text"/>			

### 8. Do you have any other comments or suggestions?

## About you

We would like to receive feedback from people with as wide a variety of views and needs as possible in Bristol.

It would be very helpful if you could complete the following 'About You' questions. This will help us ensure that no-one is discriminated against unlawfully. All questions are optional. You do not have to answer any of them if you prefer not to, but please make sure you click 'Finish Survey' at the bottom the page to submit your answers to the previous questions.

Information provided will be treated in the strictest confidence and in accordance with the General Data Protection Regulation (GDPR). Personal and sensitive information will be used solely for the purpose of equalities monitoring to ensure that everyone is treated fairly.

Our [privacy policy](#), which explains how we will process your personal information, how long we will retain it and your rights as a data subject are available here.

Please answer the following questions by ticking the boxes that you feel best describe you.

### 9. What is your full postcode, e.g. BS9 3JZ.

If you are responding on behalf of a business or other organisation, please provide the postcode of the organisation's premises in Bristol.

### 10. What is your age?

- 0–10       25–34       65–74  
 11–15       35–44       75–84  
 16–17       45–54       85 +  
 18–24       55–64       Prefer not to say

### 11. Do you consider yourself to be a disabled person?

- Yes       No       Prefer not to say

### 12. What is your sex?

- Female       Prefer not to say  
 Male       Other (please describe):

### 13. Have you gone through any part of a gender reassignment process or do you intend to?

- Yes       No       Prefer not to say

### 14. What is your ethnic group? (please tick one box only)

- White British       Black/African/Caribbean/Black British       Prefer not to say  
 White Irish       Mixed/Multi ethnic group       Any other ethnic background (please describe):  
 White Other       Gypsy/Roma/Irish Traveller

### 15. What is your religion/faith?

- No Religion       Jewish       Prefer not to say  
 Buddhist       Muslim       Other (please describe):  
 Christian       Pagan        
 Hindu       Sikh

### 16. What is your sexual orientation?

- Bisexual       Heterosexual/Straight       Other (please describe):  
 Gay Man       Prefer not to say        
 Gay Woman/Lesbian

**21. Are you pregnant or have you given birth in the last 26 weeks?**

- Yes  No  Prefer not to say

**22. Are you a refugee or asylum seeker?**

- Yes  No  Prefer not to say

**If you would like to receive updates and more information about this project, please give your email address below.**

Information you provide will be treated confidentially and in accordance with the Data Protection Act 1998 and General Data Protection Regulation (GDPR) (EU) 2016/679. Your contact details will be used solely for the purpose of keeping you informed about the outcome of this consultation and future transport consultations if you have ticked the box to request this. Our privacy policy explains what we do with your personal information, how long we keep it and your right to withdraw your consent at any time you choose.

- I would like to receive updates and more information about this project and I consent to my contact details being used for this purpose as defined in Bristol City Council's privacy policy.

**If you would like to be kept informed, please provide your email address:**

Email address:

You can complete this survey online at [www.travelwest.info/A37A4018](http://www.travelwest.info/A37A4018) where you will also find an interactive map where you can add your comments about specific locations on the route and see what other people have said.

Alternatively please return this booklet in the freepost envelope to:

Transport Engagement Team  
PO BOX 3399  
100 Temple Street  
Bristol BS1 9NE

If you have a comment or question please email us on [transport.engagement@bristol.gov.uk](mailto:transport.engagement@bristol.gov.uk) or phone **07775 115 909** the answerphone and leave your name and contact details and we will arrange to call you back.

Please let us have your feedback by **21 September 2020**.

If you would like this information in another language, Braille, audio tape, large print, easy English, BSL video or CD rom or plain text please contact us by emailing [transport.engagement@bristol.gov.uk](mailto:transport.engagement@bristol.gov.uk) or calling **07775 115 909**.



Nb. The numbering on the questions for the last page is an error and should have been 17 and 18 respectively, but as this did not affect the survey a reprint was not requested.



## Number 2 bus route - A37/A4018

### Consultation Response

September 2020

#### Bristol Cycling Campaign

Bristol Cycling Campaign believes that every Bristolian, whatever their age or ability, deserves safe and inviting space for cycling on all Bristol's streets. We represent Bristolians who cycle for every day, utility purposes; to school or university, to the shops, to work, or simply for leisure and health. We also represent those who would like to ride around Bristol but are currently unable to do so for fear of motor traffic. We have around 500 donating or paying members and over 3,000 subscribing supporters, as well as many more followers on social media.

#### General Comments

We note that the proposals are bus centric - the 'sustainable transport corridor' is very indirect in several places, and is unlikely to therefore be a suitable cycle route in its entirety. In order to enable cycling the route will need to depart from the No. 2 bus route and use more appropriate or direct routes.

We would remind the Council of the recently published "Gear Change" document from the DfT, in particular this summary principle for cycle infrastructure design on page 43:

*"6. Consideration of the opportunities to improve provision for cycling will be an expectation of any future local highway schemes funded by Government.*

*To receive Government funding for local highways investment where the main element is not cycling or walking, there will be a presumption that schemes must deliver or improve cycling infrastructure to the standards in the Local Transport Note, unless it can be shown that there is little or no need for cycling in the particular highway scheme. Any new cycling infrastructure must be in line with this national guidance. The approach of continuous improvement is recognised in both the National Planning Policy Framework and Local Cycling and Walking Infrastructure Plan Guidance. Cycle infrastructure requirements should be embedded in local authority planning, design and highways adoption policies and processes."*

So although this is a Bus Deal, not cycling, scheme, primarily, it must "improve cycling infrastructure to the standards in the LTN". Plainly there is a need for cycling in all the areas, all urban or suburban, none rural, the scheme covers. Any designs must, not should, comply with national guidance. Essentially this means segregated cycling routes throughout, certainly as a starting point. There should be consistency and legibility along long sections of the route, rather than the constant changes in level and type of infrastructure provision which are unfortunately present in some other cycle routes in Bristol.

This is a key cycling route. It comprises Bristol routes 3 (A4018) and 4 (A37) in the Local Cycling and Walking Infrastructure Plan (LCWIP). The LCWIP is a WECA and BCC adopted Plan for investment over the next 15 or 16 years. We are therefore slightly surprised this consultation has not made reference to it and is not subject to it.

The LCWIP should be upgraded to take account of LTN 1/20, which was written before that document was published and both WECA and BCC must acknowledge that development, and commit to revising the detail to take account of it. This is essential or schemes will not get DfT funding. It can relatively easily be done, or at least started, by incorporating our response to the LCWIP ([Local Cycling and Walking Plan Consultation Response](#)) in a revised document. In accordance with the Sustainable Transport hierarchy, any public transport proposals should not be given priority over, or adversely affect, implementation of those routes to a high standard.

#### Route Comments

As this consultation is high level, our comments on specific sections are points for further consideration rather than detailed design proposals, which would be premature. We welcome consultation from the council about specific options under consideration further along the design process.

##### 1) West Town Lane to Airport Road

- The A37 in this section is very busy, and with multiple lanes squeezed into the corridor and fast traffic. Based on LTN1/20 protected space for cycling must form any cycle route throughout this.
- Cycle routes need to be sufficiently wide to allow for the differential in speeds caused by the steep hills.
- At the multiple junctions it is important that signal timings are set such that cyclists do not have to wait for substantial periods of time in multiple places, or that desirable grade separation is provided.
- There is a need for a better connection with Whitchurch Railway path, which could be improved to provide an alternative good quality route.
- Consider closing West Town Lane to through traffic, as this duplicates the role of A4174 between the A4 and A37. This would be a major benefit and enable space to be reallocated to cycling.

