

Consultation Report on improvements to the number 2 bus route (A37/A4018)

January 2022



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1. Summary

Between 29 November 2021 and 28 January 2022 Bristol City Council in partnership with West of England Combined Authority (WECA) conducted consultation on proposed transport improvements to the number 2 bus route which follows the A37 and A4018 roads.

How we engaged

To ensure the survey reached as wide an audience as possible the team did the following:

- Letters to properties along the route and to those affected by possible road closures
- Posters in local bus services
- Posters were put up in the local area to raise awareness of the survey
- Online survey was compatible with word reader software
- Local stakeholders and community groups were asked to help raise awareness of the survey
- Promoted the survey via online social media platforms which appeal to different age ranges
- Officers conducted two 'town hall' virtual meetings with local businesses, stakeholders, and residents to present the three possible schemes and hear feedback.
- Officer held several drop-in sessions and on street surveys across the entire route during the consultation period

Stakeholders

Several meetings were held during the consultation period in response to the emails that were sent out asking organisation and groups to get involved and some groups responded to letters and social media and others found out via third party groups spreading the word. The meetings that were held included:

- First West of England
- Stagecoach
- Bristol Cycle Campaign
- City Centre revitalisation board
- University of Bristol
- WECIL/BPAC group
- City Centre BID / Park Street Traders
- Secondary meeting with Michael Potts and other Park Street traders
- Bridewell Police Station
- Business West (held after consultation deadline)
- Royal West of England Academy
- Redcliffe and Temple Business Improvement District

Written feedback was received from 8 larger stakeholders who cover a citywide remit and 15 from local stakeholders commenting on a certain section of the route. Responses were also received from the Conservative group, Hengrove and Whitchurch Park councillors, Knowle councillors, Westbury on Trym and Henleaze councillor and 13 questions were posed at councillors' questions.

Survey

A total of 2206 completed responses have been captured using the Virtual Engage platform over the consultation period. 968 respondents provided an email address and the total number questions

answered by all respondents was 19.54k. The most popular section was covered Park Street, Henleaze Road and Southmead Road.

North area

This broken into 8 sections:

- Crow Lane and Henbury Road junction – 57% (79 responses) agreed and strongly agreed with the proposed changes
- Crow Lane
- Knole Lane /Crow Lane
- Southmead Road
- Henleaze Road (to Eastfield Terrace)
- Henleaze Road (Holmes Grove)
- North View and Parrys Lane
- Whiteladies Road / The Downs junction

The roads that received the most responses in this area were:

- Henleaze Road (Holmes Grove) – 480 responses and 64% disagree and strongly disagree with the proposals to close Holmes Grove for a new bus stop and close Henleaze Gardens for a dropped kerb
- Southmead Road - 448 responses and 63% disagree and strongly disagree with the proposal to put in bus lane, close Lake Road and add a new shared path near Lake Road.

Central area

This is broken into 7 sections:

- Queens Road
- Triangle
- Park Street – main proposal
- Park Street – alternative options
- College Green
- Victoria Street / Bristol Bridge
- Victoria Street

The roads that received the most responses in this area were:

- Park Street – 456 responses and 49% disagree and strongly disagree and 45% agree and strongly agree with the overall proposals to close Park Street Avenue, widen the footway on east side, remove parking on west side and implement bus gates at either end with access from St Georges Road.
- Triangle – 389 responses and 52% agree and strongly agree and 40% disagree and strongly disagree with the proposals to put in a new cycle lane from Queens Road joining the triangle to top of Park Street, bus gate at the top of Park Street, close Berkeley Avenue and put in a new bus stop at the top of Jacobs Wells Road.

South area

This is broken into 7 sections:

- Three Lamps junction
- St John's Lane
- Bayham Road
- Redcatch Park through to Broad Walk
- Woodbridge Road
- Wootton Park / Wells Road and West Town Lane /A37 junctions
- Hengrove Lane
- West Town Lane
- Bus Lanes

The roads that received the most responses in this area were:

- Bayham Road – 329 responses and 64% disagreed and strongly disagreed with the proposals to implement new one way and no entry roads to create a new quiet cycle way on Bayham Road
- Three lamps junction – 257 responses and 41% agree and strongly agree and 46% disagree and strongly disagree with the proposals to remove Bellevue Road junction and signalise access from the A4 to A37.

Emails, phone calls and letters

During the consultation process the team offered ways for people to contact the council outside of the survey and this was via email and phone calls. The team received 233 emails, 18 phone calls and 17 letters.

Petition

A petition was received from residents in South Bristol which asked for the consultation to be revised which considers the concerns of local community and which includes better quality information and ran from 19 January 2022 to 28 January 2022 and was signed by 228 people.

2. Background

Over the last 10 years we have made changes to the road network to improve bus journey times and to encourage more walking and cycling. With the climate emergency and 2030 carbon neutral targets we need to propose radical changes to the road network that will make real differences to transform bus travel and encourage walking and cycling.

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 work 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. COVID-19 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.

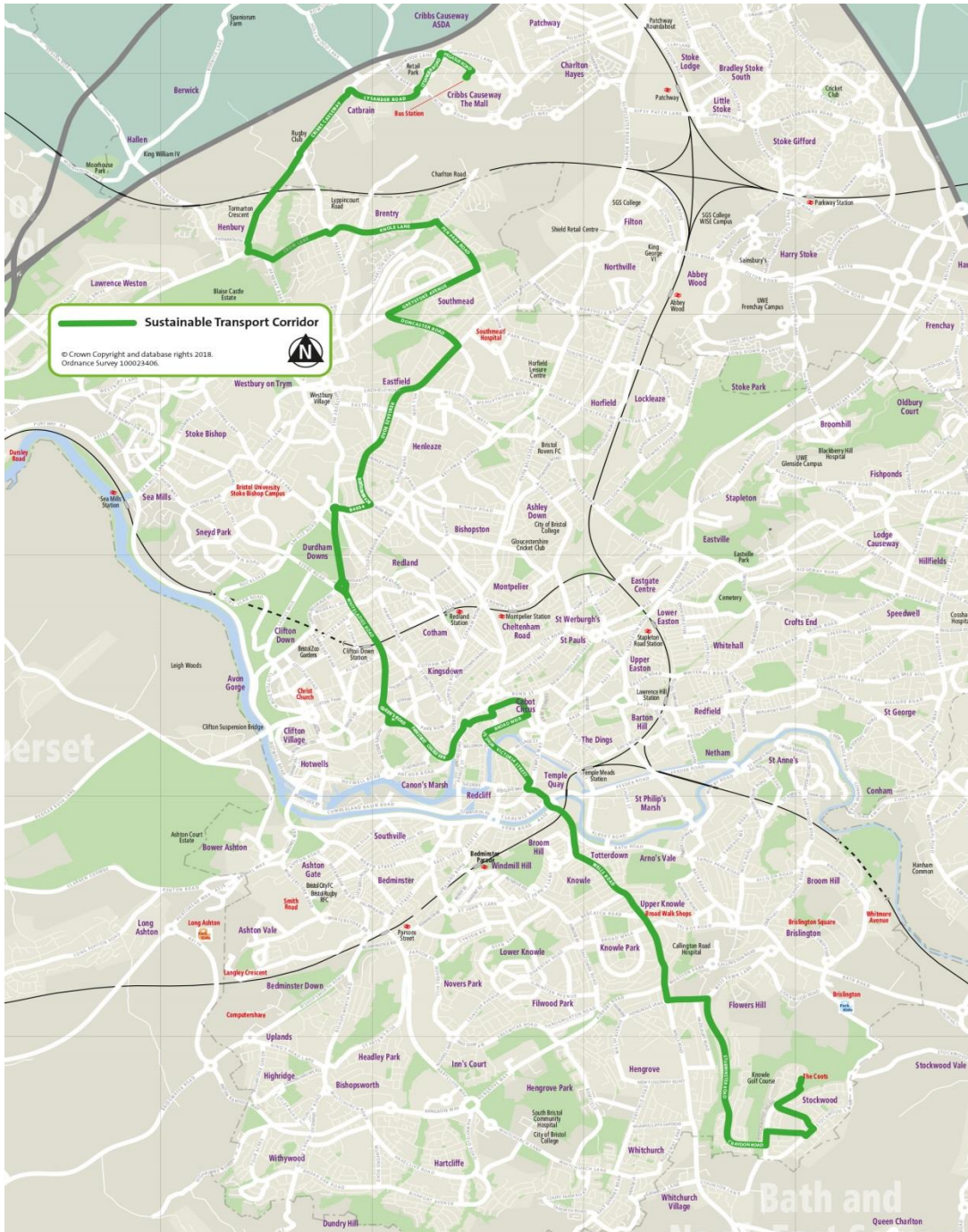
2.1 Number 2 bus route

The route starts in Cribbs Causeway and travels through Henbury, Southmead and Westbury and heads south on the A4018 down Park Street and into Cabot Circus. It passes Temple Meads and travels along the A37 through Windmill Hill, Knowle and Hengrove finishing in Stockwood.

Transport proposals to this route will also benefit the number 1, 3 and 4 bus services that use part of this route.

The scheme looks 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.

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



2.2 Early Engagement

In July to September 2020 the council conducted early engagement in partnership with West of England Combined Authority (WECA) 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 public through the survey, mapping tool, emails, and phone calls.

The main themes from the early engagement were:

- Nearly 80% of respondents agreed 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 the transport corridor and were closely followed by clean air and places to walk and cycle.
- 60% of respondents felt bus priorities to speed up journey times were very and fairly important.

The main feedback from stakeholders, local businesses and the public were:

- 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 e.g., Airport Road / A37, West Town Lane and A37
- Where there are multi traffic lanes reallocate road space to walking, cycling and buses e.g., Triangle gyratory, Bath Bridges and Whiteladies / Westbury Road junction

Stakeholders

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.

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.

This early engagement feedback has been used to develop more detailed designs for each section of the route (south, central, and north) which have been used in this public consultation.

2.3 Objectives of consultation and communications

The main aim of the consultation process was to:

- seek views from key stakeholders on the proposals
- seek views from local businesses, local people living and working along and near the bus route
- continue constructive dialogue and create an environment where people can be involved throughout the process of design and implementation
- create a good understanding of the possible proposals and any benefits amongst stakeholders, local businesses, local people, and commuters
- demonstrate that the council is prioritising sustainable transport options to help Bristol become a sustainable city with a low impact on our planet, clean air, and a healthy environment for all

To achieve these objectives, the team agreed upon key messages such as:

- Bristol City Council is committed to working with local people and partners to improve sustainable transport across the city.
- 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.
- Part of this route has seen improvements around Bristol Bridge.
- During the consultation the council also asked about transport proposals for Park Row which are particularly relevant to the central section of this project, so it was agreed to direct people to both consultations so they could consider them in conjunction.
- The council have also introduced active travel measures during COVID-19 aimed at making it easier for people to choose to walk and cycle
- The council have been talking to businesses, local people living and working along the route to get early thoughts on what works well, what could change and how people would like to be able to travel. This feedback helped to produce the proposals discussed in the consultation.

The target audiences for this project include stakeholders such as:

- Bristol City Council ward members, Members of Parliament
- South Gloucestershire Council and West of England Combined Authority
- Hospitals, care homes, emergency services
- Educational facilities such as the University, colleges, and local schools
- Business Improvement Districts, Business West and local businesses and traders
- Transport Operators
- Transport campaign groups
- Equality groups
- Local people who live on the bus route or on side roads
- Local resident associations, faith, and community groups
- People working on the route
- People who visit local places on the route
- Commuter along the route

3. Consultation Process

It was agreed the team would hold a consultation process from 29 November 2021 until 28 January 2022 and it was for 8 weeks rather than the normal 6 week period as this covered the Christmas

period. The consultation covered proposals for the entire transport corridor, but due to the length of the corridor the consultation was broken down into 3 sections known as the north, central and south sections.

Each section had general transport improvements proposals across the entire route which were explained at the start of each booklet and included:

- upgrade of bus stops
- floating bus stops
- continuous footways
- improvements of crossing where possible
- 24 hour bus lanes
- Build out at junctions
- Cycle route marked on the road

North section

This starts on the South Gloucestershire boundary on Station Road, along Crow Lane and Knole Lane, through Southmead Road, onto Henleaze Road, over the Downs and onto Whiteladies Road by Tyndall's Park Road (map shown in section - 5.1.1).

Central section

This starts at the bottom of Whiteladies Road, down Park Street through Cabot Circus, over Bristol Bridge, along Victoria Street, past Temple Meads and onto the Bath Bridges

South section

This starts at the Three lamps junction on the A37 and follows the Wells Road through Knowle, past Airport Road onto West Town Lane and into Sturminster Road, as well as some improvements in the Stockwood area

This section also had proposals included for 24 hour bus lanes that continued from the West Town Lane junction along the A37 to the boundary with Bath and North East Somerset.

3.1 Consultation Survey

It was important that people and stakeholders had an opportunity to comment on the proposals along all sections of the route or to only comment on the sections that took their interest. To facilitate this (as noted) above the corridor was split into three sections and each section was broken into locations along the route.

In the north area there are 8 sections covering the following locations:

- Crow Lane and Henbury Road junction
- Crow Lane
- Knole Lane /Crow Lane
- Southmead Road
- Henleaze Road (to Eastfield Terrace)
- Henleaze Road (Holmes Grove)
- North View and Parrys Lane

- Whiteladies Road / The Downs junction

In the central area there are 7 sections covering the following locations:

- Queens Road
- Triangle
- Park Street – main proposal
- Park Street – alternative options
- College Green
- Victoria Street / Bristol Bridge
- Victoria Street

In the south area there are 9 sections covering the following locations:

- Three Lamps junction
- St John’s Lane
- Bayham Road
- Redcatch Park through to Broad Walk
- Woodbridge Road
- Wootton Park / Wells Road and West Town Lane /A37 junctions
- Hengrove Lane
- West Town Lane
- Bus Lanes

For each location the format of the survey followed a simple design:

- the proposal with a key showing the proposed changes,
- supporting text outlining what we are proposing and why we are proposing this
- followed by questions.

The questions included *“to what extent do you agree or disagree with the proposed transport changes to”* and would be specific to the location shown in the image. There was also a free text question where the survey noted *“if you would like to tell us why you agree or disagree, or if you would like to suggest any changes to the proposals, please do so using the textbox below”*.

In the central and south areas there were questions that followed a different format. In the central area the Park Street location showed an image of the main proposal with supporting text as outlined above but the questions were slightly different. After the agree or disagree question the survey asked people to *“tell us how important to you each of the following proposed transport changes for Park Street are”* and then listed eight bullet points which covered different parts of the proposal. This was followed by alternative options for Park Street which were presented using red and green arrows on a map showing the possible proposals outlining the pros and cons of the alternative options followed by a question that asks, *“please tell us whether you prefer the main proposal to install a bus gate at the top of Park Street or one of the alternative options”*.

In the south area the Hengrove Lane location showed an image of the area outlined in pink and noted that this is area where the survey is seeking views about traffic flow and possible solutions. The supporting text provided some possible ideas and followed these with the question “*we are asking for suggestions on how to reduce rat running, speeding traffic and congestion on these residential roads*”.

Additional public realm images were used to help illustrate some of the more ambitious proposals in the central area and alternative traffic flow diagrams were also provided to help people understand the proposed new traffic movements. These are all available in section 5.2.1 under the central area.

As the team are keen to receive feedback from people with as wide a variety of views and needs as possible in Bristol the survey included the following ‘About You’ questions (refer to section 5.4.1 for a full list of questions and responses). These help to ensure that no-one is discriminated against unlawfully and all questions are optional, and people did not have to answer them if they preferred not to.

3.2 Virtual platform

Following on from the success of the virtual exhibition in the early engagement exercise the team felt it was appropriate to use the same platform to showcase the transport proposals, so the online platform was again a virtual exhibition hosted by Arups and was situated on the Travelwest website.