##### 2) Broadwalk to Bath Bridges

- This section is also busy with relatively fast traffic and based on LTN1/20 protected space for cycling needs to form any cycle route through this.
- Cycle routes need to be of sufficient width – unlike some of those currently in this area, requiring re-allocation of road space.
- There are many side roads (often with poor visibility), to improve safety many of these should be closed to vehicles. Mainline speeds may need to be lowered to allow the safe installation

of cycle priority crossings of remaining side roads. A Knowle Low Traffic Neighbourhood should be considered.

- The Broadwalk junction features an excessive number of lanes on some approaches (e.g. the west side) and should be made more cycle friendly, to connect this route to side roads.
- Need to remove on street parking to provide space for sustainable modes.
- Out, or south, bound there is poor provision up the hill. If a segregated route can only be provided on one side then make it uphill.
- St Johns Lane junction, better facilities for St Johns Lane and outbound. Improve links to side routes, eg. Oxford Street, St Lukes Road, Victoria Park
- Bath Road outbound and Three Lamps junction major improvements required. Consider a new cycling and walking bridge. Better priority for outbound cycles (and buses) to Wells Road.

### 3) Centre to Clifton Triangle

- Park Street should be closed to through traffic (except buses, cycles and pedestrians) and parking reduced – making it a safe street for cycling although segregation from the numerous buses, certainly uphill, possibly downhill, will be required. If Park Street can not be closed it requires a segregated cycle route both up and down hill.
- The Triangle should be re-designed to be less car centric in general, but especially with Protected Space for Cycling on a direct alignment from Centre to Whiteladies, perhaps along Queens Road, with separate connections to Jacob Wells Road. We have put forward proposals, both permanent and interim, previously.  
<https://bristolcycling.org.uk/2013-10-29-pedestrianise-clifton-triangle/>
- On the Centre/St Augustine's Parade. The semi shared space is problematic and a clear segregated (different colours, levels or best pedestrian paved/cycling tarmac) cycle route is required.
- Anchor Road junction needs to be improved. It has Insufficient space for cyclists.

### 4) Whiteladies Road

- Victoria Rooms junction should be re-designed as per above
- Throughout this section, protected Space for Cycling required, unless traffic volumes can be significantly reduced and average speeds lowered. This would need to be sufficiently wide to allow for the differential in speeds caused by the steep hills. Removing on street parking and the Central reservation will provide sufficient space, except perhaps for a few pinch points.
- Where possible junctions with side roads should be closed to improve safety, reducing on street parking would also reduce conflict. Consider Clifton and Redland Low Traffic Neighbourhoods.
- The gyratory at the top of Blackboy Hill is hazardous to cyclists and due to the volumes of traffic involved Protected Space for Cycling is required. It would be important that signal timings are set such that cyclists do not have to wait for substantial periods of time in multiple places.
- Alternatively, preferably additionally, the existing contraflow route on Grove Rd and Durdham Park could be improved with a safe (traffic light/toucan/tiger ?) crossing of Redland Rd.

#### 5) White Tree Roundabout to North View/Northumbria Drive

- The key Cycle route is along Westbury Road. Proposals for this were dealt with as part of the A4018 bus consultation. The Downs Committee has approved the separation of pedestrians and cyclists in light of the proposed cycle track along Westbury Road, with a new footpath being built on the Downs. The existing zebra crossings at White Tree roundabout need to be upgraded. The section of footway along Westbury Road can and should be widened to allow a minimum 4m shared path around the Badminton School grounds but separation of bikes and walkers should be maintained where width permits.
- Car parking should be removed on North View.
- Could a bus gate be installed on North View?
- Alternatively could a parallel cycle route via Berkeley Rd and Alfred Rd be feasible with treatment of the North View/Northumbria Drive junction linking to White Tree Rd, a quietway?

#### 6) Southmead Rd

- For a cyclist or walker, Southmead Road is not a direct route from Bristol City Centre to the Crow Lane Roundabout.
- It is a busy road and to make cycling open to all would require segregation, if there is space.
- Will a bus gate be considered? How would that work for Hospital traffic?
- There are useful parallel quietway routes (Lake Road and Kendon Drive). It may be resources should be devoted to improving these.
- Proposals for a segregated cycle route along Falcondale Rd, Brentry Hill and Passage Rd were made as part of the A4018 bus Consultation. This is the direct route and these need to be implemented to a high standard.

#### 4.4 Appendix 3b – Stakeholder responses – Bristol University

The below proposals have been developed by Sustainability, University of Bristol - 12.05.2020

No	Location	Category
1	Blackboy Hill - Whiteladies Road - Clifton Triangle - Park Row - Upper Maudlin St	Whole route arrangements
2	Woodland Road (Park Row to Tyndalls Park Rd)	Pop-up cycle lanes
3	Tyndalls Park Road (Whiteladies Road to St Michaels Hill)	Pop-up cycle lanes
4	Queens Road (Clifton Triangle to Gordon Road)	Pop-up cycle lanes
5	St Paul's Road (Whiteladies Road to Queens Road)	Pop-up cycle lanes
6	Parrys Lane - Saville Road - Stoke Road (to Blackboy Hill)	Pop-up cycle lanes
7	Park St (College Green to Queens Road)	Pop-up cycle lanes
8	Colston St (Centre to Park Row)	Pop-up cycle lanes
9	Queens Road (Clifton Triangle)	Filtered permeability
10	Queens Road (Queens Ave to Clifton Triangle)	Widen footways / crossings
11	Junction of Queens Road and University Road	Widen footways / crossings
12	Queens Road (University Road to top of Park St)	Widen footways / crossings
13	Queens Road (junction with Pembroke Road)	Widen footways / crossings
14	Queens Avenue (bus stop)	Widen footways / crossings
15	St Michaels Hill top (local shops)	Widen footways / crossings
16	Lower Park Row	Widen footways / crossings
17	Elton Road (Elmdale Road to Woodland Road)	Widen footways / crossings
18	Clifton Triangle West / Queens Road / A4018	Widen footways / crossings
19	Clifton Triangle East / Queens Road	Widen footways / crossings
20	Queens Road / Park Row / Park St	Widen footways / crossings
21	Park Row (adjacent to Trenchard St car park exit)	Widen footways / crossings
22	Woodland Road junction with Cantocks Close	Widen footways / crossings
23	Tyndall Avenue	Pedestrian and cycle zones
24	St Michaels Hill top (between Tyndall Avenue and Cotham Hill)	Pedestrian and cycle zones
25	Cotham Hill (between Whiteladies Road and St Michaels Hill)	Pedestrian and cycle zones
26	Woodland Road between Elton Road and St Michaels Park	Filtered permeability
27	Merchant Venturers Building, Woodland Road	Cycle parking
28	Tyndall Avenue	Cycle parking
29	Tyndall Avenue / Woodland Road	Cycle parking
30	Langford Campus, North Somerset	Fast-tracking permanent schemes
31	Old Park Hill	School streets

Notes
Cycle corridor using light segregation of existing painted cycle lanes, adding new sections and repurposing on-street parking where required
Light segregation of existing painted cycle lanes, adding new sections and repurposing on-street parking where required
Light segregation of existing painted cycle lanes, adding new sections and repurposing on-street parking where required
Light segregation of existing painted cycle lanes, adding new sections and repurposing on-street parking where required
Light segregation of existing painted cycle lanes, adding new sections and repurposing on-street parking where required
Light segregation of existing painted cycle lanes, adding new sections and repurposing on-street parking where required
Light segregation of existing painted cycle lanes, adding new sections and repurposing on-street parking where required
Light segregation of existing painted cycle lanes, adding new sections and repurposing on-street parking where required
Light segregation of existing painted cycle lanes, adding new sections and repurposing on-street parking where required
Restrict SE-bound motor traffic to buses and other vehicles for service access only (local shops) with priority for pedestrians and cycles; other traffic diverted via west and south of Clifton Triangle (two-way)
Widening of narrow section of footway on approach to Clifton Triangle
New zebra crossing on side road
Widening of narrow footway on pedestrian through route across face of Bristol Museum and Wills Building (removing guardrail)
Widening of narrow footway on pedestrian through route
Widening of narrow footway at bus waiting area
Widening of narrow footways outside Co-op and local shops
Widening of narrow footway on pedestrian through route
Widening of narrow footway on pedestrian through route
Widen footway and increase pedestrian phase on signal controlled crossings x 3
Widen footway and increase pedestrian phase on signal controlled crossings x 3
Widen footway and increase pedestrian phase on signal controlled crossings x 2
Widen footway and increase pedestrian phase on signal controlled crossing
New zebra crossing
Restrict motor traffic to buses and other vehicles for University access only (University campus) OR introduce one-way arrangement for private vehicles
Restrict motor traffic to buses and other vehicles for service access only (local shops)
Restrict motor traffic to buses and other vehicles for service access only (local shops)
Restrict motor traffic to buses only with priority to pedestrians and cycles (University campus)
Repurposing of part on University underground car park to secure cycle parking
Provision of additional short stay cycle parking on University estate
Repurposing of on-street car parking bays to short stay cycle parking
Conversion of bridle way to shared use route
Restricting vehicles for school drop-off and pick-up at St Michael's on the Mount C of E Primary School, Old Park Hill (very narrow streets on approach)



## 4.5 Appendix 3c – Stakeholder responses – Bristol Walking Alliance

### Response by Bristol Walking Alliance to the A37/A4018 Transport Corridor Improvements Consultation



Bristol Walking Alliance would like to make the following points in connection with the consultation on what measures should be taken to improve the A37/A4018 Transport Corridor.

We have responded to the specific questions posed in the online consultations, make some general points that are relevant to this and other bus corridors, and include comments on specific issues with this bus corridor.

#### Responses to specific questions from the online consultation

***Would you support more bus, walking and cycling infrastructure and priorities even if it meant taking road space away from cars?***

Yes, we strongly agree with this. It will also be an essential part of achieving the Council's 2030 goals for addressing the Climate Emergency and for meeting its clean air targets.

***Do you agree or disagree that that the following should apply to main transport corridors: Have safe crossing points; Have enough shade and shelter; Have places to stop and rest; Minimise traffic noise; Be places people can walk and cycle; People feel safe; Have things to see and do; People enjoy using the route; Have clean air ?***

Yes, we strongly agree with all these Healthy Streets Indicators. Indeed we support Healthy Streets being used generally on Council schemes as a design tool, and to test people's perceptions of the before/after improvement.

***What are the main difficulties you currently experience with the street environment along the A37/A4018 transport route?***

From the offered list, we believe the following apply:

- *The road is unpleasant to walk along*
- *The buses get held up in the traffic / the buses are too slow*
- *The buses are unreliable*
- *The street is busy with traffic*
- *There is too much congestion*

*How important do you think the following improvements to the transport corridor are?*

From the offered list, we believe the following are very important:

- *Easier to cross the road*
- *Wider pavements*
- *Bus priorities to speed up journey times*
- *Bus stops with shelters*
- *Increased greenery such as trees and bushes*

### Examples of positive changes

We fully support the introduction of the following measures listed in the consultation:

- *Dropped kerbs and tactile paving at crossing point*
- *One way route with reallocation of road space using planters and raised bus stop*
- *Pedestrian crossing showing pedestrian priority*
- *Point closure on residential road allowing access for cyclists and pedestrians*
- *Continuous footway over an entrance to residential road*
- *Raised pedestrian/cycle crossing priority on side road*
- *24 hour bus lane available for buses, cyclists and motorcyclists*
- *Zebra crossing for both pedestrians and cyclists (segregated!)*

We like the lights-controlled crossing at Clifton Down, and wonder if it can be replicated elsewhere. At that crossing, the space for motor vehicles is minimised. This allows frequent green light for pedestrians whilst making it safer to cross and minimising delays for motorists.

### Comments that apply to this and other bus routes

#### **Pedestrian improvements**

Bus routes, especially in the city centre and inner suburbs, are also important routes for pedestrians.

In some places, the width of the footway is inadequate for the number of pedestrians.

- Pavement width should be proportionate to the numbers of pedestrians using it (e.g. it is inadequate on Anchor Road at the bottom of Park Street, and on Queens Road especially at the Triangle).
- Pavements should not be shared with cycles (e.g. on Bath Bridge and along Bath Road).

In some places, there is insufficient space to allow for both those waiting for a bus and for those passing by.

- Pavements should be wider at bus stops (e.g. Queens Road, Wells Road/Highgrove Street, and Wells Road/Beaconsfield Road).

Progress along the route for pedestrians is often hampered by the number of side junctions where it is difficult or dangerous to cross.

- Wide side junctions should be narrowed (e.g. Whiteladies Road/Aberdeen Road and Wells Road/Oakmeade Park).
- Continuous footways should be provided across side junctions.
- Where alternative access is possible, side junctions should be closed to motor traffic.

Crossing busy roads along the route can be difficult for pedestrians.

- Where there are lights-controlled junctions, explicit pedestrian crossing points should be provided on the branches (e.g. junction of West Town Lane with Wells Road).
- Lights sequences should give adequate pedestrian crossing time.
- All standalone lights-controlled pedestrian crossings should be upgraded to Puffin crossings with pedestrian-responsive timing.
- New crossings should be introduced where there are long stretches without any crossings (e.g. Wells Road).
- Whenever possible single-stage crossings should be used rather than multi-stage.

For the elderly and the frail it can be important when walking to local facilities that there is the opportunity to rest.

- Seating should be provided, preferably away from the road, on well-used pedestrian routes to shops and bus stops.

In addition, for some pedestrians, lack of access to public toilets prevents them venturing out.

- Public toilets, or public access to toilets in business premises, should be available and signposted across the city centre and in all local centres.

### **Bus improvements**

Many pedestrians are also users of public transport. To increase the use of public transport it is essential that buses run regularly and reliably. Congestion on the roads, particularly at peak hours, is the biggest barrier to reliability. There are several places along this route (e.g. Whiteladies Road, Wells Road) where bus lanes are inadequate because of limited hours of operation and lack of enforcement

We advocate the following measures wherever congestion is an issue along the route:

- Bus lanes should be provided along busy roads and leading up to busy junctions.
- Buses should be given priority at junctions.
- Bus lanes should be 24-hour or at least have extended hours of operation (7am-10am, 3pm-7pm).
- Bus lanes should be enforced by CCTV.

Regularity of service is important, along with making any waiting times known and comfortable:

- All bus stops should have bus information displays.

- Reliability of information displays should be improved.
- All bus stops should have shelters and seats.

It is important for those who are less agile that bus stops are conveniently placed for transport connections and for access to retail and leisure areas:

- Distances from bus stops to railway and bus stations and to retail and leisure facilities should be kept well within the maximum guideline of 400m, and preferably less than 100m.

In the city centre, connections to other main bus routes need to be well defined and easy to use.

- Bus stops that provide transfer points to other bus routes should be sited close together, should not involve crossing busy roads, and should offer enhanced waiting facilities.

### Comments on specific areas along the A37/A4018 corridor

#### West Town Lane to Airport Road

The lights-controlled junction of **West Town Lane** with **Wells Road** needs explicit pedestrian crossing space and lights on at least three branches.

#### Broadwalk to Bath Bridges

More formal pedestrian crossings (zebra or lights-controlled) are needed along **Wells Road**. For example, there are no such crossings on the long stretch between Cemetery Road and Greenmore Road.

The many side junctions on **Wells Road** should be provided with continuous pavements. The speed limit along Wells Road road should be reduced to 20mph, as on other similar built-up arterial roads (e.g. Whiteladies Road).