When you first click onto the link there was an introduction to the site explaining how to navigate around the site and a key showing you what each icon meant. Once you had read the instructions you would click onto the continue button and enter the virtual exhibition. You would first see an image on the virtual wall that played a video talking you through the project and explaining how the site worked and what you would see. There was a virtual desk in front of that wall where you would click on an icon and fill in the ‘About You’ questions. Once you had completed those you would move around the virtual room and see three more displays on the wall. Each display board covers the three areas with maps showing the user the route with icons on each location. The user could select the location they were interested in, and a pop up window would appear with the image showing the proposals, the supporting text, and the questions down the right hand side. Once you had completed the questions you could close the window and move onto the next location where you wanted to see more details.

The platform was designed so that the user could look at each area and choose which location or locations they wished to comment on rather than a more traditional survey. Traditional surveys follow a rigid structure where the user would have to scroll past all the areas to get to where they wanted to look. The traditional approach was more likely to see a lower number of responses than this virtual exhibition as it was more convenient to the user and allowed them to tailor it to their area of interest.

The survey was hosted on the Travelwest page and on the consultation hub on the council website and had a shortened link of www.bristol.gov.uk/a37a4018.

3.3 Consumables

The team produced different products to support the consultation process and agreed on a survey as the best way to collate views from the community. The products included the survey in the form of 3 booklets (one for each area) with a freepost envelope, leaflet, postcards, business cards and posters. All the information was provided online and was compatible with word reader software.

Below are images of the business card, poster, and leaflet:

The image displays three pieces of consultation material for the number 2 bus route improvements:

- Business Card (Left):** Titled "Consultation on improvements to the number 2 bus route (A37/A4018)". It includes the website www.travelwest.info/A37A4018 and a deadline to comment by 28 January 2022. It also provides contact information for a paper copy of the survey: A37/A4018 Transport Engagement, PO BOX 3399, 100 Temple Street, Bristol, BS1 9NE. Contact details include transport.engagement@bristol.gov.uk and the phone number 0117 903 6449.
- Poster (Middle):** Features the title "Consultation on improvements to the number 2 bus route (A37/A4018)" and "Have your say". It states that Bristol City Council is asking for views on proposed improvements along the A37/A4018 following the number 2 bus route. It includes the same website and deadline as the business card, along with contact information for a paper copy.
- Leaflet (Right):** A detailed document titled "Have your say" and "Improvements to the number 2 bus route (A37 / A4018)". It is divided into sections:
 - 2- Central section:** Lists proposed improvements such as new bus lanes, cycle lanes, and pedestrian crossings.
 - 3- South section:** Lists improvements like new bus lanes, cycle lanes, and pedestrian crossings.
 - 1- North section:** Lists improvements like new bus lanes, cycle lanes, and pedestrian crossings.
 The leaflet also includes a map of the route, a list of proposed improvements across all sections, and a "Why we are making changes" section.

The survey was designed to capture views from residents, businesses and anyone who uses the bus route to help get people to have their say on their section of the route and whether they agree with it and to provide any free text comments. The paper copy of the survey was designed in the form of three booklets to cover each area.

Each booklet was split into the following sections:

1. Introduction – why are we making changes (included a map of the bus route and the relevant section)
2. Sections of the route – image of proposal with supporting text and the survey questions
3. ‘About you’ questions

The team also produced posters specifically for First West of England so that they could put them up in the buses to encourage bus users to get involved. The original plan was to supplement this with the team carrying out the surveys on board with passenger but with covid restrictions in place it was felt this was not possible at this time.

The team also produced laminated versions of the plans for drop in sessions and had five large display boards for the sessions. One of the display boards showed the whole bus route, three showed each section of the route and the fifth showed the Bayham Road cycle route in more detail for the south area. Below are examples of the overall route, the north and the Bayham Road route in the south area:



The team provided different ways for the public to get in touch if anyone had a comment or required a survey in a different format. They could contact the Transport Engagement team on email at

transport.engagement@bristol.gov.uk, by phone 0117 9036449 or by writing to: A37/A4018, Transport Engagement Team, PO BOX 3399, 100 Temple Street, Bristol, BS1 9NE.

3.4 Communication plan

The communication channels used for the consultation included a press release, social media accounts, letters to residents, posters on street, emails and toolkits to stakeholders, articles in local newsletters and to local schools, mailing lists such as NextDoor and Ask Bristol and an update in the mayor's blog.

The toolkit sent to city partners, industry groups, transport user groups, emergency services, equality groups and stakeholders are for them to help publicise the consultation via their networks.

The team also worked with partners such as First Bus, ward members, cycling and walking groups and local schools to spread the word and held briefings for ward members prior to the consultation going live.

The online survey had a shortened link www.bristol.gov.uk/A37A4018 that was promoted and publicised through social media channels and newsletters. To ensure those who do not have online access were also included the team produced paper copies of the products.

A social media plan was created which included images of the consultation and text for use in communications and web friendly copy for website, Facebook posts, Twitter and copy for newsletters that were used for local organisations. These social media posts were also promoted by the Travelwest, Betterbybike and other transport social media accounts. A press release was circulated to local news outlets which announced the proposals under consideration.

3.5 Face to face engagement and promotion

The team carried out a variety of engagement approaches which included drop-in sessions, door knocking for businesses, on street surveys and virtual meetings.

Drop in sessions

The team arranged drop-in sessions covering all three areas of the route. People could register for these via Eventbrite where tickets could be booked for each session. The sessions were 2 hours in length and had around 2 to 3 officers in attendance who were on hand to answer any questions from those who came and provide information in the form of leaflets and paper copies of the survey. These were advertised online and via social media and mentioned in the letters sent out to residents and businesses in the areas.

At each session the team had large display boards with images of the whole bus route and an enlarged map of each area so that people had a choice of products to look at.

Door knocking

The team also carried out door knocking of businesses and traders on Park Street, Queens Road, the Triangle and College Green. Team members spoke to each business to explain the proposals for Park Street as there was confusion as to what the proposals were as discovered at local stakeholder meetings.

On Street events

The team have a trike which can act as a centre piece for engagement events. You can put consultation material on the trike and use the back end to store leaflets etc. The team carried out pop up on street events in areas of high footfall such as Broad walk shopping centre, Clifton Down shopping centre and on Park Street / College Green.

Virtual meetings

Two 'town hall' style virtual meetings were organised. The first on 20 December 2021 and the second was on 6 January 2022 both in the evenings. People were invited by letter and by social media invites and asked to pre-register by email so the team knew how many were attending and could manage numbers in terms of break out rooms.

The meeting format included an introduction followed by a presentation covering the scheme so far and explaining the proposals for each section. The attendees were then split into break out rooms to allow individuals the time and space to express their opinions and ask questions.

3.6 Stakeholders

An email was sent to citywide stakeholders and local stakeholder groups and letters were sent to those directly impacted by the proposals to ensure everyone knew about the consultation and could have a say.

Emails with details of the consultation and inviting comment were also sent to over 100 key stakeholders such as:

- emergency service providers
- equality groups
- transport operators
- transport board members
- educational institutions
- refuse firms
- faith groups
- voluntary and community sector groups
- energy, water, and telecommunication providers

3.7 Seldom heard communities

Traditionally the younger population, those from ethnic minority groups and those living in the most deprived wards are often seldom heard from. To ensure those groups and those living close to the bus route and proposed road closures were aware of the consultation process the team sent out letters to local properties in the areas. Social media posts also targeted this area and encouraged people to respond. The stakeholders contacted at the beginning and during this engagement also

represented many groups within the community and were asked to help encourage and engage members to have a say.

The council is very aware that not everyone has access to online resources which is why the team put up posters in the local streets to advertise the consultation and provided contact details in different forms. On all the paper and online copies of the consultation products the team provided a phone number which had an answerphone function. People could call and leave a message asking a question, asking for the material in a different format or leave 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 appointments and virtual meetings to allow people to speak to the team if they had any questions and queries.

4. Results

The following section will detail the results from the drop in sessions, two virtual meetings, stakeholders, and the survey.

4.1 Drop in sessions

Drop in sessions attended by officers were held in all three areas.

The nine sessions in the north are detailed below:

Wed 8 Dec 2021	2 to 4pm	Clifton Down Shopping Centre
Sat 11 Dec 2021	10 to 12 noon	Clifton Down Shopping centre
Tues 4 Jan 2022	5 to 7pm	Newman Hall, Westbury
Tues 11 Jan 2022	5:15pm-7:15pm*	Southmead Library
Wed 12 Jan 2022	2 to 4pm	Newman Hall, Westbury
Thurs 13 Jan 2022	10am-12pm*	Southmead Library
Tues 18 Jan 2022	10 to 12 noon	Henbury Library
Thurs 20 Jan 2022	5.15 to 7.15pm	Henbury Library
Thurs 27 Jan 2022	5.30 to 7.30pm	Henleaze Library

Over 200 people attended these sessions and key themes were:

Theme	Summary of comments
Park Street	Most people felt Park Street would be good once they understood you can still get access.
North View	People were not sure about the shared path for peds and cyclists but happy about the street not being closed
Road closures	Most comments were from residents who were concerned about local road closures and wanted to understand the rationale behind the suggestions.

Lake Road	Comments were made about the closure of Lake Road and the parking issue by the lake itself particularly in the summer months.
South Gloucestershire boundary	Few people commented about the development happening in South Glos and how that would negatively affect the Bristol roads and number 2 bus route.
Dual carriageway	There were concerns about the reduction to a single carriageway way from a dual carriageway although the new crossings were supported.

The three drop-in sessions in the Central area are detailed below:

Wed 5 Jan 2022	10am to 12 noon	City Hall Foyer
Fri 7 Jan 2022	2pm to 4pm	City Hall Foyer
Mon 24 Jan 2022	2 to 4pm	City Hall Foyer

Approximately 10 people attended these sessions. The team knew numbers would be lower so took the opportunity to go door to door with the on Park Street, Queens Road and on the Triangle. The key themes from the business door knocking and the drop in sessions were:

Theme	Summary of comments
Park Street	Mixed views from traders and most thought the proposal was to pedestrianise the street which is not correct. Once that was explained some relaxed about the proposal and were keen to understand how the employees could get access and how deliveries could be made.
Road closures	Spoke to residents in Charlotte Street and St Georges Road who supported the proposals but wanted to understand how they would get access to their homes.

The eight drop-in sessions in the South area are detailed below:

Thurs 9 Dec 2021	10 to 12 noon	Christ Church, Hengrove (church hall)
Mon 13 Dec 2021	5 to 7pm	Christ Church, Hengrove (church building)
Tues 14 Dec 2021	2 to 4pm	Broadwalk Shopping Centre
Thurs 6 Jan 2022 *	10am to 12 noon	Imperial Sports Ground
Fri 14 Jan 2022	5pm-7pm	Stockwood Free Church
Sat 22 Jan 2022	10 to 12 noon	Broadwalk Shopping Centre
Tues 25 Jan 2022	5 to 7pm	Whitchurch Village Community Centre
Wed 26 Jan 2022	2 to 4pm	Whitchurch Village Community Centre

Over 200 people attended these sessions and key themes were:

Theme	Summary of comments
West Town Lane junction	Main issue was the banned left turn from WTL into A37 Wells Road and the unintended consequence of sending traffic down Hazelbury road and Mowbray Roads.
Bayham Road cycle route	Concern about the impact on Norton / Calcott one-way and Redcatch park cycle path.
24 hr bus lanes	Concern about parking and congestion if 24 hr bus lanes brought in.
515 bus service	If the WTL left turn ban is introduced where will the 515 bus service be diverted?

4.2 Stakeholders

Several meetings were held during the consultation period in response to the emails that were sent out asking organisation and groups to get involved and have a say and some groups responded to letters and social media and others found out via third party groups spreading the word. The meetings that were held included:

- Bristol Cycle Campaign
- City Centre revitalisation board
- University of Bristol
- WECIL/BPAC group
- City Centre BID / Park Street Traders
- Secondary meeting with Michael Potts and other Park Street traders
- Bridewell Police Station
- Business West (held after consultation deadline)
- Royal West of England Academy
- Redcliffe and Temple Business Improvement District

Below is a table that summarises the feedback from citywide stakeholders (copies of the full submissions are available on request):

Citywide Stakeholders	Feedback summary
First West of England	<p>The submission notes: this to be welcomed and will provide improvements to the route 2 and 2a. Significant actions has already been taken by the council to improve priority for buses including Bristol Bridge and Baldwin Street closure to through traffic and the northbound bus lane on The Haymarket. It is clear some compromises have been made in the proposals such as Queens Road public realm and an off road cycle lane on Victoria Street in place of a bus lane. However, understand that the needs of active travel also need to be met. Parking in bus lanes is a major issue that slows buses and must not be forgotten.</p> <p>North section – supportive of changes proposed but have noted that buses get stuck across Southmead Road at the mini roundabout junction with Wellington Hill with cars to the offside due to a kerb build out to the nearside. Buses can also lose time on Henleaze Road due to parked cars and not clear if this is being dealt with. Be keen to know what is proposed for North View as this can also be a pinch point. Would like extension of times to bus lanes on Whiteladies Road.</p>

	<p>Central section - supportive of changes and feel Park Street and College Green are the most important changes. There are lot of conflicting movement on Broad Quay and feel it would be worth investigating the extension of the bus lane beyond the junction as far as bus stop C7 to bolster the proposed bus gate scheme. The proposed scheme does not include Temple Meads / Temple Gate area so this will continue to be a bottleneck on the route.</p> <p>South section – supportive of changes and want all bus lanes to be converted to 24 hour bus lanes.</p>
Stagecoach	<p>Stagecoach is not the main operator in Bristol but aside from some minor technical concerns around are very complementary about the proposals:</p> <p>"We wish nevertheless to record our support in principle for this quite ambitious scheme. It well demonstrates a very high level of City Council commitment to putting bus at the very heart of the future mobility offer for the city, and the intent to support a continuation of the impressive increase in bus patronage that as being recorded in the City prior to COVID. Very importantly, the mayor’s ambition to double bus patronage in the City by 2030 as well as the objectives of the West of England Combined Authority and North Somerset Council Joint Bus Services Improvement Plan, certainly requires the scale and ambition exemplified by the current proposals, if it is to be achieved"</p> <p>They detailed a few stand out characteristics such as a comprehensive set of proposals that align with the whole route corridor and bold proposals such as Park Street bus gates and on the Wells Road. They like that the proposals position the bus above private car use and achieve a balance between improving conditions for active travel in places where there is not enough space to provide full segregation for cycles and improve journey times for buses.</p>
Bristol Cycling Campaign	<p>Bristol Cycling Campaign believes that this scheme does not meet the stated aims or technical requirements, because the cycling elements are fragmented and, in many sections, completely missing. Most of the proposed changes in the central area are of good quality design and will make a real positive change to cycling in that area. We strongly support these proposals from Clifton Triangle to Victoria Street....but in the northern and southern sections the cycling provision is discontinuous, sometimes poor quality and often missing altogether. We urge Bristol City Council to re-think the proposals, increase the level of ambition, and enable people of all ages and abilities to make a safe, convenient, and sustainable journey all the way from where they live to where they’re going. Do the good bits, fill the gaps and do much more?</p> <p>Cite large response in engagement for safer cycling facilities and state except for some excellent proposals in the central area (Clifton Triangle and Victoria Street), the proposals are overwhelmingly limited to bus improvements, or indeed no changes at all. Express concern that the scheme does not adhere to LTN1/20 guidance and quotes the delivery standards laid out by the CRSTS funding. Given the lack of compliance with quality standards and policy, it is highly possible that the West of England Combined Authority will refuse to fund this scheme as consulted. Bristol Cycling also provided a detailed design audit of the scheme.</p>
Bristol Civic Society	<p>This scheme is important because it is the first of the programme of arterial route schemes. It is the first time we can see the reality of what is proposed on an</p>