At the junction of **Wells Road** and **St John's Lane**, it is unacceptable that it requires FIVE separate pedestrian stages/waits to cross from Mama Bear's Day Nursery to Tesco's.

The footway across **Bath Bridge** and along **Bath Road** to **Three Lamps** is totally inadequate, especially as it is currently shared with cyclists.

Since the No 1/2 bus stop was moved from outside **Temple Meads** station to the end of Victoria Street it has made the distance that pedestrians have to walk to the station platform more than 400m. Also, the distance between the stop at the bottom of the Wells Road to that stop is around 850m, which is too great a separation.

### **Centre to Clifton Triangle**

**Nelson Street** should be made into a pedestrian-only zone as it provides a key walking route between the Centre and Broadmead. Buses could be re-routed along Lewins Mead with a new two-way bus-only section into Union Street.

The **Centre** no longer provides a convenient interchange point between bus routes because the bus stops are too far apart (approx. 400m between stops C6 and C9). Well defined interchanges with other cross-city bus routes should be provided, with good waiting facilities and information displays.

Pedestrian routes between **College Green** and the **Centre** are inadequate. The pavement beside Anchor Road is too narrow for the number of users, forcing pedestrians into the cycle lane. There is no pedestrian-priority crossing, only a refuge, on the desire line across Anchor Road at the bottom of Park Street between Mark Lane and Denmark Street.

Through traffic should be excluded from **Park Street** by including a bus gate at the top of the hill, making it easier for pedestrians to cross the road. If through traffic is not excluded, there should be changes to make it safe to cross part-way down the hill. Continuous pavements should be introduced at each side junction along Park Street, making it easier for pedestrian to walk up and down this key walking route.

The footway on the east side of **Queens Road** is too narrow with an inadequate bus stop (though the temporary Covid-19 related changes have improved this). This part of the **Triangle** should be made into a pedestrian priority area with two-way bus/cycle down the middle having built-out bus stops with shelters on each side. Other motor traffic should go around the other two sides of the Triangle. This will also provide better foot access to businesses inside the Triangle.

The temporary closure of the junction with **University Road** should be made permanent, but if this is not possible a continuous pavement should be provided along this section of Queens Road.

### **Whiteladies Road**

Side junctions that are too wide for pedestrians, with turning vehicles, make it difficult to cross: **Aberdeen Road, West Road, Belgrave Road**. Build-outs or continuous pavements are required.

The outgoing bus lane along **Whiteladies Road**, particularly the section between Whatley Road and Apsley Road, is often blocked by parked vehicles during peak hours – it needs extended hours and better enforcement.

The pavement on the east side of **Whiteladies Road** between Cotham Hill and Aberdeen Road is narrow and obstructed by street furniture and commercial bins.

There is a pinch-point in the pavement on **Whiteladies Road** between Ashgrove Road and Westfield Park which could be reduced by removing one of the parking bays.

**White Tree roundabout to North View/ Northumbria Drive**

Whether through this scheme or the A4018 improvements, the western side of the stretch of **Westbury Road** between the top of Blackboy Hill and White Tree roundabout should be segregated with pedestrians on a new parallel path on the Downs (as agreed by the Downs Committee) and cyclists having a dedicated lane by the road.

White Tree roundabout is a bottleneck, particularly for buses exiting from **North View**. It is difficult to reconfigure without taking land from the Downs. Could lights control improve peak flows?

**Southmead Road (Henleaze Road to Doncaster Road section)**

The section of **Southmead Road** between Henleaze Road and Wellington Hill West has four lanes of traffic with bus stops on each side but no pedestrian crossing to reach them.

**Crow Lane roundabout to Henbury Road**

*No comments*

Bristol Walking Alliance  
10 September 2020

[enquiries@bristolwalkingalliance.org.uk](mailto:enquiries@bristolwalkingalliance.org.uk)

#### 4.6 Appendix 3d – Stakeholder Response – Joint Labour Party Letter

**Dear Kye,**

We are pleased to see that Bristol City Council has been awarded £3 million to improve the A37/A4018 transport corridor. This is a vital connection between the north and south of our city, and is particularly valuable to us in Stockwood as it sits along the number 2 bus route. We are also delighted that the focus of the improvements is on new infrastructure for walking and cycling, as well as improving access to the bus network and improving the reliability of public transport.

We are reaching out to you to express our support for the consultation on the improvements that local people would like to, as well as to highlight several areas that we have identified where we believe this funding could be used for the benefit of both of our wards.

Our priorities lie along the A37, particularly the segment between Whitchurch Village and the A4174. Our first idea for improvement would be a segregated cycle lane along this road. There currently exists a painted cycle lane, but we believe a segregated lane would provide additional safety for cyclists. There are issues regarding bus stops and parking that would need to be looked at, but we believe there is enough road space that a significant amount can be reallocated for cycling.

A second improvement is the West Town Lane/Wells Road junction. We believe the current junction is far too car-centric, and is not safe or suitable for walkers or cyclists, particularly young children or less mobile people. Our idea for this site is that this crossing could be given pedestrian controlled lighting. This would enable people to control the flow of traffic and cross safer. This would also involve creating islands on the central divide with barriers suitable for bicycles to keep people safe from accidentally stepping into traffic. This improvement would greatly improve access to the bus network, as well as make the journey to school safer for students at West Town Lane Academy who live in the Hengrove and Whitchurch Park ward, as well as those who live along the Wells Road and around Beryl Grove.

We look forward to working with you on delivering these key improvements along this route, and will continue to promote this consultation and make the case for active travel improvements locally. We are very happy to meet with officers or members of your team to discuss these improvements further, as well as any other opportunities to improve local walking and cycling connections. In solidarity,

**Mark Brain  
Samuel Fox  
Justin Ibbett  
Lee Starr-Elliott  
Jon Moore**

 **Labour**



## Walkability Report No 1

### Appendix A

#### Broadwalk to Bath Bridge

##### Feedback by volunteers on obstacles and benefits on the route

#### A. Wells Road from Broadwalk to School Road, both sides, Tuesday, 17<sup>th</sup> July 2018, 3pm

1. Broadwalk/Wells Road junction – Green Man indicator is given in every direction at the same time but there is insufficient time for the pedestrian to comfortably cross in any direction (ie diagonally); therefore, to cross the road diagonally, it is necessary to cross the feeder roads in turn waiting for a cycle of the traffic lights at each stage
2. Bench by the Broadwalk Shopping Centre



3. Traffic noise felt to be high in many places
4. Air quality felt to be affecting breathing a little after a period walking on Wells Road



5. Presence of A-boards on the pathway resulting in needless obstruction



6. Sheffield stands for bicycles positioned at an angle on the pavement resulting in needless pavement narrowing



7. Bus stop and shelter taking up the full width of the footpath when busy with people queueing and boarding an in-bound bus



8. Problem junctions on Wells Road, for example,

- Redcatch Road – vehicles turn at speed off the Wells Road into Redcatch Road (a one-way street) – this means that the pedestrian crossing Redcatch Road must look out for vehicles turning off the main road suddenly from north and south directions



- Beaconsfield Road – very wide side road with fast traffic leaving the main road from 30mph to 20 mph zone – the curved pavement encourages the driver to maintain main road speed into the side road



9. Where a traffic island is provided to support crossing the Wells Road between junctions with Beaconsfield and Calcott Roads, we found the central island too small and felt vulnerable with traffic travelling at speed on both sides – you can see this informal crossing on the left of the above photograph indicated by a tall pole carrying a spherical lamp
10. The traffic island at Beaconsfield Road is a crossing with the benefit of an island and the only way to cross the two busy lanes of fast traffic in a half-mile stretch from Greenmore Road to Cemetery Road.
11. Footpath narrowed by overgrown hedging on the hill
12. Footpath on the east side between Somerset Road and Clyde Road is narrow bringing the pedestrian close to fast-moving traffic – a situation that worsened a few years ago when the northbound bus lane was widened pushing southbound traffic closer to the footpath
13. Bicycle users going south climbing the hill on the wider west pavement – some are courteous, some are rude presuming right of way; it seems that they are on this pavement to avoid the traffic on their slow climb where the road is narrowed by the northbound bus lane