	<p>arterial route. Bolder interventions could have been presented as options, and the engagement could have facilitated a richer, more informed discussion.</p> <p>Design compromises can be down to practical constraints or political choices. There is no explanation of the design compromises that have been made, but it seems clear that in this case, some compromises have been a political choice, using the argument ‘why propose something that will not be accepted by enough people?’ This seems short-sighted as the designs do not appear to deliver on the objectives. Where choices are the result of technical judgement of officers, it would be helpful to explain why these bolder choices are not possible.</p> <p>Walking: there are some welcome changes, especially the public realm changes near the Victoria Rooms. But there are two major exceptions – at the Triangle where you could pedestrianize Queens Road, and nothing is proposed on the Bath Road leading up to Three Lamps junction where there are high flows of pedestrians and cyclists.</p> <p>Cycling: there are some very good proposals in the city centre, but outside the city centre there are large gaps in provision. A quiet route parallel to part of the A37 is offered, but the draft designs do not show any alternative route to the north. The proposals are insufficient to encourage less confident cyclists to switch mode. The council needs to be clearer on what it will be able to deliver to enable all-ages cycling – not just on this route, but across Bristol.</p> <p>Buses: there are some good proposals in the city centre, especially the bus gate on Park Street. Away from the city centre, there are some significant gaps in bus lanes and there are doubts that the changes are enough to transform the provision. Buses will be freed up on some parts of the route, but not much outside the city centre. Good bus infrastructure that allows free passage, faster journeys, and more reliability is crucial to a viable and popular bus service. The proposals should attract more passengers, but it is questionable whether the changes are enough to encourage a significant switch to bus travel.</p> <p>Private motor traffic: judgements must be made about whether each potential design intervention would excessively impede the flow of private motor traffic. In the city centre, bold decisions have been made, including bus gates at Baldwin Street and Bristol Bridge, and proposed at Park Street. Outside the city centre, we suggest that bolder interventions, including removing car parking spaces, as in some other cities, could have been presented as options, as part of a ‘decide and provide’ approach, not the conventional ‘predict and provide’ approach.</p>
<p>Bristol Walking Alliance</p>	<p>Bristol Walking Alliance is pleased to see and support a significant number of improvements to the walking environment proposed for the A37 / A4018 (number 2 bus route).</p> <p>They support these general improvements along the route such as</p> <ul style="list-style-type: none"> • Upgrade of drop kerbs at junctions • Upgrade of bus stops • Improvement of crossings where possible • Continuous footways • Build outs at junctions • Narrowed junctions and crossings

	<p>They welcome:</p> <ul style="list-style-type: none"> • Removal of through traffic from Park Street – support the bus gate option • Wider footways connecting College Green to the Centre • New signal-controlled crossings of Wells Road and Southmead Road • Pedestrian improvements along Victoria Street • More public space near the Victoria Rooms on Queen’s Road <p>They recommend:</p> <ul style="list-style-type: none"> • Seating as well as street trees are included in enlarged footway spaces. • Pedestrian crossing lights have increased responsiveness to pedestrian crossing requests. <p>The BWA provided technical feedback on the route outlining what they support and where improvements can be made and highlighted 4 major concerns:</p> <ul style="list-style-type: none"> - Lack of improvement on the route between Temple Meads and Three Lamps - Inadequate footway widths on sections of Queens Road and Triangle - Object to staging of pedestrian crossing at Wells Road and St John's Lane - Path on Downs alongside Westbury Road: Does not want it to become shared use in accordance with agreements with the Downs Committee
Business West	<p>Business West Chambers of Commerce & Initiative is the main business representation and leadership organisation for the West of England, supporting 22,000 individual businesses across the wider region. The functioning of Bristol’s transport system has long been a concern for the businesses that are based in the city and the city region. Strongly welcome the creation of better city region transport governance, and the enhanced focus from Bristol and the other West of England authorities on the investments and changes needed to improve the functioning of our transport system, to support modal shift and the region’s ambition for achieving net zero and tackling climate change.</p> <p>We require an evidence base and wider context approach within a proper plan and strategy. Traffic engineering seems to dominate the design and implementation of schemes, without sufficient supportive evidence about transport impacts and interconnected issues for Bristol’s broader economic and urban planning context.</p> <p>The consultation provides clear details of the scheme proposals but provides no background context in terms of the benefits to different groups of transport users, wider economic and place benefits, and potential benefits and impacts on businesses. It is evident that there will be significant impacts on businesses, in terms of access to premises, and wider accessibility for customers, employees and visitors. It will be critical to address these issues to ensure the success of the scheme.</p> <p>It would be useful to understand how the planned scheme fits into a longer-term programme of transport improvements, how they contribute to stated objectives and how these will influence transport behaviours and journeys. It would also be helpful to understand if any modelling and impact assessment has already been undertaken, to understand the forecast impacts on travel behaviour and modal shift, and re-assignment onto other routes and potential congestion impacts. This will be critical to the strategic case, economic case, and deliverability of the</p>

	<p>scheme, all of which will need to be addressed in the business case to secure funding.</p> <p>The scheme proposals are strongly led by issues of traffic engineering, road layouts and enhanced infrastructure for bus and cycling uses. These are all important issues. But they do not address the issue of how the city works, and how these measures will support the economic health of places along the corridor and their broader role in the economic functioning of the city. There is an assumption, in places, that road access can be constrained and that the economic function of the city and individual area will carry on as normal – with minor adjustments to behaviour, but with no negative impacts on visitor numbers, retail footfall or the local business ecosystem.</p> <p>We are encouraged by the efforts made by BCC and WECA outlining this proposal, which shows creativity with commitment to active travel for our city. However, we believe that it is essential to set and monitor the specific and measurable objectives that this improvement aims to achieve; otherwise, it might fail to contribute to the most needed transport behavioural shift.</p>
Cycling works Bristol	<p>CyclingWorks Bristol have been working to build support amongst employers in our region for steps to make commuting by bike safer & easier. The initiative is currently supported by 48 regional employers, who employ a total of 30K people in our area.</p> <p>Whilst it may be considered efficient to roll together a project combining buses, cycling & walking to facilitate a mode shift for people who are traveling along this corridor running from N to S across the city, it risks compromising the outcome for all modes.</p> <p>Within WECA’s LCWIP, the Southern section of bus route 2 is described as Cycling route Bristol 5, following the Bayham Road Quietway & Filwood Greenway and Bristol 5 Variant (along the A37). The complete lack of provision on the A37 (LCWIP Bristol 5 Variant) is questioned. Northern section of the bus route is described as LCWIP Cycling route Bristol 1, following Park St & Whiteladies Rd, neither of which include the provision of continuous, protected bike lanes. In conclusion a continuous corridor approach has not been applied to the described cycling provision, rather occasional interventions have been proposed intermittently along the route.</p> <p>It is good to see the proposals for Victoria Street, also on a short section of Sturminster Road (both kerbs protected bike lane), on Queens Road (road reallocation to public realm space), and on the Downs parallel to Westbury Rd (dedicated new bike path), but clearly this does not deliver continuous protection for cyclists, we particularly question:</p> <ul style="list-style-type: none"> • No changes to the shared paths of Temple Gate or Bath Bridge • A cessation of dedicated bike lane at College Green, despite Park St proposed to be bus gated • No dedicated provision for cyclists along Whiteladies Rd <p>Setting aside the fact that the design fails to meet the criteria of coherence and directness, there are specific key junction locations which patently fall short of the required safety standards:</p>

	<ul style="list-style-type: none"> • Wells Rd (A37) at St Johns Lane on/off the Bayham Road route deviation • Three Lamps Junction (A37/A4) • The Downs Gyratory (A4018) <p>Non-compliance to LTN 1/20 will inevitably lead to challenges and delays through the planning approval stages, if not rectified before submission to Active Travel England.</p>
Friends of Suburban Bristol Railways (FoSBR)	<p>FoSBR sees rail as the essential core of an integrated transport network. Therefore, very disappointed to see that no consideration has been given to improving integration between bus and rail services in this scheme.</p> <p>The A4018/A37 route passes close to two important train stations, at Clifton Down and Bristol Temple Meads, and a proposed new station at Henbury. It seems that the design process has completely ignored the possibility of improving interchange at Clifton Down, or of providing for it at Henbury. Bus/rail interchange at Bristol Temple Meads is also very poor. This problem has not been resolved in the recent Temple Meads master planning exercise.</p>

4.2 Localised Stakeholder feedback

Some stakeholders are area based and submitted their feedback detailing the concerns, issues, and support by area. Others who attended meetings submitted feedback once they had a chance to look at the proposals in more detail.

North area groups

Local Stakeholder	Summary of comments
Downs Committee	<p>The following points were raised by committee members:</p> <ol style="list-style-type: none"> 1. When closing Roman Road to traffic and making it pedestrian / cycle only, the committee will still require heavy vehicle access to the water tower event space. The proposed new path parallel to the A4018 may need to be crossed by vehicles as part of events, this needs further investigation. 2. The path will need to have good drainage as this is an area of the Downs with flooding issues. It should not shed gravel across the area. 3. There is a strong preference from the committee that the paths be segregated into pedestrian and cycle lanes as per the paths on Stoke Road. 4. There is existing permission for the new path from the committee, granted during discussions of a cycle loop project. This can form part of a potential loop but will not complete it. 5. The plans show the removal of a zebra crossing from the Redland Hill junction. It was confirmed that crossing would be retained. 6. It is hoped the consultation and modelling will provide helpful data on feasibility of the possibly closing Parrys Lane and the impact on White Tree roundabout 7. Officers may wish to consider a no right turn for incoming traffic into Parry's Lane to improve flow. The proposed build up for the Parry's Lane entrance may restrict the flow of outbound traffic.

	<p>8. North View has many issues and officers may want to consider a targeted consultation on residents. Bus priority is needed but is hard to implement.</p> <p>9. Officers are encouraged to consult with the developers of St Christopher’s School to see if they can be involved in any infrastructure projects. The damaged footpath on Westbury Park and Claypit Road was mooted as a possibility.</p>
Henleaze Society	<p>The society have profound concern over certain changes which will affect streets in The Groves area of Henleaze: namely Henley, Holmes, Lawrence, and Owen. The plans show a proposal to block Holmes Grove at the entrance to Henleaze Road. Even if there was sufficient room at the Henleaze Road end for vehicles to turn around, access and egress it would prove extremely difficult for ambulances, fire tenders, delivery vans and refuse collectors.</p> <p>In addition, placing a block entrance at Holmes would increase the amount of traffic along Henley and Lawrence in both directions and therefore probably result in:</p> <ul style="list-style-type: none"> (a) more damage to parked cars, but more importantly, (b) more injuries to pedestrians who frequently walk along Henley & Lawrence to and from Henleaze School and those who walk to the shops on Henleaze Road. <p>Whilst understand the necessity of improving the reliability of the Number 2 & 2a bus, do not understand the need to block Holmes to accommodate a “new, high quality bus shelter” and to provide a “significant area of new and usable public space”. This could still be achieved by re-siting the existing zebra crossing, utilising a section of the extremely wide pavement alongside the rank of shops, and repositioning the zebra opposite Boots.</p>

Central area groups

Local Stakeholder	Summary of comments
Bristol City Centre Business Improvement District	<p>Bristol City Centre BID does not support this proposal in its current form:</p> <p>There is no evidence provided of any benefit that will accrue to the many businesses primarily in the retail, leisure, and hospitality sectors. Whilst there are clearly identified benefits for public transport, for pedestrians and for cyclists, there is no clear economic benefit for the area. There is no evidence provided of how a scheme such as this will benefit a ‘high street’.</p> <p>The most significant concerns are from businesses in the Hospitality or Retail sectors who have clearly articulated their concerns to the council on these proposals. These sectors have already suffered several challenges in recent years. Any proposal to make such a significant change should be clear that it will support the existence of those businesses if the council is serious about maintaining them and their economic benefit, in this area of the city centre.</p> <p>The restrictions to vehicle movements will reduce the level of passing shoppers and effectively cut off Park Street from the rest of the City Centre. This comes at a time when we should be welcoming back visitors to our High Streets and</p>

	<p>developing an area which increases footfall, rather than creating further barriers to trade.</p> <p>BID member survey: Responses from 66 individual companies (70% from Park Street/Queens Road area)</p> <ul style="list-style-type: none"> - 72.73% feel that they would be directly impacted by the proposal - the main concerns are the displacement of traffic causing increases in congestion and pollution in other areas of the centre, access around the centre as a whole and the increase in journey times. Only 3% of respondents feel that they will not be impacted and 22.7% feel that the improvements will have a positive impact on pollution levels these perceptions seem to be in direct conflict with the aims of the proposal: “..improving the transport system as a whole, making it accessible to everyone in Bristol” and “..tackling the problems of pollution and congestion.” - The final question in the survey asked, “Following the release of the full consultation which statement most accurately represents your opinion on the proposal?” 24.24% are in favour of the proposal, 75.76% are against the proposal <p>Following a review of the survey responses we would invite Bristol City Council to give further consideration to the proposal and work with the Bristol City Centre BID and the impacted businesses (particularly those on Park Street/Queens Road) to revise the proposal to the benefit of all parties.</p> <p>we would suggest that further additional consideration be given to the following points:</p> <ul style="list-style-type: none"> • Pedestrian crossings or solutions to allow for easy and safe access to both sides of the street. • Permits for access to business premises to allow for operational access through either bus gates during business hours. • Consultation with strategic partners to discuss the potential challenges regarding anti-social behaviour caused by additional seating areas and open spaces. • Innovative solutions for creating a destination street. <p>We would welcome conversations to further develop a vision for the street which looks to overcome some of the challenges faced by the businesses, particularly with regard to the reduction in footfall and the resulting impact on trade. To this end, we have commissioned a piece of work from a local architectural and design practice to work with businesses on seeking their vision for the future of the area.</p>
<p>Redcliffe and Temple Business Improvement District</p>	<p>Overall, the Redcliffe & Temple BID is supportive of the council’s ambition to improve sustainable transport and improve public realm within the City Centre.</p> <p>The BID supports all the major proposals in the Victoria/Bristol Bridge sections of the project. The BID is concerned that due to the proposed loss of parking that we map out alternative parking for retail businesses on Victoria St. The BID is keen to recognise further public realm improvements where possible.</p>
<p>University of Bristol</p>	<p>As a major institution they have provided detailed comments for the sections where there is a direct impact to the university.</p>

	<p>North View and Parrys Lane – welcome the upgrades at this junction and the new path. The closure of Parry’s Lane will require a diversion of the U1 unibus services via Whitetree roundabout, but they are not concerned by this as the service should be quicker with the other change on the route.</p> <p>Whiteladies Road / The Downs junction – welcomes the new 24 hour outbound bus lane on Whiteladies Road between Wellington Park and York Street.</p> <p>Queens Road – they would like to be involve in the emerging plans with regards the public realm given the context and neighbouring grade II listed buildings. They support the segregated cycle way and junction rearrangement, but they have some concerns and suggestions:</p> <ul style="list-style-type: none"> -lack of extra footway given to eastern side of street -provide more space at new crossing point outside of Beacon House -proposed cycle lane in front of Beacon house reduces space in an area of major congestion -Queens Avenue Bus stop not included in the plans, and they object to its removal and noted that the proposed cycleway would be in direct conflict with the bus stop - concern that no provision for loading bays has been included on Queens Ave for Beacon House -the removed left turn into Whiteladies Road will create long vehicle trips between Students Union building and Richmond building. The University requests that BCC considers a review of the Whiteladies Road/St Paul’s Road/Tyndalls Park Road junction as part of this scheme. -the removal of the current banned right-hand turn from St Paul’s Road into Whiteladies will assist with the above issue, while the removal of the current left-hand turn from Whiteladies Road into Tyndall’s Park Road will open a very much required access route into the Estate for the University’s Unibus U1 bus service. <p>Triangle - requires more dialogue regarding the potential impact for the University’s Clifton Campus (current and planned), from a displaced traffic perspective resulting from the bus gates on Park Street. Supports Triangle South taxi rank and Queens Road segregated cycleway and Berkeley Ave (although travel behaviour will be impacted). The concerns are:</p> <ul style="list-style-type: none"> - Traffic pressure on alternative routes; Park Row and Clifton Campus - Concerned no improvements to footpath or street furniture in front of Will's memorial building - requests this opportunity to review loading arrangements for Wills building and Merchants Venturers building - concerned about footway widths outside of Sainsburys' and requests widening and movement of Bus Stop (with requisite infrastructure) to outside of the bank - Concerned about lack of footway width outside Pret A Manger <p>Park Street - Inter-campus travel will be affected with the proposed arrangement on Park Street. Key concerns include:</p> <ul style="list-style-type: none"> - viability of large vehicles gaining access to their George Street property - how will the Park Row proposals be able to accommodate increased volumes of
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	<p>traffic, increased traffic though Clifton campus and the impact on the University's new public realm scheme.</p> <p>Victoria Street - The University welcomes the new segregated cycle path that will provide improved connectivity between the Clifton Campus and Temple Quarter and Bristol Temple Meads.</p>
<p>Bristol Property Agents Association</p>	<p>BPA requested further engagement and have been contacted by their members (traders, commercial property owners and businesses) who highlighted concerns and impacts regarding the Park Street proposal. BPA calls for a planning brief to sit around these proposals to instruct better the future of property use on Park St. The main concerns are:</p> <ul style="list-style-type: none"> • The impact on traders due to changed flow of passing trade. • Likely effect on visitors from the north of the city who may change their shopping habits to focus on the Cribbs Causeway area once travel to and from Park Street / Queens Road becomes difficult. The area operates independently from Whiteladies Road / Broadmead in the retail market attracting a specific set of traders and occupies a unique position in the retail market which will not be replaced if retail occupier demand for the area falls away. • Lack of alternative parking capacity for visitors – West End car park is often full in normal market conditions. • Sequencing of these proposals with other retail area proposals in the city – Park Street is viewed as a stable and unique trading area that has fared well in comparison to Broadmead during covid, to introduce this very significant change whilst the market recovers could very quickly disrupt the economic recover of the traders in this location. • The impact on potential reuse of vacant buildings and upper parts in this location leading to long term vacancy. • The likely impact on alternative E class use demand for former office buildings from businesses that rely on customers making their own way to the buildings (Clinic, Consulting and Fitness businesses). • The potential impact on demand for the key office buildings in the Queens Road area by changed patterns of demand – whilst currently viable as office buildings many of these large properties are aging and will require significant investment in coming years to meet new environmental legislation from their institutional owners which will not be forthcoming if demand for the office space falls away. This is likely to lead to a net reduction in the availability of office space in the Clifton area further accelerating the decline in office use through Clifton. This is likely to be further affected by the potential relocation of the BBC away from Whiteladies Road. • The general lack of consultation with the commercial landlords in the area and the speed of consultation that these proposals have been subject to. <p>The general improvement of the Queens Road area is welcomed but it is important that the way that this unique area of the city works from an economic and property perspective is fully understood as the proposals will change the way the area develops in the future. The general view of the members was that they would generally lead to the long term loss of both retail and office use in the area.</p>
<p>Bristol Blue Licensed Taxi Association</p>	<p>BBLTA are cautiously supportive of the proposals, however, they wish to negotiate the taxi rank offering which is being worked through. The trade does</p>

	<p>recognise the advantage that the Park Street Bus Gates would give them, however, their main concern is rank allocation.</p> <p>Although the Trade recognises the benefit of the proposed Park St sustainable transport corridor it does object to the closure of Park St Avenue, the removal of the left turn from Canons Road to College Green and the removal of the right turn from Counterslip.</p>
Bridewell Police Station	They were concerned about Bridewell Street proposals; however, we are developing a new design.
Police – Taxi rep	Wanted to understand the proposals. Rank distribution main concern along with the loss of right turn at Counterslip and left turn into College Green. Also concerned about emergency service vehicles being impeded by waiting taxis on narrower Park St.
Brandon Hill Residents Association	<p>Cite that many residents still depend on the car for journeys of further distance – from work to leisure journeys within Bristol and beyond. This includes elderly residents who require access to the medical centre on Whiteladies Road or shops and other facilities. Removing the option to travel on Park Street would make many regular journeys more difficult, protracted and time consuming, when public transport options are not available.</p> <p>For this reason, we would encourage you to make residents passes through any traffic filter system/ bus gate available for these three streets. Queens Parade residents must be able to retain access Great George Street, via Park Street, for current CPZ parking system to be able to continue to function.</p> <p>Have particular concerns about the impact of increased congestion on St George’s Road, both for its impact on local pollution levels and for its potential to create serious traffic bottlenecks, most notably on the flow of traffic on the roundabout at the west end of St George’s Road and on the southern end of Jacob’s Wells Road - (given traffic volumes on the other arms priority is largely given to the other arms of the roundabout and traffic is held back on St Geroges Rd as a consequence). Without addressing this roundabout with significant re-engineering, we fear that standing queues on St George’s Road will become a semi-permanent feature, and our vehicular access to the west and north of Bristol will become extremely difficult and time consuming.</p>
Clifton & Hotwells Improvement Society	<p>Response received from the deputy chairman of the Clifton & Hotwells Improvement Society, an amenity society, established over 50 years ago and having some 1000 members.</p> <p>Opposed to the plans for the following reasons:</p> <ol style="list-style-type: none"> There will be increased traffic flow in Park Row and Upper Maudlin St, thereby causing greater levels of pollution in the vicinity of the Bristol Royal Infirmary. The area outside the Infirmary is already heavily congested as there are scant facilities for dropping off and picking up patients and visitors. The extra traffic will cause utter chaos. The closure of Park St to traffic will mean that Great George St, St George’s Church, Brandon Hill, and Charlotte St will be inaccessible to cars (this is an incorrect understanding of the proposals). This closure will force those obliged to use cars (the elderly, infirm, those with

	<p>small children) to make lengthy detours to reach their destinations, thereby increasing pollution.</p> <p>This scheme has not been properly considered neither has it been properly publicised. It seems unlikely that even 1% of Bristol residents are aware of plans which will further paralyse this City and cause us enormous inconvenience. The Society urges you to think again and to ensure that the plans are made known to the citizens of Bristol and their views considered.</p>
Charlotte Street Residents Group	<p>Charlotte Street South and Charlotte Street residents would like to have access to Park Street in the same way buses and taxis will.</p> <p>At the January 2022 consultation it was stated that the philosophy behind the Park Street bus gates is to stop through traffic. However, the two residential streets of Charlotte Street South and Charlotte Street are not “through traffic”. Access is required to Park Street to get home. Stopping normal access to homes will create extra congestion onto already jammed rush hour roads such as Hotwells Road and Anchor Road. (As well as putting traffic onto Frogmore Street which will become a cut-through). Adding to pollution in this ‘clean air zone’.</p> <p>Installing the proposed bus gates at the top and bottom of Park Street to stop through traffic, whilst allowing residents access through these gates to go home, will create a win win. It will reduce through traffic without unnecessarily increasing traffic on already congested roads, and without increasing the unnecessary pollution that comes with unnecessary travel and jams.</p>
Oxfam Shop, Park Street	<p>Oxfam shop is located at 1 Queen's Road, just at the very North end of Park Street and on the corner with Berkeley Avenue. They are concerned that the proposal to pedestrianise and close to traffic Berkeley Avenue could be very detrimental to the business. They have a side door which opens on to Berkeley Avenue, through which we receive most donations, stock deliveries and where our recycling is collected from. There is no viable parking in front of the shop, so it is vital that members of the public, who drive in to deliver their donations, can park temporarily on Berkeley Avenue to unload. If they were not able to do so or forced to park further away and manually carry the items to the side entrance, many donors would be put off by this.</p>

South area groups

Local Stakeholder	Summary of comments
TRESA	<p>TRESA recognises the overall aim of improving bus services along this key route and support the aim and the improved services that may result. They are concerned that the proposals miss key opportunities and suggest several changes which will adversely affect some Totterdown businesses and residents without offering supporting data to justify the proposals.</p> <p>Temple Meads to Three Lamps – disappointed this section of the route is not included this in project.</p> <p>Three Lamps Section to Bellevue Road – understand reasons for blocking the junction but be keen to see supporting data as residents will be negatively affected by the closure.</p>

	<p>Bath Road onto Wells Road light control – support the lights at this junction and suggest that the new controlled crossing should ensure cars are held sufficiently away from the cycle track.</p> <p>Three Lamp section - Footpath widening is welcomed but would like more detail.</p> <p>St Johns Lane – more details about the cycle lane are required and question the need for a controlled crossing on St Johns Lane.</p> <p>Winton Street – object to one way proposal.</p> <p>Bayham Road section - the purpose stated is to make the route more cycle friendly, yet it remains a steep hill with cars parked on both sides and no segregated cycle route. Is there any evidence that cyclists will even use this route when many will still cycle up the Wells Road?</p> <p>Bus Lanes on Wells Road – are 24hr bus lanes really required? Could have negative impact on traders.</p> <p>Missed opportunities include:</p> <ul style="list-style-type: none"> - See more continuous pavements installed along the Wells Road on all side roads. - Improve the direct route which is cycling up Wells Road - The Temple Meads section is not included.
<p>Friends of Redcatch Park</p>	<p>ForP response noted several concerns with the proposed N-S pathway through the park:</p> <ul style="list-style-type: none"> - This pathway has heavy footfall including many children, elderly people, and dogs. It passes between the children's play area/cafe and the toilets/sports fields. Putting a travel corridor on this path may result in conflict between users - some users felt a park is not an appropriate place for this type of infrastructure which should be provided on the existing main travel corridor - users understand there is a need for safe cycling routes which are also coherent and direct. It is difficult to determine if alternative options through or around the park would be better as the onward route is not shown. In principle routes around the side of the park were preferred - Currently gates are locked at dusk. This measure was due to historic anti-social behaviour, specifically illegal motor cycle use. - If the route is installed on the proposed path, despite the concerns, it should be noted the drainage at the southern corner of the play area is inadequate and the main path is overdue comprehensive repairs or replacement - it is unclear from the design if the parking capacity would be reduced through the addition of a cycle route in that area - there are frequent issues with vehicles parked on the pavement of the access road to the car park. Measures to prevent this will be required if it forms part of the cycle route to maintain safety

4.3.1 Councillor responses

Responses were received from several ward members who had consulted with local constituents and were feeding back on the proposals.

Conservative group formal response (See appendix 1 for full response)

The conservative group have submitted a full response, but general are sympathetic with the broad objectives of aiming to reduce bus journey times, increase reliability and encourage more people to switch to travel by bus. However, believe this choice needs to be a positive one, and not something

that is forced upon people by making driving a private vehicle an increasingly difficult and a more miserable experience. They feel a balance must be struck between enabling the public to travel in efficient ways whilst tackling environmental concerns and supporting centrally based businesses.

They feel that there are some aspects of the proposals which fail to strike the right balance between these competing aims, but that are also wrong and more likely to create more problems than purported to solve. They have concerns over the current plans which they believe will see motorists taking short cuts and rat running to avoid newly created bottlenecks. They feel this in turn will make residential neighbourhoods less liveable while not improving the travel experience of bus passengers.

They have submitted comments on each of the sections and conclude that they feel this is an over-engineered and expensive project. They comment that people feel it is anti-motorist rather than promoting travel by bus, people are worried that the travel patterns have not been modelled in a post pandemic world. They feel bus patronage may remain low for a long time as people opt for individual forms of transport and the scheme is about penalising motorists and they don't support 24 hour bus lanes.

Hengrove and Whitchurch Park Councillors (See appendix 2 for full response)

Councillors representing Hengrove and Whitchurch Park have submitted feedback on their local area. They strongly support improvements to walking, cycling and bus facilities and realise that this can involve the need for more dedicated and improved infrastructure. They also carried out their own survey alongside promoting this survey and 350 people replied and most lived in the Hengrove area.

They support the idea of a protected pedestrian crossing at the West Town Lane junction but think the desire line is north of the junction rather than south as this links with bus stops and would allow the left hand turn movement to continue. Suggest a right hand turn ban coming out of Hengrove Lane onto the Wells Road.

Suggest the short 24hr bus lane should be reduced to morning peak only. 72% disagreed or strongly disagreed with the proposals for this junction from their survey and the concern was the effect banned turns would have on neighbouring roads.

Suggest 24hr bus lanes are peak times only or are not needed at all and have a proposal for 2 hour waiting bays on the Wells Road which they would like included in the scheme.

From their survey there was agreement that traffic, congestion, and pollution in the Hengrove area is a problem, and that action should be taken to reduce it. They believe there is a strong case to go back to residents and consult on this in more detail to see if there is a way to reduce congestion and pollution within the community.

They would like the delivery of a park and ride on A37 to be pursued by WECA and the local authorities as a priority and 79% of people agreed or were neutral to this suggestion in the survey.

Knowle Councillors

Councillors in Knowle wrote to residents of Belluton Road after being approached by some residents asking if the road could become one way like Woodbridge Road due to lack of passing places and road rage incidents where cars refused to move. The results were that 21 houses opted for entry via Wells Road to Bayham Road and 15 opted for Bayham Road to Wells Road and 2 are undecided. All have agreed they wish to have a one way road because of the road rage issues. These results have been passed to the project team to consider alongside the consultation responses.

Westbury-on-Trym and Henleaze Councillor

Comments were received by a Westbury councillor who was concerned about the titling of the consultation as it was felt people in the ward would not respond as it would be deemed not relevant to them.

Southmead Road / Henleaze Road – concern about the proposal to remove a lane of traffic from the dual carriageway due to a worry about possible queueing traffic and rat running in local roads. Does not think a pavement is needed by the park and suggests the inbound cycle way could be provided on the other side of the wall between the pavement and the road. Outbound it was felt the proposal would add to journey times and there was no priority space for buses. These was also concern about the closure of Lake Road as traffic that uses that road would now use Southmead Road.

Henleaze Road (Henleaze Gardens to Henley Grove) – suggests leaving Fallodon Way junction alone as it can accommodate a car turning left and right onto Henleaze Road and a car coming and the change would reduce the capacity and increase queuing traffic. The road is busy as used for a doctors' surgery, playgroup, and youth group. The Henley Grove junction proposal was felt appropriate as it is wide but the closure of Holmes Grove for a build out bus stop and the Henleaze Gardens closure was not supported.

North View / Parrys Lane – suggest a community consultation is appropriate for North View to help improve traffic flow. Local suggestions include peak time bus lanes, restricting a right turn into and out of Etloe Road, allowing 2 lanes of traffic to exit the roundabout from Etloe Road would reduce bus delays.

Whiteladies Road / Downs junction – Support the Roman Road and the Parrys Lane closure with the additional path on the Downs. Suggests an extension of the bus lane restrictions that exist on Whiteladies Road rather than a 24 hour bus lane.

Queens Road / Whiteladies junction - understand the benefits of light-controlled crossings at the 3-way junction of Queens Road and Whiteladies road, but the map shows a cycle lane but no bus lane on Queens Road. This will result in 2 solid lanes of inbound traffic being reduced to one. Understand the logic in closing off Park place and Richmond hill, but the same argument also applies outbound. In both cases 2 lanes of traffic are being replaced by one and buses will be caught up in the traffic delays.

Councillor questions

During the consultation period there was also an opportunity for councillor questions and 27 questions were submitted. A few of the questions related directly to the consultation whilst most were asking about the proposals themselves.