14. Damaged brick-paved footpath fronting parade of shops (Wells Road Nos. 180 to 186), used by cars to pass over to park, making it a precarious place to walk – pavement rough and sloping towards the roadway



15. Waiting time at light-controlled pedestrian crossings (Pelican or Puffin) is excessive – eg pedestrian presses the button, waits, sees a gap in the traffic, crosses the road, lights change to give the pedestrian the Green Man, which they no longer require and as a result, car waits needlessly at red light
16. Uneven surface in places – difficult to illustrate
17. Footpath narrow in places – see other illustrations in this report
18. Trees lining the street are a welcome sight – see illustrations above

**B. Wells Road from School Road to Three Lamps then Bath Road to Bath Bridge  
Saturday, 4<sup>th</sup> August 2018, noon**

19. Problem junctions: crossing side roads is troublesome as vehicles leave the main road at speed, both sides of Wells Road
- School Road – although it's not wide, it's difficult to observe approaching vehicles in three directions – Wells Road northbound, Wells Road southbound and School Road westbound
  - Highgrove Street – same experience as School Road

- Lilymead Avenue – the side road slopes onto the main road and as a result a vehicle speeds up leaving and joining the main road; this junction also has a kerb space between the dropped kerb and the City Car Club reserved parking bay which is not quite big enough for a vehicle but, if parked regardless, results in an obstruction for the pedestrian crossing the side road



20. Sheffield stand for bicycles positioned at an angle on the pavement resulting in needless narrowing – if this Sheffield rack were parallel to the main road it would double as a bollard to prevent pavement parking



21. Footpath close to fast and noisy traffic passing this parade of shops (inc. 142 Wells Road), due to narrowing of the road and cars (legally) parked in the bus lane opposite



22. Continuous pavement over the one-way junction with Knowle Road is a good experience for the pedestrian but would benefit from a traffic stop line on the Knowle Road side of the continuous pavement



23. Continuous pavement at Knowle Road incorporates a cycle path which is not obvious to the pedestrian and laid out to suggest that the pedestrian should give way

24. Bus stop and shelter taking up the full width of the footpath when busy with people queueing and boarding an in-bound bus



25. Stores on the west side of Wells Road, south of the St Johns Lane junction – vehicle parked on the pavement, obstructing inward bus flow, driver unloading goods into the store; on examination we could find no other access to the store for deliveries; it appears that the store no longer has its former delivery entrance at the rear – presents a dilemma: encouraging local shops / creating safe pavements



26. Pedestrian crossings at School Road and the St Johns Lane junction are some distance, given the intervening shops and a day nursery

27. Nice place to rest at the Wells Road junction with St Johns Lane, thanks to the efforts of local campaigners, much appreciated



28. Up to five stages to crossing at the Wells Road/St Johns Lane junction; encourages the pedestrian to dash through the traffic







St Johns Lane/Wells Road if you want to get from Mama Bear's Day Nursery (on the east side) to Tesco (on the west side) you must first cross the southbound Wells Road traffic, then the northbound traffic, walk a bit cross the westbound St John's Lane traffic, cross the eastbound St John's Lane traffic turning south, then finally the eastbound St John's Lane traffic going north on the slip road. Nimble pedestrians follow the shortest route by running through the traffic!

- 29. Speed of the traffic turning into Angers Street from Wells Road, which is one-way off the main road, was found to be quite threatening to volunteers crossing this narrow side road
- 30. Light-controlled pedestrian crossing between St Johns Lane and Bellevue Road is well positioned for access to bus stops on each side of the main road
- 31. Handy bench near the bus stop



**32. Drop kerb at Bellevue Road in need of improvement – drop kerb insufficient**



**33. Wells Road east side - overgrown trees obstructing and obscuring the footpath on the approach to the Bath Road at Three Lamps junction**



**34. Four-stage crossing for the pedestrian at Three Lamps Junction (Bath Road/Wells Road junction), which feels confusing and potentially hazardous due to buses being**

allowed through whilst other road vehicles are stopped

35. Bath Road east side - overgrown trees obstructing and obscuring the footpath between the railway bridge and Wells Road junction

36. Bath Road east side –this is a very narrow path with a white line down the centre to segregate the pedestrian from the bicycle user; cycle path is outbound only (going south) but frequently used inbound and can be frightening for all users



37. Bath Road west side approaching Bath Bridge – bicycle-user slip road from highway onto footpath with no indication to pedestrian or cyclist how to deal with this



38. Bath Road west side – road sign posts in the roadway at the cycle slip road, pictured above, create an obstruction: space between the posts is 88cm and between the right-hand post and the kerb is 110cm



39. Newly refurbished section of road and footpath at the approach to the Bath Bridge – not clear why half the pavement is tar and rest is paving stones – potential for huge pedestrian/bicycle-user conflict



40. Crossing York Road is now light controlled, which is welcome; crossing York Road onto Bath Bridge is easy but the crossing requires a long wait – 90 seconds waiting for the Green Man on this occasion; a similarly long wait was encountered at the Pelican crossing on the southbound carriageway of the Bath Road

**End of Walkability Report No 1, Appendix A**

#### **4.8 Appendix 4 – Summary A37/ A4018 responses by area**

The following tables summarise the comments received from the survey and mapping tools by area. The areas are as follows:

- The Coots to West Town Lane
- West Town Lane to Airport Road
- West Town Lane to Priory Road junction
- Broadwalk to Bath Bridges
- Bath Road to Victoria Street
- Victoria Street to College Green
- Centre to Clifton Triangle
- Whiteladies Road
- Westbury Road to White Tree roundabout
- White Tree Roundabout to North View/ Northumbria Drive
- North View to Henleaze Road
- Greystoke Avenue to Knole Lane
- Passage Road roundabout to Henbury Road

#### **The Coots to West Town Lane**

Buses	Should link along Staunton Lane and the A37 to South Bristol Hospital / Imperial Park and one person would like a bus stop at the bottom of Sturminster Road be moved 50 yards up the road.
Crossing points and safety	Required on Sturminster Road to allow better access to Woodlands Academy and Hollway shops and there was a request for traffic calming on this road to slow traffic.
Cyclists	Better signage to highlight presence of Whitchurch Railway Path and join up cycle infrastructure from Manston Close to West Town Lane. Cycle lane required along Sturminster Road and can be achieved by removing parts of the grass verge. Needs a cycleway that connects the Craydon Open Space to Craydon Road (leading to the Whitchurch Railway Path). Continue the Whitchurch Cycle Path.
Pedestrians	Footpath needs clearing and cutting back to allow for better access between The Drive and the Whitchurch Railway Path to allow residents to access buses and cycle routes. Zebra crossing required enabling safe access to shops, doctors and school on Stockwood Road.
Other	Double Yellow lines are needed on bottom of Sturminster Road the length of Sportsfield

#### **West Town Lane to Airport Road**

<b>Theme</b>	<b>Summary of comments</b>
buses	Request for bus improvements such as provide more bus lanes and bus priority at traffic lights to help reduce journey times. Make bus lane 24 hr from Whitchurch into central Bristol. Traffic priority at the junction with Airport Road.
Cycling	Continuous and segregated (1.5m+) cycle lanes on either side of the road with priority over side junctions. Advanced stop line for cycles. Segregated cycle lane up wells road from Airport road, because it's so steep and cars are accelerating hard from a

	stop. The West Town Lane and A37 Wells Road junction could be a candidate for a Dutch roundabout with priority for people not cars. Take space out of the two lanes to make a bus lane/cycle lane. Provide fully segregated single-directional cycle tracks on both sides on Sturminster Road as there is adequate road width to accommodate.
Pedestrians	All side roads need to have full drop curbs, pavements need to be level and not full of lumps and bumps which inhibit wheelchair users being able to use it safely and it is essential that the pavements are not shared spaces and cyclist need to use the roads for the safety of all. Needs marked pedestrian crossings and green/red lights as it is currently very dangerous to cross Airport road/ Wells Road in any direction. There should definitely be pelican / puffin crossing at the junction of West Town Lane / Wells Road / Hengrove Way. Improved pedestrian crossing at traffic lights at junction of West Town Lane and Wells Road. There is no concession for pedestrian trying to at the West Town Lane junction. Given the number of schools in the area & immediate proximity.
Road layout	Make the southbound left lane on Wells Rd left turn only to improve car and cycle access to Airport Rd. The outbound lanes as they approach the traffic lights cause congestion and dangerous driving. Make the left lane for turning left only so traffic waiting for green straight on signal doesn't block the cars turning left. This will reduce pollution avoiding idling. Difficulty turning left or right onto Wells Road need green arrow filter lights.
Traffic lights	Improve the traffic lights to make it safer for vehicles and for pedestrians to cross at Airport Road / Wells Road/ Hengrove Way junction. The junction of Broadwalk, Wells Road and Priory Road would be safer if cars from Broadwalk and Priory road were given separate changes of the lights instead of the cars having to cross each other at the junction at the same time. Filter arrows for turning across Wells Road, you have to jump across in front of cars or can wait 2-3 turns to green before turning
Speeding issues	Traffic calming for vehicles travelling along Callington road, as they travel very fast, particularly at night, and for the downhill section of wells road, between Callington rd and Broadwalk. Speed calming measures on Sturminster Road.

### West Town Lane to Priory Road

Buses	Put buses in laybys so reduces congestion and stops cars pulling out suddenly.
Clean air	Heavily polluted part of Wells Rd. Traffic pollution prevents walking and cycling. divert heavy lorries from A37
Crossing points	Give pedestrian control to the lights on the Wells Road/West Town Lane crossing, and improve the crossings and island. There is no provision for pedestrians to cross the Wells Road with Hengrove Lane. Widen the pavements, plant trees to make this area more pleasant and safe.
Cyclists	The cycle paths along Airport Rd and Callington Rd both stop abruptly before Wells Rd and lead you onto a narrow pavement and pedestrian-only crossing. A fully segregated cycle lane should be provided down Wells Road. Need segregated cycle lane up the A37. At Callington Road junction with Airport Road there is a cycle path either side, but it is none existent at junction forcing you to ride with pedestrians in right space.
Noise	Far too many HGV's use this area - it is noisy, dirty and unpleasant for walking.
Pedestrians	Pavement on the east side of Wells Road is too narrow. When buses and HGVs travel along the east side of Wells Road the close proximity causes huge air draft. It is not a pleasant safe pavement. At Broadwalk with Talbot Road junction the wait is too long and then not enough time to cross safely, especially if you want to

	cross two sides. Wait time for pedestrian crossing is so long here and there scale of the junction means you need to run to cross diagonally. Need to make more space for people and less for traffic.
Safety	Lorries and other vehicles travel very fast downhill. The pavements are very narrow and it feels unsafe, particularly with young children.
Traffic signals	The traffic lights on the Wells Road / Airport road junction only have pedestrian signalling on one side, needs pedestrian signalling on all crossing points
Other	There is a major road junction here controlled by traffic lights. It provides no protected crossing time for pedestrians and is very dangerous to cross.

### Broadwalk to Bath Bridges

Buses	Introduce bus lane as bus gets stuck in traffic. There is only space for one bus lane along most of the Wells Road, so why not look at 'reversible bus lanes'? This could be located in the centre of the road and used by inbound buses in the morning and outbound in the afternoon. Make the bus lane continuous. 24HR bus lanes needed. Need double yellow lines all the way from Broad Walk to Bellevue Road, no car parking on main road at any time & permanent bus lane. Bus lanes are too narrow.
Clean air	The exhaust fumes from congested traffic up the hill create very poor air quality for walkers and cyclists. Standing traffic causes stinking air, get more trees or less cars.
Crossing points	There is a desire line between two parts of Totterdown especially for people wanting to go to the Oxford Street shops from Three Lamps estate, so need crossing by Angers Road. The St Johns Lane junction is designed around motor vehicles. Pedestrians have to wait a long time for the green aspect and have to cross in multiple stages. Also no crossing over the north arm. Would be useful to have additional crossing points along the A37 corridor, lots of young families here. Safety should be a priority.
Cyclists	The cycle lane needs to continue all the way from Three Lamps to Broadwalk, not stop suddenly just as the hill gets steep. Cycle lane going up the Wells Road. An actual unbroken cycle lane that goes all the way to Temple Meads. Why has the section around Temple Meads and Bath Bridge been missed out on this? Reduce width of the road for motor traffic between Three Lamps and Temple Meads to allow space for proper separated cycling infrastructure and wider pavements for pedestrians and to slow traffic speed.
HGVs	Ban or discourage HGVs from using the Wells Road as they pollute the area. Reduce lorry traffic significantly by building the ring road project. Drivers go so fast up and down the Wells Rd, especially buses and lorries. The 30mph speed limit does not apply. It makes the area feel very unwelcome.
Other	Despite measures to restrict it a lot of cars use Redcatch / Bayham as rat run to queue jump when A37 busy. Point Closures preventing vehicles from rejoining A37 needed. Low Traffic Neighbourhood. Traffic constantly gets gridlocked here at busy times with traffic coming down the Wells Road and blocking traffic coming into it from St Johns Lane. There are far too many HGVs that use Wells Road as a cut through the city, many of them travelling far too fast down the hill.
Pedestrians	Putting more vegetation along the route may encourage walkers; help with air quality and carbon impacts, there is room to do this on some stretches of pavement on the A37. Either widen pavement to improve pedestrian/cycle use along the road or put in dedicated cycle and bus lane in both direction. Walking



	from Three Lamps to Bath Bridges is unsafe at the moment as there is not enough space for both cyclists and pedestrians on the pavements. The staged pedestrian crossing near Broadwalk is dangerous, pedestrians are left in the middle of the road waiting for the lights to change and often run across on red, have a single crossing all the way over. Have a second pedestrian crossing further down the Wells Road near Beaconsfield Road. All side roads need to have full drop curbs, pavements need to be level and not full of lumps and bumps which inhibit wheelchair users being able to use it safely. There needs to be more pedestrian crossings between the Broadwalk and the Coop in Totterdown. More pedestrian or zebra crossings along the Wells Road.
Road layout	Unable to turn right from Wells Road onto Bellevue Road, causing unnecessary additional travel. The roads opposite to the Wells Road used as rat runs especially Oxford Street and Cambridge Street, preventing residents from turning right from Bellevue Road onto Cambridge St. More double yellow lines around bend as these are blind spots especially when larger vehicles park on corners. Broadwalk junction needs redesigning e.g. inbound left turn filter to Broadwalk. Make Calcott Road and Wells Road junction no access. Reducing this route as a rat run for traffic avoiding the Broadwalk traffic signals. Improve road surface as too many pot holes and dangerous.
Safety	Reduce the speed limit on A37 as this would increase safety for all using the corridor. Many HGVs using the road at speed.
Street scene	St Johns Lane area which is surrounded by businesses and restaurants and are already shielded from the busy road could be better utilised as a public green space with outdoor seating and allow for more social distancing. Attractive bin stores and greening to disguise service area of commercial units, or at least hide from pavement view in some way.
Traffic signals	Cambridge Road is used as a rat run. Cars ignore no entry sign on Cambridge road in rush hour. Enforcement camera needed