Themes	Comments	Responses
Consultation	Some councillors wanted to know if paper copies were available, some asked for more drop in sessions to be held and asked for libraries to be used. Some wanted to know if the booklets were being distributed and if so to how wide an area.	Paper copies were provided and additional drop in sessions were provided following the requests. Libraries were used and letters were sent out to residents affected by the proposals rather than booklets.
Bus lanes	Has a tidal bus lane been considered on the A37?	The amount of infrastructure and new technology required, together with am/pm inconsistencies (some stretches of the Wells Rd would need AM use whilst other would require PM use) made this option unsuitable for this project.
Other schemes	Are other developments being considered e.g., RWA refurbishment with the proposals around the Victoria Rooms?	The Royal West of England Academy will be contacted during the consultation to help shape the proposals moving forward.
Cycling	There were questions about continuous cycling trips along the whole route and how they would join up: Triangle to Whiteladies Road Wells road inbound NCN3 at Manston Close Sturminster Road cycle track	The project does not cover the Whiteladies Road from Queens Road to Tyndall's Park Road as this is covered by a highway maintenance flood alleviation project. Bayham Road alternative cycle route has been proposed and a 24 hour inbound bus lane Parallel zebra crossing will link this section at Manston Close Will investigate the issue further.
Hengrove Lane	Wanted to know more about plans for Hengrove Lane area – queried the idea of a bus gate. Also concerns raised about the Stockwood side of the A37 as the proposed banned turns would create similar rat running issues. What modelling has taken place?	No proposals for Hengrove Lane which is why we are asking for suggestions. Noted there is a scheme to install traffic calming cushions along Hengrove Lane up to Cadogan Road which is separate to this project. We can monitor any alternative rat running on the Stockwood side of A37 on side roads if necessary.
Junctions	Questions about what is a continuous junction for pedestrians and if they will be installed on the	An area where the pavement meets a side road and there are various indicators used to inform drivers they must stop and be aware of any pedestrians crossing. These indicators can be in the form of special materials such as

	A37 between Oakmead Road and St Johns Lane?	differently surfaced areas, contrasting colours and special types of paving blocks. We intend to install and upgrade a lot of the walking infrastructure along this route by reducing the width of junctions, new crossing points and upgrading tactiles etc. Subject to funding and technical considerations we can also consider broadening the rollout of continuous footways.
North View	Question about the monitoring equipment and if there will be further consultation on whatever is proposed for North View.	We are in the process of collecting additional traffic data to inform the appraisal of the scheme and to ensure that our evidence base is as robust as possible as the scheme progresses to outline and full business case stages. Further consultation on any proposals will happen.
LTN1 /20 Compliance	Are proposals on Park Street compliant with the government new standards for cycling LTN1/20? If not, is there a risk that the government funding for this scheme could be in doubt.	The Triangle and Park Street proposes a continuous segregating cycling facility from Queens Road to Park Row. On Park Street we propose to close the road to Through traffic to provide priority for buses and extend the public realm. The proposals seek to balance the benefits for sustainable modes across the Triangle and Park Street sections. LTN1/20 extract: A quicker way of providing safe, low-traffic cycling is to close roads to through traffic, usually with simple point closures, such as retractable bollards, or by camera enforcement. This may be useful where the road is too narrow for a separated cycle lane. The closure would only affect through traffic. Residents, visitors, or delivery drivers needing to reach anywhere along the road would still be able to do so – though they might have to approach from a different direction. To receive Government funding for local highways investment where the main element is not cycling or walking improvements, there will be a presumption that all new schemes will deliver or improve cycling infrastructure to the new standards laid down, unless it can be shown that there is little or no need for cycling in the road scheme.
Park Street access	How do you access College Street car park?	Travelling from the North West of Bristol the College Green Car Park can be accessed via The Triangle>Jacobs Wells Road>St Georges Road under the proposals.
Pedestrian crossings	Can we have a zebra crossing on the bottom of Sturminster Road? Reduce the width of Hazelbury Road junction with a crossing point.	Currently no proposals to install a zebra crossing at the bottom of Sturminster Rd (West Town Lane end). We propose to build out the pavements currently to reduce the width of the junction.
Rat running	Rat running concerns are through Mowbray and all roads off as far up as Whitecross and the left hand turn into Woodleigh to David's if	If proposals went ahead and we could monitor any issues to consider any mitigations that may be required.

	the right hand turn is enforced at Wells Road	
Road width	The proposals to widen the A37 from 3 lamps to St Johns Lane: Will this result in a loss of trees or are they going to be protected? Will this improve overall capacity of this stretch of road so that the rat run from Angers Rd onto the A37 will no longer be needed as a “pressure valve”?	Intend to keep all trees along this section of route and plant more. The overall capacity here will be improved between Three Lamps and St Johns Lane.
Other	Are we working with BANES on the Staunton Lane junction? Who is looking at the removal of advertising hoarding on Bath Bridge	Will contact BANES to see what the plans are. Not within the scope of the project and would need to be considered by the property services team.

4.4 Emails, phone calls and letters

During the consultation process the team offered ways for people to contact the council outside of the survey and this was via email and phone calls. The team received 233 emails, 18 phone calls and 17 letters. Below is a summary of the comments, questions, and issues.

Emails

Number of responses	Geographical area	Comment
86	Entire route	Many asked for the invite to the online meetings held on 20 December 2021 and 6 January 2022 or were following up on the meetings. A few wanted paper copies of the survey and some had questions relating to the layout of the survey. Some supported the Bristol Cycling Campaign statement and disappointed about the cycle infrastructure in the north and south sections and felt cycle infrastructure is fragmented. Others commented on the bus service itself noting it is too long, needs to change route and can be delayed.
60	North area	Some wanted a paper copy and clarity on the left turn only except buses label on the Southmead Road drawing. Most objected the proposed road closures for Lake Road, Holmes Grove and Henleaze Gardens. One wanted to know more about the paths over the Downs and some objected to the plans to close North View which they thought were proposed but are not in the survey.
31	Central area	Many objected to Park Street closure. Some asked for central only paper copies. Questions about how to access

		Park Street and how loading for deliveries would still work. A few supported Park Street and wanted to know how the bus gates would operate.
56	South area	Comments focused on the 24 hour bus lanes, the banned turns on West Town Lane junction and the Bayham Road cycleway. Most comments objected to these proposals and felt the 24 bus lane was not justified and would cause issues with parking and congestion. The banned turns on West Town Lane would cause issues for smaller residential streets like Hazelbury and Mowbray Roads with rat running. People felt the proposals for Bayham Road cycle route were complicated and not needed. Some felt they would be trapped in their area and forced to use the Wells Road due to new one way restrictions. There was concern specifically about Winton Street and a petition was submitted by residents about the whole area.

Of the 18 phone calls most were asking for paper copies and the others were generally commenting about the bus route or left a message to say they objected to a road closure in the north such as Lake Road, Holmes Grove and Henleaze Gardens.

Of 17 the letters received some were about the south area and these commented on the Bayham Road cycle route and questioned why this was needed and did not support the 24 hour bus lane. One provided details on how to connect NCN cycles routes in the north and another queried the bus improvements provided via the consultation and felt these should be more ambitious.

4.5 Petition

During the consultation a petition was received from residents in south Bristol which asked for the consultation to be revised on the number 2 bus route. The petition stated:

“These plans will result in a range of negative impacts on our community and represent a real danger for residents, particularly for a significant number of young children. Our primary concerns relate to Section 3, and the area between Redcatch Park, Broadwalk Shopping Centre, and Perrett Park.

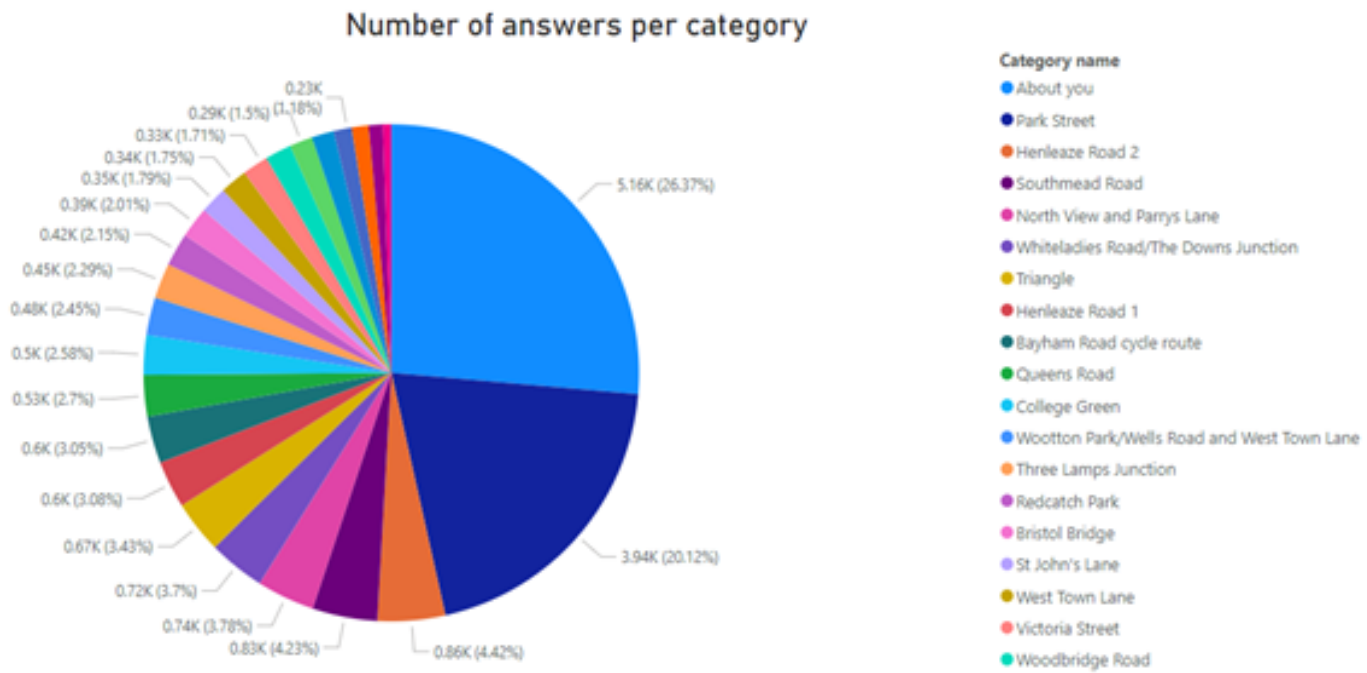
WECA did not sufficiently publicise its Early Consultation, and therefore most residents missed the opportunity to respond. Furthermore, there is no evidence provided by the operator, First Bus, as to how the proposed changes to this stretch of the A37 will help improve the Number 2 bus service. In addition, the name of the current consultation gives no indication that the residential streets surrounding this bus route will be adversely impacted.

We call for a WECA to run a full revised consultation process, which takes into consideration the concerns of the local community, and which includes better quality information; for example, to enable residents to review a single map of the whole local area. Any proposed changes must then (by law) be further consulted upon by Bristol City Council in the form of a Traffic Regulation Order (TRO).”

The petition ran from 19 January 2022 to 28 January 2022 and was signed by 228 people.

5.1 Survey Results

A total of 2206 completed responses have been captured using the Virtual Engage platform over the consultation period. 968 respondents provided an email address and the total number questions answered by all respondents was 19.54k. The most popular topics as the 'About you' section were Park Street, Henleaze Road and Southmead Road as shown by the pie chart below:



5.1.1 Booklet 1 of 3: North section

Each booklet covers one of the three sections of the route. Below is a map of the north section running from the Bristol boundary by Station Road to the Whiteladies Road /Queens Road junction by the Victoria Rooms.

Number 2 bus route and A37/A4018: North section



There are 8 sections in the north booklet covering the following locations:

- Crow Lane and Henbury Road junction
- Crow Lane
- Knole Lane /Crow Lane
- Southmead Road
- Henleaze Road (to Eastfield Terrace)
- Henleaze Road (Holmes Grove)
- North View and Parrys Lane
- Whiteladies Road / The Downs junction

5.1.1.1 Crow Lane and Henbury Road junction

The transport proposals for this section comprise of:

- New crossing facilities to improve safety for pedestrians
- A new mini roundabout to reduce waiting times for buses turning right onto Henbury Road and address local concerns regarding speeding traffic on Henbury Road.

Crow Lane and Henbury Road junction – proposed changes






The survey asked the following questions:

To what extent do you agree or disagree with the proposed transport changes to Crow Lane and Henbury Road junction?

			Response Percent	Response Total
1	Strongly agree	<div style="width: 23.19%; height: 15px; background-color: red;"></div>	23.19%	32
2	Agree	<div style="width: 34.06%; height: 15px; background-color: yellow;"></div>	34.06%	47

To what extent do you agree or disagree with the proposed transport changes to Crow Lane and Henbury Road junction?

			Response Percent	Response Total
3	Neither agree nor disagree		17.39%	24
4	Disagree		13.04%	18
5	Strongly disagree		12.32%	17
			answered	138

If you would like to tell us why you agree or disagree or if you would like to suggest any changes to the proposals, please do so using the textbox below:

77 free text comments were received for this section of the route. These were coded into 10 categories:

- Supportive
- Objections
- Pedestrians
- Cyclists
- Public Transport
- Traffic
- Road safety
- Public realm (including trees)
- Mini roundabout
- Other

As one comment can be split over multiple categories there are 146 comments coded below. The tables show a summary of the comments for each category and the number of comments received.

Category	Number	Summary
Supportive	15	Any change would be welcomed. Strongly agree with the introduction of a mini roundabout. Great idea.
Objections	4	Pedestrian crossing in that spot would hinder traffic flow. Stop narrowing junctions, widen them some traffic can filter. Disagree as prioritise private motor vehicles over walking and cycling.
Pedestrians	13	A zebra crossing with parallel cycle crossing is needed near the junction of Henbury Road with Rectory Gardens to enable cyclists and pedestrians from Rectory Gardens (e.g., from Henbury church or The Henbury Arms) to access the footpath and cycleway on the other side of Henbury Road. Dangerous to cross the road at this location. Need pedestrian crossings such as pelicans which properly safeguard pedestrians particularly children, disabled and vulnerable adults. This plan has no infrastructure for cyclists and minimal for pedestrians.
Cyclists	30	No improvements for cyclists - please include segregated protected cycle lanes. There's no cycling infrastructure in the current plans. I fully

		support Bristol Cycling Campaign's consultation response. It needs a segregated cycle way, or at the very least a cycle lane or a shared cycle way. There is no redistribution of road space for active travel. Minimal provision for those walking or cycling. Need segregated cycle facility, esp. on Henbury Road. Rectory gardens should have 2 one way spurs with cycle contraflow. There are no facilities for cyclists. This should be a segregated cycle route. Roundabouts are accident blackspots for cyclists.
Public transport	8	Like the mini roundabout and how you push the bus stops out into the carriageway, as it helps buses move off from the stop once they have loaded. Bus stop will cause havoc. How about not having bus stops in the carriageway? This causes congestion for other road users who do not keep stopping to pick up passengers. Better bus stops and shelters with real time information and bins and seats.
Traffic	16	This junction regularly causes large queues of traffic along crow lane. Vehicles from the Rectory Gardens have great difficulty either turning right or going straight across. So much traffic comes along Crow Lane, especially with plans for the Clifton Rugby Club roundabout area, that it will continue being a queue of vehicles at peak times. What evidence is there to say that a mini roundabout would reduce wait times? It may for some traffic, but a lot of traffic comes from the right, so it may not help for those periods?
Road Safety	15	This will still feel too dangerous to walk/cycle on. Serious traffic calming is needed here. Cars travel at 60+mph in a residential neighbourhood. Needs significantly more to improve safety and quality for pedestrians and cyclists. Strongly agree with putting a new mini roundabout at the Crow lane/Henbury road junction. This will be safer and more efficient for all. Also, addition of new crossing facility is a good idea to make crossing crow lane much safer.
Public Realm (including trees)	2	Who will maintain the trees? The designs do not appear to have considered the potential to realign kerb lines. This offers opportunities to reduce vehicle turning speeds and convert carriageway into footway or planting areas and should be considered.
Mini roundabout	29	It will reduce incidence of road rage at that junction. Crow Lane westbound onto roundabout would benefit from being widened sufficient to allow right and left turn lanes approaching the roundabout. Roundabout sorely needed and is long overdue. The roundabout should make traffic flow more smoothly. This will probably help alleviate queues at the junction.
Other	14	Put in traffic signals. Improve the ford to stop the flooding. Move the crossing further up Crow Lane and make it a zebra crossing. Close Rectory Gardens to traffic. Narrowing roads will encourage pavement parking.

5.1.1.2 Crow Lane

The transport proposals for this section comprise of:

- New trees, benches, and cycle parking by the shops
- Upgrade of crossing points
- Upgrade of existing bus stops
- New one way on connecting road from Ellsworth Road

- Modified junction to prioritise pedestrians at Crow Lane
- A review of waiting and loading restrictions to discourage parking near Blaise Primary School and Nursery
- Widened footpath by the school



Crow Lane – proposed changes



The survey asked the following questions:

To what extent do you agree or disagree with the proposed transport changes to Crow Lane?				
			Response Percent	Response Total
1	Strongly agree	<div style="width: 15.65%; height: 10px; background-color: red;"></div>	15.65%	23
2	Agree	<div style="width: 31.29%; height: 10px; background-color: yellow;"></div>	31.29%	46
3	Neither agree nor disagree	<div style="width: 19.73%; height: 10px; background-color: blue;"></div>	19.73%	29

To what extent do you agree or disagree with the proposed transport changes to Crow Lane?

			Response Percent	Response Total
4	Disagree		19.05%	28
5	Strongly disagree		14.29%	21
			answered	138

If you would like to tell us why you agree or disagree or if you would like to suggest any changes to the proposals, please do so using the textbox below:

82 free text comments were received for this section of the route. These were coded into the following categories:

- Supportive
- Objections
- Pedestrians
- Cyclists
- Public Transport
- Traffic
- Road safety
- Parking / waiting restrictions
- Public realm
- Other

As one comment can be split over multiple categories there are 137 comments coded below. The tables show a summary of the comments for each category and the number of comments received.

Category	Number	Summary
Supportive	17	Generally, agree. Good to see footway being prioritised. Reducing unnecessary car use and parking on this road would seem very sensible. Road narrowing near school is good, must be enforced. As a wheelchair user I'm all for better pedestrian routes with dropped kerbs and tactile paving.
Objections	5	Disagree with narrowing Crow Lane, and the potential for reducing parking times. New one way section on the crow lane slip seems pointless.
Pedestrians	15	Pedestrian crossing could be improved further here by installing additional traffic islands at either end of the bus stop bays. The upgraded crossing point at the southern end must be a zebra. The new trees and widening of footpaths are good.
Cyclists	38	Why are there no segregated protected cycle lanes? There is plenty of space which could provide for this. There is a complete lack of safe cycling infrastructure. Cycle 'racks' for locking bikes to will not be secure enough on crow lane. An alternative, more secure method of parking bikes here is needed - maybe lockable cages (with a padlock

		supplied by the user?). Fully support Bristol Cycling Campaign's consultation response. One way restriction on 'connecting road' should be "except cycles". No cycling provision to enable cycling to school or use of new cycle parking! Segregated cycleways should be provided in both directions along the whole of Crow Lane.
Public Transport	15	As a bus driver using the layby bus stops, find it frustrating cars park next to the bus stop. The whole layby should be a bus only zone and the road painted red. Provide bus lanes by widening into verge. I really don't think it's been useful to re-route the 2 through Henbury. The justification was congestion along the A4018, but a far more useful approach would be to create bus priority along that road
Traffic	4	There needs to be double width heading south towards the Crow Lane & Henbury Road junction to allow right turning of vehicles into Aldi car park without causing tailback of traffic if just a single lane. Also, the proposed changes outside Blaise School will slow the traffic to the new crow lane-Henbury road roundabout.
Road Safety	12	Missed opportunity for a segregated bike lane, so children can get to school safely. The upgraded crossing point at the southern end must be a zebra. Given that many HGVs use Crow Lane and cyclists, narrowing the road is not sensible as it will create conflict. Improved road safety. There is little or no adherence to the 20MPH limit on this wide and naturally fast road.
Parking / waiting restrictions	13	Review of waiting & loading restrictions near school is essential - parents parking on the grass verges doesn't help. I disagree with narrowing Crow Lane, and the potential for reducing parking times. 99% of the parking is the parents, at least nowadays traffic can flow both ways
Public realm	8	Plant more trees in green spaces. Trees benches and bins will be a waste of money and vandalised by the lawless youths in this area. Although I like the idea of more trees being planted - I doubt they will last very long before they get vandalised. More benches sound nice, but again will it just encourage gangs to loiter, and make the area even more problematic. More trees would make the area more pleasant.
Other	10	One way is not required. Please consider what local people want. Side roads should be using continuous footways/tracks

5.1.1.3 Knole Lane/ Crow Lane

The transport proposals for this section comprise of:

- New 24 hour bus lanes to improve bus journey times at the roundabout.

Knole Lane/Crow Lane – proposed changes



The survey asked the following questions:

To what extent do you agree or disagree with the proposed transport changes to Knole Lane / Crow Lane?

			Response Percent	Response Total
1	Strongly agree		16.07%	27
2	Agree		16.07%	27
3	Neither agree nor disagree		17.86%	30
4	Disagree		17.86%	30
5	Strongly disagree		32.14%	54
			answered	168

If you would like to tell us why you agree or disagree or if you would like to suggest any changes to the proposals, please do so using the textbox below:

114 free text comments were received for this section of the route. These were coded into the following categories:

- Supportive
- Objections
- Pedestrians
- Cyclists
- Public Transport
- Traffic
- Road safety
- Parking / waiting restrictions
- Other

As one comment can be split over multiple categories there are 215 comments coded below. The tables show a summary of the comments for each category and the number of comments received.

Category	Number	Summary
Supportive	14	Agree with the 24hr bus lanes. Regularly use these bus routes and any improvement would be welcome. Glad to see the placing of a box junction on the roundabout (which I know is often a bottleneck).
Objections	13	Do not agree with the proposals for the bus lanes. Strongly object to the inclusion of 24 hour bus lanes on Knole lane. There is no justification for this blanket measure here. These bus lanes will increase congestion at the roundabout and block road junctions on Knole Lane.
Pedestrians	6	Adding bikes to pavements in an area where children walk to school. Pedestrian and cycle crossing should be installed at each arm of the roundabout. Segregated cycle ways don't look like there will be much space left for pedestrians.
Cyclists	46	Crow Lane roundabout should be a Dutch style cycle roundabout. Provide cycle lane at Knowle Lane by widening into south side verge. Provide space for cycle lanes on Crow Lane by moving east side bus stop into carriageway. Cycling provisions are very limited and do not seem to connect well. Bus lanes are positive but there should also be improvements for cycling. The current cycleways don't connect to safe routes on either side. It needs a segregated cycle way all along the road not just at the roundabout. Join up the cycleways. Isolated sections are not good enough.
Public Transport	65	The road would need to be widened to allow for a bus lane as well as vehicles currently struggle to split into two lanes often. Welcome ideas for improving bus journey times, is there any need for the 24hr bus lane late at night / early in the morning? Good to have 24 hour bus lanes. Object to the inclusion of 24 hour bus lanes on Knole lane. This is an unnecessary and heavy-handed approach to traffic management, when a bus lane with a specific time say, rush hour periods, would suffice. If you want bus lanes, widen the road (3 lanes) so other traffic

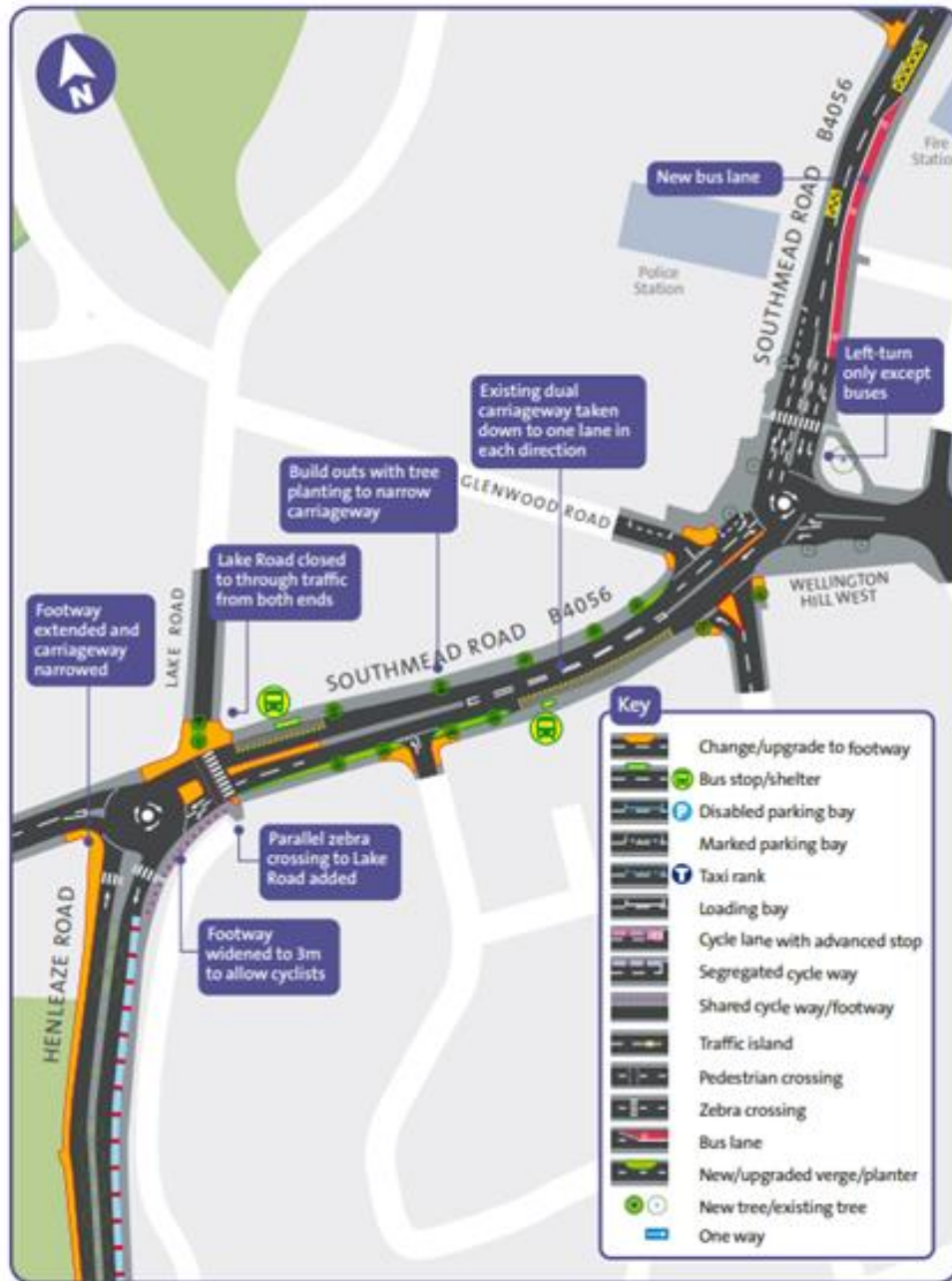
		can flow freely. Buses tend to hold up traffic and create more congestion / pollution. There aren't 24 hr buses running and it's a major route to Cribbs and the motorway. 24 hour bus Lane is ridiculous for this road.
Traffic	33	Bus lane outside library may create back up of traffic making access to roundabout more difficult than it already is. Bus lanes come too close to roundabout thus causing huge queues especially for traffic turning right. The traffic along this road is already awful, with or without busses. This would cause immense delays with the current traffic struggles around the entire Cribbs Causeway area. It would be extremely stressful to all drivers using this road. Congestion is not an issue outside of normal daylight hours.
Road Safety	13	The roundabout itself is the problem, cars drive too fast on it. You're adding bikes to pavements in an area where children walk to school. Imagine Voi scooters (and personal ones) plus kids on bikes whizzing around those corners. The pavements aren't wide, and they won't stick to the lanes. Roundabouts are quite scary and dangerous with mixed traffic.
Parking / waiting restrictions	6	Do not stop people parking outside their properties. Where width is limited, there should be little reason to retain parking. Also, many car owners along this road have limited/no space to park their cars off road and must park roadside, this would force them to have to park elsewhere when the road now is sizeable enough for 2 cars to pass without fuss.
Other	19	The road and roundabout works well, as it is and does not need any changes to it. Machin Road junction should be blocked off and traffic pushed back via Standfast Road. Remove roundabout and install traffic light signals. Turn the roundabout into a controlled signal junction as the roundabout is too small and dangerous for a popular route and busy road. Access route to library should be a continuous footway.

5.1.1.4 Southmead Road

The transport proposals for this section comprise of:

- New bus lane on Southmead Road on the approach to the Wellington Hill West junction to improve bus journey times
- Southmead Road would be narrowed to one lane in each direction to allow for widened footways.
- Close Lake Road to through traffic from Southmead Road end to allow for a new parallel zebra crossing
- New shared path and cycle lane would be created so cyclists can reach the crossing to Lake Road.

Southmead Road – proposed changes





The survey asked the following questions:

To what extent do you agree or disagree with the proposed transport changes to Southmead Road?

			Response Percent	Response Total
1	Strongly agree		12.28%	55
2	Agree		14.29%	64
3	Neither agree nor disagree		10.04%	45

To what extent do you agree or disagree with the proposed transport changes to Southmead Road?

			Response Percent	Response Total
4	Disagree		16.96%	76
5	Strongly disagree		46.43%	208
			answered	448

If you would like to tell us why you agree or disagree or if you would like to suggest any changes to the proposals, please do so using the textbox below:

376 free text comments were received for this section of the route. These were coded into the following categories:

- Supportive
- Objections
- Pedestrians
- Cyclists
- Public Transport
- Traffic
- Road safety
- Parking / waiting restrictions
- Public realm
- Lake Road
- Other

As one comment can be split over multiple categories there are 862 comments coded below. The tables show a summary of the comments for each category and the number of comments received.