### Bath Road to Victoria Street

Buses	Reinstate the bus stop close to Temple Meads for Northbound buses. The re-design of Temple Meads includes a bus-hub on the Friary, but buses from the South cannot turn right here to gain access.
Cyclists	Current cycle lane is a line of paint on the pavement by Temple Gate. Inadequate for current and future cycling numbers. Suggest replace with segregated cycle lane on either side of the road by removing one lane. There is no cycle access to Temple Meads from the south. Improve cyclist facilities on Redcliffe Way approach. Currently just an ASL but cyclists struggle to filter through to access this. 6 lanes of motor traffic on Temple gate yet cyclists and pedestrians are forced to share pavements. Shared space is not suitable for busy locations.
Other	There is no access into Temple Meads from South Bristol; the only way to reach it is a long detour via Temple Gate, thereby increasing journey time of vehicles.
Pedestrians	Traffic dominated junction with multiple stages for pedestrians crossing. Need to widen footway as does not comply with standards or policies at Temple Gate.
Safety	The pedestrian route over Bath Road bridge is very dangerous and unpleasant. Fast buses travelling inbound, centimetres from pavement. More provision needed for pedestrian safety.
Street scene	Bleak and depressing pedestrian route on Bath Bridges
Traffic signals	At the moment traffic to the station from the south is forced to go down towards

	St Mary Redcliffe and back or all the way to Old Market, increasing congestion and pollution. Put in a right turn or roundabout at Three Lamps Junction.
--	--

### Victoria Street to College Green

Buses	Suggest route bus corridor via Baldwin St instead of around Broadmead. If travelling to Temple Meads on the number 2, the bus often stops for about 10 minutes on the Horsefair. Please cut this time or let passengers to complete the journey on another service. The Temple Meads bus stop is too far from the station for those with luggage, mobility issues and everyone in bad weather.
Cyclists	Cycle lane by St Augustines Parade not clearly marked and pedestrians wonder into it. Needs proper protected cycle routes across the junctions of High Street by St Nicholas Street. Segregated lane ends straight onto pedestrian crossing by College Green. Segregated 2-way cycling preferred in Castle Park. Cycle lane for Park Street.
Other	Too much space allocated to on street parking by High Street. Let private cars use Bristol Bridge/Baldwin Street again.
Pedestrians	Re-allocate space to pedestrians by College Green and Anchor Road junction. The Horsefair by Merchant Street should be pedestrianised. Difficult for pedestrians to get from the centre to the Anchor Road crossing to College Green. The Baldwin Street Victoria Street junction is complicated for pedestrians.
Safety	Cyclists coming down Park Street have to cross right and cross ped crossing to get to infrastructure. The cycle route on the centre is great but too fast and cuts across the natural pedestrian routes to College Green.
Street scene	Remodel to make the street-scene worthy of this super-historic site by High Street by Broad Street
Traffic signals	The zebra crossings in a highly used pedestrian area cause major delays that can back traffic up onto Wine street and Baldwin street, and therefore throughout the city.

### Centre to Clifton Triangle

Theme	Summary of comments
Road layout	Reduce/remove car traffic from Park Street to make it easier for the bus as well as reducing pollution and enabling cyclists and pedestrians to have a more pleasant journey up and down Park Street. Make dual carriageway in front of the museum a single carriageway. Roads all around the triangle need resurfacing, there are some big potholes which are particularly dangerous for cyclists. Add more greenery to absorb emissions; whether that is trees or plants but do not compromise road space in order to do this. Park Street works, is functional and feels like a safe place to walk/commute.
Buses	Quicker boarding of buses or more frequent buses so that they're not waiting 10 mins in rush hour to depart. Also removing Broadmead as a changeover/idling area as the bus waits for 10 mins in Broadmead and then 10 min at this bus stop adding to journey time. Bus priority lanes on the triangle, remove parking from Park Street. Park street no through route except for buses enforced by camera (taxis access only).
Cyclists	Make Triangle bi-directional for cyclists (in a continuous and segregated cycle lane). Replace parking and traffic lanes with restaurant/bar seating where appropriate. Widen pavements. Make Park Street open to bikes, buses and taxis only. Uphill cycle

	track on Park Street. The cycle lane that stops by college green needs to extend up the hill. Ideally it needs to not be contraflow; turning into it from downhill is a nightmare.
Pedestrians	Stop so much parking along Park street and give pedestrians priority at side roads. There are no crossings between College Green and the Triangle. Queens Road should be completely pedestrianised. Park Street should be closed to most traffic, open only to buses, cyclists and access for residents – plus business restocking at limited times of day. Raised continuous pavement giving pedestrians priority along Park Street (and Triangle). Need a crossing on Park Street and pavements too narrow at the Triangle and Queens Road.
Clean air	Make air quality legal by closing Park St to private cars in same way as Baldwin St. Remove parking, widen pavement and introduce al fresco dining areas for bars/restaurants. Allow trade vehicles outside office hours & pedestrianise, hold outdoor market to revitalise shopping area. Could extend pedestrian area through centre to join with new Baldwin Street restriction
Crossing points	Clear pedestrian crossing desire lines here between Waitrose and Queens Ave. Pedestrians currently attempt to run across. Replacing with 2 x Zebras either side of the median would make this safe. Install 2+ zebra crossings on each side of the Triangle
Other	Shut Queens Road (Triangle Bit) and make Triangle East and South Two way again. This has been requested for years. A safe protected clearly marked cycle route could remain. Give space to tables and chairs. Close Queens Rd on Bristol Museum's side to all transport modes other than walking and cycling
Safety	The triangle is a horrible place to cycle round, up to 3 lanes wide, to get to some exits you need to switch lanes multiple times, while cycle slowly up hill, and have had plenty of scary moments. Park street is too difficult to cross.
Street scene	Reallocate parking and/or traffic lane to pavement dining. Support local businesses by using attractive planters to create dining space / spill out.

### Whiteladies Road

Theme	Summary of comments
Buses	Get parked cars off of the road so buses can move quickly. Build a tram line instead of buses along this route. A lot of investment along this route already why need more? More affordable and reliable buses required and 24 bus lanes on key routes. Bus lane between Hurlle Road and Ashgrove Road is frequently blocked with parked cars. The bus lane should be permanent and clear.
Cyclists	Safe, separated cycling infrastructure throughout, even if it means taking space from cars. Whiteladies Road doesn't have a continuous lane. The traffic islands are effective at traffic calming and allowing pedestrians to cross, but the road would benefit from a couple more between Whatley Road and Aspley Road. Top of Whiteladies Road is a no-go zone for many cyclists. Fully segregated infrastructure should be a top priority here.
Pedestrians	More priority for pedestrians when crossing side roads. Close Roman Road to cars (and consider removal to improve Downs). All side roads need to have full drop curbs, and not drop into drain covers, pavements need to be level. Point closures on residential roads leading onto Whiteladies. There is no space to walk on the pavement. Cars are now speeding off Whiteladies Road making the road even more dangerous. Bottom of Cotham Hill needs closing urgently.
Road layout	Remove parking on Whiteladies road to allow continuous bus lanes to be added. Make the gyratory system at the top of Whiteladies safer and more pleasant by removing

	traffic lanes / adding calming measures (narrowing, planters etc.). Reduce on street parking to allow proper separated continuous cycle infrastructure.
Crossing points	Replace traffic light with zebra crossing at Clifton Down station / shopping centre / Whiteladies Gate area.
Safety	Tree root has caused a massive bump in the cycle lane making it completely unusable by St Pauls Road junction. Eliminate car parking on Whiteladies Road and specifically at the top of the road and reallocate to pedestrians and cyclists.
Road closures	Aberdeen Road is a rat run for Whiteladies Road and needs a point closure.

### Westbury Road to White Tree roundabout

Bus issues	Reinstate the bus lane layby. Buses are often waiting for opportunity to enter White Tree Hill roundabout. Cyclists can enter much more easily but are either stuck at the back of the queue, or try to filter through a long line of busses with very little space between or in front
Cyclists	Westbury Road and Parrys Lane junction is difficult to cross as you have to negotiate a lane divider that and has no dropped curb. Makes the junction massive and convoluted. Junction is wide and motor traffic is not calmed so they do not brake. Current shared use path has many conflicts between cyclists/pedestrians. This and the danger from cars of trying to cycle straight ahead across Parrys Lane means many cyclists use road instead.
Other	Junction layout at Westbury Road / Redland Hill is not currently working causing traffic to back up. Eastbound traffic from Redland Hill trying to enter Blackboy Hill backs up (engines running) for too long due to heavy southbound priority flow

### White Tree roundabout to North View /Northumbria Drive

Theme	Summary of comments
Buses	Covered bus stop outside Westbury Park Tavern (opposite Waitrose) in Northumbria Drive - currently just a bus stop post with no protection from the elements. The Westbury Road bus stop for route 2 is in a very awkward and narrow place. Right at the turn off from the roundabout. Remove bus lanes. Inbound bus lanes never have buses in them and create longer queue of cars.
Cyclists	Better way for cyclists to cross the white tree roundabout. Enhance separation of cyclists from cars and improve the ability to cross the road for both pedestrians and cyclists. The roundabout is especially challenging as a cyclist. A dedicated cycle lane when approaching the roundabout from Northumbria Drive. At the moment they have a cycle lane at the end of Westbury Park Road, but then are stranded at the roundabout itself. Provide a fully segregated single directional cycle track down North View by narrowing the lane widths to 2.75m (enough to allow HGV and Bus to pass). Consider closing the side roads to allow for pedestrian and cyclist permeability and reduce rat running, otherwise provide a continuous footway to encourage pedestrian and cyclist priority over the side roads.
Road layout	Turn the White Tree Roundabout into a Dutch roundabout, like the one in Cambridge with cycle tracks encircling the roundabout, with the zebra crossings becoming parallel crossings. Car parking removed on North View. Change layout that lets Westbury Park Road users who may be rat running to exit and add to the blockage of North View which holds up buses.

Pedestrians	Zebra Crossings on Parry's Lane and North View in place of existing crossing points. Why does Bristol seem to specialise in having pedestrian crossings actually at roundabouts? This is a high-traffic junction, but there is traffic from all directions so I think the roundabout is actually quite efficient. The Zebra crossings are not in a great location on the roundabout from a safety perspective, but they do represent a direct route when walking. Widen pavements for shoppers and removal of parking on North view.

### North View to Henleaze Road

Bus issues	There should be 24hr bus lanes in both directions on the dual carriageway sections of Henleaze Road and Southmead Road, and buses should have priority through the roundabout. Include up-to-date electronic bus information on Henleaze Road / Holmes Grove bus shelter.
Pedestrians	North View pavements are narrow and busy road.
Crossing	Hill View is very wide at this junction and visibility poor when walking towards Henleaze direction from Southmead
Cyclists	Need to separate cycling facilities from cars. Pedestrian crossings are excellent for walking on Henleaze Road. North View is a dangerous section of road with too many park cars going to Waitrose.
Noise	Traffic very noisy in peak times
Other	Roundabout is not the correct solution for this junction. Suggest traffic signals.
Safety	Henleaze Road is very narrow here and improved traffic calming measures should be introduced to reduce the speed of vehicles.

### Southmead Road (Henleaze Road to Doncaster Road)

Theme	Summary of comments
Buses	New direct bus routes or more frequent buses on the most commonly used route people use private transport for. No 2 bus need to extend journey through inside the Southmead hospital. It will help people the public who visit the hospital and staff who travel to Cribbs Causeway. Suggest the bus stop on Southmead Road by traffic lights with Doncaster Road be moved or double yellow lines are put opposite. When buses turn onto Southmead Road from Doncaster Road and stop at this bus stop traffic is regularly held up causing problems at the traffic lights. Convert B4056 dual carriageway to single carriageway with bus lanes.
Cyclists	Better cycle lanes/cycle priority for turning right at B4056 roundabouts. One way segregated cycle tracks on each side of the road. Separate or protected cycle lanes. Cyclists travelling from the B4056 to Wellington Hill West are not provided for. The dual carriageway discourages cycling in this location. Cycle lane needed in both directions on Henleaze Road. No room for cyclists on Southmead Road making their way to the hospital. Difficult to cycle safely by Lydney Road during rush hour. Allow cycle permeability between roundabout and Lorton Road
Pedestrians	Pedestrian Crossing (traffic lights) across B4056 as you approach roundabout. Make it easier to cross the road (dual carriage way) from the bus stop just after the junction of Lake Road and Southmead Rd to access the nearby streets in Henleaze. Also, plant

	more trees and shrubs to make this part of Southmead Rd more welcoming and attractive.
Road layout	The double-mini roundabout is very confusing and should be improved. The lane selection isn't clear and maybe that could be aided by clearer signage or road marking. That section of Southmead Road, up to the double roundabout is constantly busy. More so since the new hospital opened. To encourage more people to use the bus upgrade all the bus stops.
Clean air	Strong traffic fumes along this section of dual carriageway on Henleaze Road during morning and evening rush hours as traffic is stationary, held up at roundabout.
Crossing points	Upgrade existing informal crossing to a formal crossing for pedestrians and cyclists to go between Lake Road and Wycliffe Road /Henleaze Rd
Safety	Vintery Leys/Clove Ground used as cut through high speed around blind corner on/off the estate. Make Vintery Leys one way.

### Greystoke Avenue to Knole Lane

Cyclists	Separate and protected cycle track on Knole Lane. This is a very wide road with busy and fast cars. It is often made narrower by cars parked either side. A segregated and different colour cycle path. Make it safer for residents to cycle to the shops near Southmead.
Pedestrians	Make footpath dual for cyclists and pedestrians running adjacent to Charlton Road and Pine Road

### Passage Road roundabout to Henbury Road

Buses	Increase number of buses to improve punctuality. Crow Lane has more than enough bus routes serving it to compensate for punctuality issues. All frequent bus services on that route serve both The Mall and the centre.
Cyclists	Better cycle provision using barriers to separate bicycles from rest of traffic on Wyck Beck roundabout. One way segregated cycle tracks on each side of the road where there are no bus lanes. Crow Lane roundabout is incredibly dangerous. Crow Lane roundabout is not a pleasant place to be as a pedestrian or cyclist, environmental and crossing improvements could be made. Provide a fully segregated single-directional cycle track on both sides of Crow Lane.
Safety	Improve road markings and signage to ensure traffic gets into the correct (legal) lanes on Crow Lane. People don't want to queue so it can be a free for all. Many potential accidents here and cars always beeping.
Traffic Signals	Traffic control to improve flow of traffic particularly when the ford overflows at the Henbury Road and Crow Lane junction.
Other	Wyck Beck road/ Passage Road roundabout – dual carriageway traffic funnelled into two lane roundabout that isn't wide enough for many vehicles.
Pedestrians	Sheltered pedestrian footbridges that are sloped and have cycle lanes going over the busy roads. Safer for walkers and the school times of street activity.
Road layout	Remove Crow Lane roundabout and install traffic light. The roundabout at the Old Crow is very intimidating to cyclists. There are no gaps in traffic and its fast moving between the two dual-carriageways. Perhaps traffic-lights on the roundabout will allow more time to cross between streams.