Category	Number	Summary
Supportive	55	Agree overall. Agree with the zebra crossing at the end of Lake Road, very sensible. Taking traffic to one lane is great. I'd also be supportive of 20mph speed limit. Generally, agree. I believe the zebra crossing cannot come soon enough. Like the dual carriageway being reduced to one lane, the tree planting, and the parallel crossing to lake road. Narrowing the road is sensible. Southbound cycle lane on Henleaze Rd is great. Great scheme. Welcome the idea of a parallel zebra crossing.
Objections	48	Closing Lake Road makes no sense. Disagree with reducing dual carriageway to one lane in each direction. Disagree with bus lane on Southmead Road- just not enough buses anyway! Disagree with the proposal to close Lake Road to both incoming & outgoing traffic. Strongly object to the proposal.
Pedestrians	83	Addition of the parallel zebra crossing is helpful for safety at that junction. Having the footway extended alongside the park is good - it means that one does not have to cross the road if you are a pedestrian going north. The Zebra crossing is a good idea but would be better

		further down the road, meaning people focus is not on the roundabout. Shared pedestrian/cycle way at the Henleaze Rd roundabout will be dangerous for pedestrians. Support pedestrian crossing at Lake Rd but not closure of road. The current road space is fine just put in pedestrian crossings. Side roads should also have continuous footways.
Cyclists	132	Widening the pavement to allow for cyclists seems dangerous for pedestrians. That bit of Henleaze road has 4 lanes, so the road should be able to be given to cyclists instead of the pavement. Lack of LTN 1/20 compliance (Cycling Level of Service Score 70%+, No red turns from Junction Assessment Tool). The fact the DfT won't fund shared paths in Urban Areas. Use the space for cycle lanes on the roadway, not the pavement. Need segregated cycle path along Southmead Road. Excellent opportunity to put in segregated cycle paths in both directions on this section. Lost opportunity to only provide a segregated cycle path on one side of Henleaze Road. The segregated cycleway should be continuous from the crossing to Henleaze Road. Shared cycle lanes are dangerous as most cyclists have no consideration for pedestrians.
Public Transport	87	A bus lane at the end of Southmead Road would be good. More sticking out bus stops are unacceptable. Will the new Southmead Road bus lane be a 24 hour one? Regardless, the justification for it is weak if reducing congestion is the plan. Don't understand the left-turn only except buses bit and how that works on a mini roundabout. Provide westbound bus lane on Southmead Road by removing verge. putting in the bus lanes is not productive. Buses do not get delayed at this junction. It is more likely to increase delays especially with traffic turning left which cuts across the bus lane and vehicles blocking the end of the bus lane.
Traffic	141	Reducing Southmead Road from dual to single carriageway will cause additional congestion. All of this will only increase local traffic around Lake Road, Vintery Leys, and other residential areas. This dual carriageway system was designed in the 1930s due to period traffic levels. In 2021 these are considerably higher, yet you are choosing - yet again - to reduce road capacity and increase congestion. Closing lake road to traffic will have a huge effect on the people who live there. As a resident myself this move will make it very difficult to get to my home and increase traffic on surrounding side streets.
Road Safety	61	Narrowing roads creates unsafe situations. Better to have separate bike and walking areas to avoid collisions. The Glenwood Road junction is dangerous due to poor lines of sight around the corner. Instead of reducing the carriageway size why not make these left hand lanes bus lanes to help protect cyclists? The traffic around the lake in the summer is already a problem. Closing the south entrance of lake road (the north is already closed too) will increase the traffic on surrounding roads which are often double parked, this will make accidents more likely.
Parking / waiting restrictions	23	Reducing dual carriageway to single line on Southmead Road will only work if there are also double yellow lines along this section, as cars are often parked in the left hand lane, making it unusable. Every day around 10 cars park along that stretch of the road. This includes

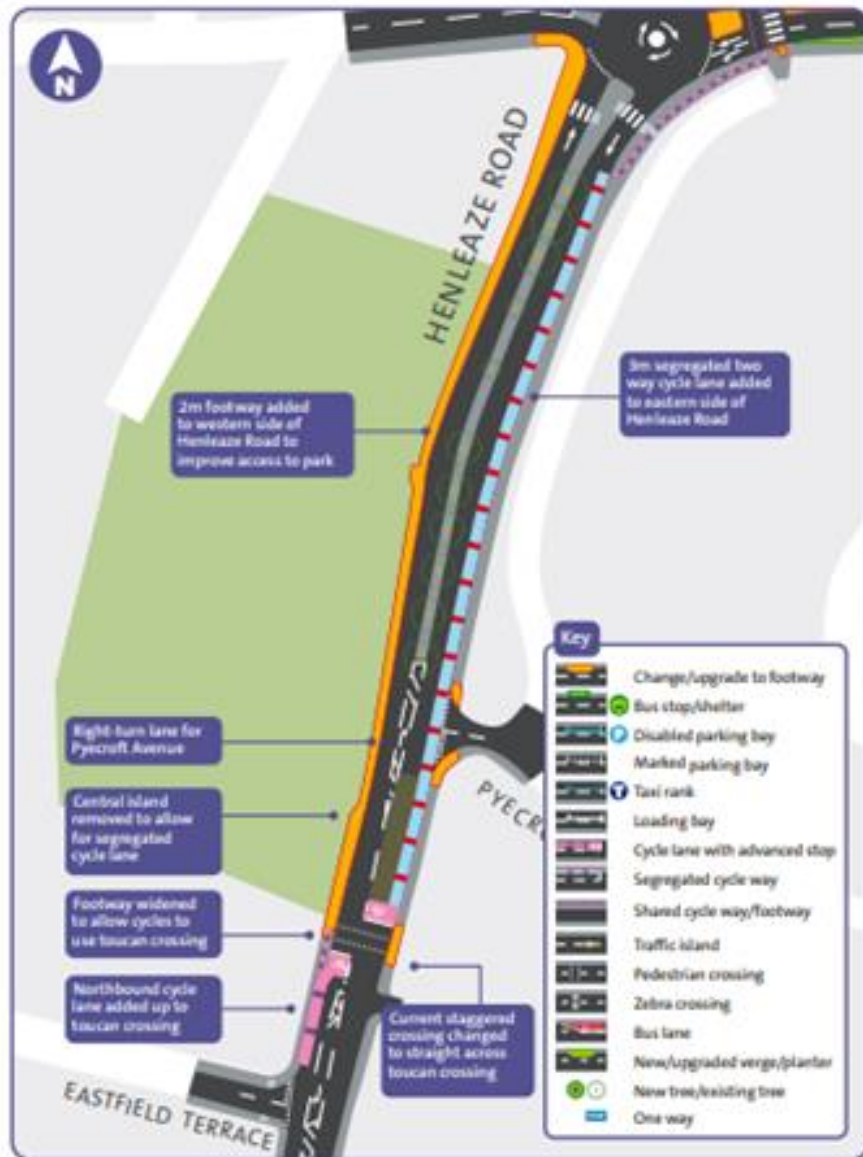
		residents, workers, and customers of local businesses. These people would then be forced to park along side roads that are already congested by staff parking from the local hospitals. If you are narrowing the carriageway, are you going to stop people parking on that east-bound bit of Southmead Road, because there is often only one lane anyway because there are cars parked on the road.
Public realm	37	New trees are a great idea. Trees are much needed in this area. There are already several trees along this section of Southmead Road which are established. If more trees are added, the light into our home could be reduced which I would not support.
Lake Road	110	Closing Lake Road makes no sense. Clover ground and Glenwood and Charis Avenue will all become rat runs to avoid congestion. Have you investigated how disruptive this will be to the residents of this road and visitors? The closure of Lake Road will be dangerous for parents dropping off and collecting their children from the nursery situated on the corner. All seems to make sense. especially blocking off lake road for the zebra crossing which is much needed. Awful idea this is going to cause awful congestion.
Other	85	What reduction in car usage have they built into their plans? What are the assumptions being used? This is a main route out to / in from the M32 / M4 / Parkway for NW Bristol. In snow and icy weather, Vintery Leys can become impassable to Westbound traffic, due to the steep incline, Lake Road is then the main exit from Lake Road, Lakewood Road and Lakewood Crescent. Public money needs to be spent on encouraging local business and facilitating access to these businesses. I am sure that money can be better spent elsewhere.

5.1.1.5 Henleaze Road (to Eastfield Terrace)

The transport proposals for this section comprise of:

- New segregated cycle lane on the eastern side of Henleaze Road
- New footway on the western side
- Change the staggered crossing to a straight across toucan crossing

Henleaze Road – proposed changes



The survey asked the following questions:

To what extent do you agree or disagree with the proposed transport changes to Henleaze Road?

			Response Percent	Response Total
1	Strongly agree	<div style="width: 24.86%; height: 15px; background-color: red;"></div>	24.86%	89
2	Agree	<div style="width: 24.30%; height: 15px; background-color: yellow;"></div>	24.30%	87
3	Neither agree nor disagree	<div style="width: 9.50%; height: 15px; background-color: blue;"></div>	9.50%	34
4	Disagree	<div style="width: 13.41%; height: 15px; background-color: green;"></div>	13.41%	48
5	Strongly disagree	<div style="width: 27.93%; height: 15px; background-color: orange;"></div>	27.93%	100
			answered	358

If you would like to tell us why you agree or disagree or if you would like to suggest any changes to the proposals, please do so using the textbox below:

239 free text comments were received for this section of the route. These were coded into the following categories:

- Supportive
- Objections
- Pedestrians
- Cyclists
- Public Transport
- Traffic
- Road safety
- Parking / waiting restrictions
- Public realm
- Other

As one comment can be split over multiple categories there are 425 comments coded below. The tables show a summary of the comments for each category and the number of comments received.

Category	Number	Summary
Supportive	36	Excellent to see improved cycle way. completely agree with the changes. Improved pedestrian access to the park is long overdue. The footway and cycle path are great - really like it. Yes, love the segregated two way cycle lane and the single stage toucan crossing!
Objections	15	This will add unnecessary bottleneck in this area. I strongly disagree with the removal of the central island. Do not agree with cycle lane being two-way on East side. Strongly disagree with proposals
Pedestrians	63	Agree re 2 m footway on west side. Crossing over from west to East going downhill on this road won't work. Footpath on Quarry Park side is great idea and needed for a long time along with a single crossing. The current lack of footpath on the west side of Henleaze Road has always seemed odd as it restricts pedestrian access, so adding this would be a significant improvement
Cyclists	157	Can't see the point of such a short, shared cycle Lane - what's the point to go to such expense for such little gain? Feel cycle lanes are better when they follow the flow of the rest of the traffic, rather than having a two way lane as proposed here. The dedicated cycle land is ok Southmead to Henleaze but no cyclist cycling from Henleaze to Southmead is going to stop, cross the green man, cycle 200 yds, cross crossing back to other side and carry on. Welcome segregated / protected cycle lane.
Public Transport	10	Do not narrow any existing bus routes, keep all dual carriageways, they are opportunities for bus lanes. Cannot see how that is doing anything to improve the passage of buses through Henleaze. Very supportive as promotes good space for bus route alongside pedestrians and cyclists.

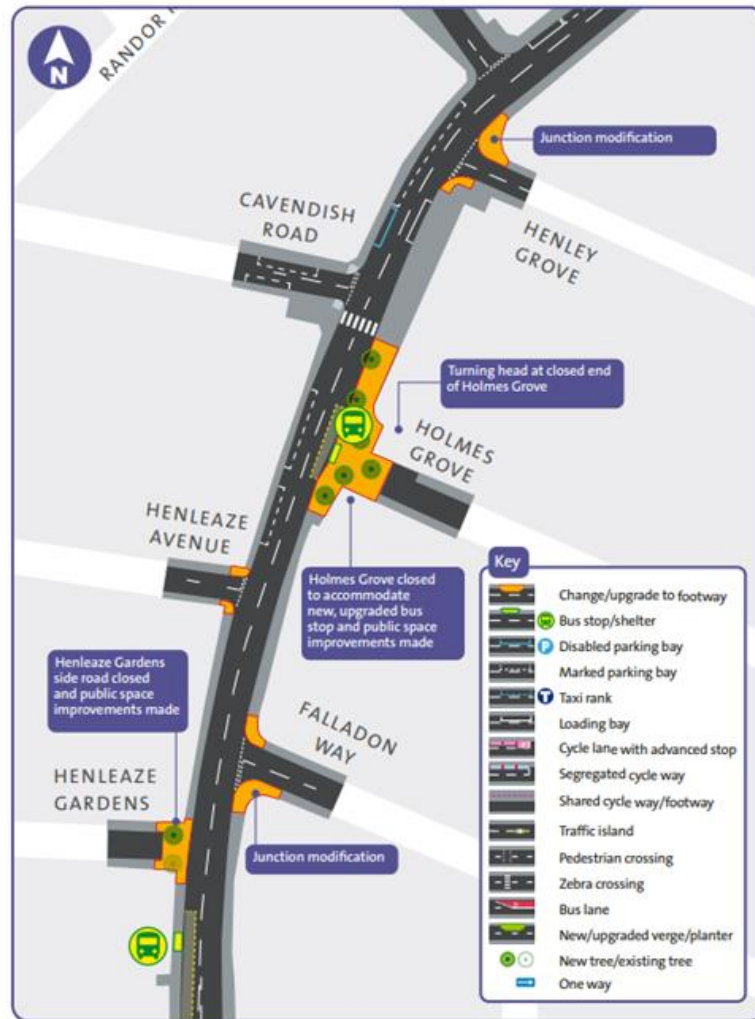
Traffic	48	These changes are designed to block traffic, unhelpful and lacks coherence. Traffic disruption causing delays and therefore air pollution. No more sticking out bus stops which make traffic flow worse. It is unnecessary to have 2 lanes of traffic either side of the road. The reduction in lanes will lead to increased road traffic.
Road Safety	38	Shared paths only create conflict and injury. Two way cycle lane on one road track seems a bit risky! Asking cyclists to switch from one side on the road to the other and back again is a nonsense. They won't do it; but even if they did, the mixing of pedestrians and cycles at the toucan crossing is dangerous.
Parking / waiting restrictions	7	Parking will be an issue if not managed. It looks like there will be no car parking space at all on Henleaze Rd. Not everyone can ride a bike or carry heavy shopping home!
Public realm	15	The only suggested improvement is that the mature trees on the central island should remain, it's unclear if these are being removed. Removal of trees is never ideal for the environment, but the net cost of a poor transport system is far worse.
Other	36	Total waste of money speeds will inevitably increase. More changes that will further clutter the area which presently benefits from a more open aspect. I feel that the views of residents have not been considered and consultation is useless because there are countless instances of consultation being completely ignored by the powers that be.

5.1.1.6 Henleaze Road (Holmes Grove)

The transport proposals for this section comprise of:

- Close Holmes Grove to accommodate a new bus stop
- Close Henleaze Gardens so that a dropped kerb could be installed

Henleaze Road – proposed changes



The survey asked the following questions:

To what extent do you agree or disagree with the proposed transport changes to Henleaze Road?

			Response Percent	Response Total
1	Strongly agree	<div style="width: 12.5%; height: 15px; background-color: red;"></div>	12.50%	60
2	Agree	<div style="width: 12.71%; height: 15px; background-color: yellow;"></div>	12.71%	61
3	Neither agree nor disagree	<div style="width: 10.83%; height: 15px; background-color: blue;"></div>	10.83%	52
4	Disagree	<div style="width: 14.79%; height: 15px; background-color: green;"></div>	14.79%	71
5	Strongly disagree	<div style="width: 49.17%; height: 15px; background-color: orange;"></div>	49.17%	236
			answered	480

If you would like to tell us why you agree or disagree or if you would like to suggest any changes to the proposals, please do so using the textbox below:

385 free text comments were received for this section of the route. These were coded into the following categories:

- Supportive
- Objections
- Pedestrians
- Cyclists
- Public Transport
- Traffic
- Road safety
- Parking / waiting restrictions
- Public realm
- Road closure
- Other

As one comment can be split over multiple categories there are 372 comments coded below. The tables show a summary of the comments for each category and the number of comments received.

Category	Number	Summary
Supportive	30	Happy with the improvements to the public space. Agree in principle with the proposals. As a resident of Holmes Grove, I am strongly in favour of this proposal for several reasons. Both road closures seem a good idea. Excellent for Holmes Grove as cars use the street as a rat run. Much safer for bus users, pedestrians, and cyclists. Great to have larger areas for community gathering i.e., cafe, street events etc
Objections	30	The proposal to close Henleaze Gardens should be removed. Closing side roads is madness. Do not agree that these changes are well thought out or that they will benefit residents of Henleaze. It seems extremely unfair to shut through roads for the people living there.
Pedestrians	11	New layout would make it much easier to navigate as a pedestrian. It would be great for the other mostly residential streets to have pavement level raised walkways across the end to give priority to walkers. Continuous footways needed.
Cyclists	20	There is a complete lack of cycling infrastructure. Acknowledge road is too narrow for cycle infrastructure. Cycle permeability needed. Zero cycling provision.
Public Transport	61	These all seem very sensible improvements, especially the Holmes Grove bus stop changes. You could move the bus stop to before the zebra crossing where there are loads of pavement space rather than closing an entire side street (Holmes Grove). Is there a possibility of bus gates? Maybe a bus lane on Henleaze Road would help as traffic is often delayed there? The bus stop is far enough from the zebra crossing and have not seen any difficulty for buses to pull into the existing bus stop.
Traffic	41	Blocking road will increase traffic on other roads. Traffic and parking will be adversely impacted for those living here. Fallodon Way is

		already very busy with cars parking, and this will make it worse (also impacting the medical centre in the same road). Narrowing the roadway entrance at Henleaze road would simply cause congestion at this busy turning. Traffic turning into Henleaze Rd from Henley Grove has very restricted visibility, especially if you are turning right.
Road Safety	33	The pedestrian crossing near Holmes Grove is dangerous as cars go too fast and frequently don't notice someone on the crossing. It needs an island & beacons. Junction modifications result in more dangerous manoeuvres from general traffic, thereby increasing the likelihood of accidents. There are families with younger children in the road - would these children be at risk from large reversing vehicles? Making the entry to Falodon Way smaller would be much safer.
Parking / waiting restrictions	17	Parking on the road is always congested, this will make egress and ingress to properties even more difficult. Solutions would be to put double yellow lines on Henley Grove on the opposite side of the high street parking zone or to move the high street parking zone further down Henley Grove where the road widens. Reduce their ability to park.
Public realm	16	The so-called public spaces that will be established at these junction closures will not be useable - they will simply be areas that people move through. Planting trees surrounded by concrete is not creating a public space. Happy with the improvements to the public space, they are going to look nice. The high street is very popular and has a good public space feel, with wide pavements and busy shops.
Road closure	88	Shutting a road like Henleaze Gardens could end up funnelling traffic onto North View, which is already extremely congested. We object to closing the exit of Henleaze Gardens on to Henleaze Road. This will force all traffic to exit/enter via the busy Westbury Road, which is dangerous. Closure of west end of Holmes Grove should be "except cycles" Closure of east end of Henleaze Gardens should be "except cycles". No justification given for closure of Henleaze Gardens. Refuse lorries, deliveries, scaffold lorries etc need drive through access to avoid reversing off or onto A4018 (and then reversing up or down length of Henleaze Gardens). Road entries could also be narrowed to improve pedestrian safety if necessary. Disagree that it is necessary to close the end of Holmes Grove.
Other	25	Cavendish Rd needs improving - it's difficult to cross with the parking spaces and most people must cross here due to where the zebra crossing is. Cavendish Rd is a cut through to Falcondale Rd and to drop kids off at St Ursula's and to get to the Downs. Alienate residents. Elderly demographic who needs their cars and expect simple and easy access to a long residential road. Not on your plans but there is a zebra crossing at the bottom of Henleaze Park Drive which crosses Henleaze Road.

5.1.1.7 North View and Parrys Lane

The transport proposals for this section comprise of:

- New zebra crossing on Parrys Lane
- New path added to Westbury Road shared path
- Footpath widened on North View

- Existing paths between Westbury Road and North View widened and converted to shared cycleways

Views sought on possible closure of section of Parrys Lane to traffic.

North View and Parrys Lane – proposed changes



The survey asked the following questions:

To what extent do you agree or disagree with the proposed transport changes to North View and Parrys Lane?			Response Percent	Response Total
1	Strongly agree		20.87%	86
2	Agree		25.24%	104
3	Neither agree nor disagree		12.86%	53
4	Disagree		19.90%	82
5	Strongly disagree		21.12%	87

To what extent do you agree or disagree with the proposed transport changes to North View and Parrys Lane?

	Response Percent	Response Total
	answered	412

If you would like to tell us why you agree or disagree or if you would like to suggest any changes to the proposals, please do so using the textbox below:

326 free text comments were received for this section of the route. These were coded into the following categories:

- Supportive
- Objections
- Pedestrians
- Cyclists
- Public Transport
- Traffic
- Road safety
- Parking / waiting restrictions
- Parrys Lane
- Public realm
- Other

As one comment can be split over multiple categories there are 560 comments coded below. The tables show a summary of the comments for each category and the number of comments received.

Category	Number	Summary
Supportive	94	Agree dedicated cycle path will make it safer to cycle down the A4018. All enhancements to cycle paths are welcomed. Happy with parking review to stop poor access. Agree that the Parry's Lane "cut through" from Westbury Road should be closed. Great to have new zebra crossing, and new cycle paths. Like proposal of a new zebra crossing on Parrys lane. Agree with new path parallel to Westbury Road. The idea of closure of Parrys Lane is a good idea.
Objections	76	Do more, the proposals aren't ambitious enough if changes want to be made. Don't close Parry's lane - crazy idea. Not happy about the proposal for shared pathways. Object strongly object to any new paved paths on the Downs. The current shared path is barely used. Do not agree with closure of Parrys Lane. Pointless having two parallel shared paths alongside Westbury Road. This doesn't solve the main issue for buses which is traffic going towards white tree roundabout at peak times.
Pedestrians	64	Why is there no safe crossing for pedestrians near the north view bus stop? Zebra crossing at roundabout is much needed. Better lighting for pedestrians would be great. There is no need to widen the footpath in

		Northview, it is perfectly adequate. Suggest that paths on should be separated to make one for cycling and one for walking, as they are on Stoke Road. Shared cycleways can be dangerous for pedestrians. Strongly in favour of segregated walking and cycle paths.
Cyclists	105	Suggest paths should be separated to make one for cycling and one for walking like Stoke Road. As it could then be wide enough to make it bi-directional for cycling. Suggest the cycle lane on Westbury Park Road goes all the way along the road and it is clearly signed as one way motor with contraflow cycle lane. Agree with the new path on Westbury Road. More segregated cycle paths along North View and Parry's lane. More for cyclists on this roundabout, making it easier to access the cycle paths from all directions. Zebra crossing across parry's lane needs to accommodate cyclists. Shared cycleways between Etloe and Westbury Park Road need to be segregated.
Public Transport	37	How do the proposals make any material difference to bus traffic options? Closure of the cut-through labelled as "Parry's Lane B4054" may add to congestion on the roundabout for buses. More radical plans are needed along North View, the existing congestion causes real issues for bus users. The waiting area around the bus stop itself is not expanded. What options are being considered for the White Tree Roundabout / North View - bus lanes? A bus gate to prevent traffic exiting North View from White Tree roundabout. None of these proposals indicate how there would be any improvement to the delays faced by buses on North View.
Traffic	71	New zebra crossing on Parry's Lane may add to congestion at certain times of the day due to traffic being stopped on the roundabout. This in turn could delay traffic, including buses, coming from the other roads that link onto the roundabout. Closure of the cut-through labelled as "Parry's Lane B4054" may add to congestion on the roundabout for buses and other road users at certain times of the day whereas traffic at present has a means of bypassing the roundabout thereby making journeys quicker for all. North View is an important through road. Any suggestion of restricting its use by cars will force cars onto narrow side roads. Relocating the North View bus stop to a new site away from this narrow part of the road would solve most of congestion issues. Useful slip road for cars travelling down to Stoke Bishop, Stoke Lane, Shirehampton etc. coming along the Downs from Blackboy Hill, which saves having to queue at the White Tree Roundabout to turn left down the main part of Parry's Lane. Closing it would only add to the waiting times for traffic entering White Tree Roundabout from Westbury Road. Reinstate the width from North View to two lanes.
Road Safety	26	Why is there no safe crossing for pedestrians near the north view bus stop? Pedestrians, children, and dogs should not have to share with bicycles as this could be extremely dangerous. Zebra crossings at roundabout exits are somewhat dangerous as a driver has a lot to process and may not notice a pedestrian. It seems that the start/end of shared cycle ways do not have a safe way of merging back into traffic.
Parking / waiting restrictions	23	Could have a bad effect on business parking their vehicles or receiving drop offs. Parry's Lane would not be such an attraction for van dwellers if parking restrictions were adhered too. Do not restrict the parking on

		North View. This would be catastrophic for residents, who are already severely impacted by being on the edge of the Cotham North RPZ. Congestion on North View could be effectively dealt with by restricting parking to one side of the road.
Parrys Lane	24	I would be for the closure of Parrys lane and returning it to natural land. Close the top one-way section of Parrys Lane as you propose to stop speeding vehicles cutting down here. Do not agree with closure of Parrys Lane. Parrys lane should close as its currently used a car park for people living in caravans and motor homes which is an eyesore. Blocking the section of Parrys Lane from Westbury Road to Saville Road or possibly all the way to the main Parrys Lane is unnecessary, it will merely cause further congestion at the White Tree Roundabout. What is the benefit of closing the cut through to Parrys Lane? It helps reduce traffic at White Tree roundabout and you want a zebra crossing here which will slow it down.
Public realm	11	Concerned about impact on mature trees on the idea of footpath widened on North View. Support extra tree planting and enhancing North View would be wonderful - currently it's a traffic bottleneck with poor air quality - any improvement is welcome and very good for local shops and cafes. Too many roads slicing up the downs and it would be a great improvement for walkers, families, and wildlife if this was grassed over.
Other	29	Need traffic modelling for options. Road surfaces urgently need to be repaired between roundabout and Clay Pit Rd. Walking and shopping is not as pleasant as it could be. Pedestrianise North View. Need more information about the proposals and the shared paths. Consider closing the junction of Westbury Park Road onto North View. Complete waste of money. Traffic lights on the roundabout? Colour code shared paths. Issue with flooding on the corner on Westbury Park Road. Remove roundabout altogether. Glad to see the plans for North View are not included. Consider the whole area. Are the shared paths accessible?

5.1.1.8 Whiteladies Road / The Downs junction

The transport proposals for this section comprise of:

- Roman Road would be made into a walking and cycling route as this links to green spaces
- Proposed new 24 hour outbound bus lane on Whiteladies Road between Wellington Park and York Street

Whiteladies Road/The Downs junction – proposed changes



The survey asked the following questions:

To what extent do you agree or disagree with the proposed transport changes to Whiteladies Road / The Downs junction?

			Response Percent	Response Total
1	Strongly agree		21.93%	93
2	Agree		25.71%	109
3	Neither agree nor disagree		9.80%	39
4	Disagree		14.39%	61
5	Strongly disagree		28.77%	122
			answered	424

To what extent do you agree or disagree with the proposed transport changes to Whiteladies Road / The Downs junction?

	Response Percent	Response Total

If you would like to tell us why you agree or disagree or if you would like to suggest any changes to the proposals, please do so using the textbox below:

292 free text comments were received for this section of the route. These were coded into the following categories:

- Supportive
- Objections
- Pedestrians
- Cyclists
- Public Transport
- Traffic
- Road safety
- Parking / waiting restrictions
- Public realm
- Other

As one comment can be split over multiple categories there are 445 comments coded below. The tables show a summary of the comments for each category and the number of comments received.

Category	Number	Summary
Supportive	80	Agree with making Roman road a cycling & walking route. Lots of support for closing Roman Road as is a great idea. Bus lane past Willington Park sounds good. Creating a new segregated cycle lane is good. Fully support these changes. Roman Road being shut to cars for parking is a safe and clear route for cyclists and walkers to travel along. Support the idea of a new bus lane for the left hand side at the top of Blackboy Hill. New off-road cycle and walking routes are very welcome on this rather unfriendly gyratory. 24 hr bus lane brilliant idea and love extra cycling lanes.
Objections	84	Not another 24 hour bus lane. Closing Roman Road removes well-used parking spaces for only marginal benefit. Disagree with roman road removal of parking. Not LTN 1/20 compliant. Bus lane will affect local businesses. Object to shared paths. Measures don't go far enough for active travel so object. Short cycle lanes are waste of money. Object to 24hour bus lane – leave as it is.
Pedestrians	22	Agree with making Roman Road a cycling & walking route. Please segregate walkers from cyclists. New off-road cycle and walking routes are very welcome on this rather unfriendly gyratory. A path from new path on Westbury Road to bus stop would be useful. No shared paths.

		For a disabled pedestrian this massive junction is very confusing. Please make it as accessible and easy to understand as possible.
Cyclists	124	No safe provision for cyclists to get from Roman Road to Redland Hill; this is part of National cycle Network for southbound cyclists so should be given priority treatment. Creating a new segregated cycle lane is good, but if it just joins onto the carriageway or onto existing poorly designed shared cycle/foot ways then it is completely pointless and won't be well used. You need to have more segregated cycle lanes along more of the route! How are cyclists supposed to navigate 3 lanes of traffic uphill at the top of Whiteladies Road? Would suggest an 'early release' in place for cyclists on the traffic lights on the uphill. Suggest that paths should be separated to make one for cycling and one for walking, as they are along Stoke Road (by cafe). As it could then be wide enough to make it bi-directional for cycling. No LTN 1/20 compliance. Where are the CYCLOPS junctions? Cycling Level of Service Score > 70%? No red turns from the Junction Assessment Tool? This has been designed by people who need training in how to deliver national standard cycle infrastructure. The cycle lane is not continuous or segregated. This is great! We need more cycling routes! And the advanced stops are great too.
Public Transport	44	Placing of a bus lane by the shops at the top of Whiteladies Road may harm trade to local businesses. Better to have the bus lane operating at certain times of the day only (i.e., only between 4pm - 7pm evenings, Mondays to Fridays rather than 24/7. Parking bays need removing on Redland Hill to allow buses to get through quickly. Support the idea of a new bus lane for the left hand side at the top of Blackboy Hill. Wants motorcyclists to be able to use bus lanes. Is it possible to continue the bus lane up through the junction, rather than stopping on Whiteladies Road? A bus lane or at least a cycle lane should go all the way to the top of Blackboy Hill as this is the worst part for cyclists, and the spot where buses get stuck behind traffic. If a bus lane went to the top of the hill you would need to make the section of Stoke Road from Roman Road to Upper Belgrave one way northbound, with the removal of the island and the middle lane on Blackboy hill becoming straight ahead only, and the left lane on Stoke Road becoming a continuation of the bus lane. You could then leave Roman Road open for southbound traffic. The closure of it is a minor improvement at best, and nothing compared to a bus/cycle lane going all the way up.
Traffic	27	Closure of Roman Rd will improve traffic flow around the roundabout. Don't think three lanes on the northbound approach from Whiteladies Rd to Stoke Road is appropriate. Entire one way system needs to be drastically altered to avoid cross over of traffic between the A4018 Whiteladies Road and Upper Belgrave Road. Junction design is confusing. High usage of zebra crossings causes traffic heading from Westbury Road and upper Belgrave Road creating tailbacks on busy times. Heading from the downs to the top of Whiteladies Road can't have 2 straight on lanes if there is only one lane for cars to enter. It is already a problem with people in the right lane thinking they can head straight on down Whiteladies Road. The exit from the narrower Redland Hill will be much more difficult.

Road Safety	17	Dedicated cycle lane between traffic lanes is dangerous. Speeding traffic on Stoke Road is an issue for other road users. Vehicles are often parked in bike lanes at the steepest point on the hill making it dangerous for cyclists. No dropped kerb or easy access onto the shared path at the junction of Roman road and Westbury Road and so cyclists remain on the carriageway which is dangerous and slows traffic. The gyratory system is dangerous for everyone needs a rethink.
Parking / waiting restrictions	30	Loss of parking on Roman Road will have a negative impact on nearby businesses. Remove parking on Redland Hill to allow buses to get through. 24 hour bus lane not needed peak times only so retain parking. Support to reduce parking on Roman Road. Removing parking on Roman Road reduces availability for people accessing the Downs and residents and businesses. Limited parking already.
Public realm	4	What does the Downs committee have to say about removing green space? Existing paths could be upgraded without the need to pave over more of the Downs.
Other	13	One or two errors on the map concerning zebra crossings. Need a major revamp of the entire area and not just tinkering. Will have to redo this in 10 years – needs more effort. This will make the errors of GBBN worse.

5.2.1 Booklet 2 of 3: Central section

Each booklet covers one of the three sections of the route. The following map shows the central section running from the Whiteladies Road /Queens Road junction by the Victoria Rooms to the end of Victoria Street.

Number 2 bus route and A37/A4018: Central section



Within the booklet there are 7 sections covering the following locations:

- Queens Road
- Triangle

- Park Street – main proposal
- Park Street – alternative options
- College Green
- Victoria Street / Bristol Bridge
- Victoria Street

5.2.1.1 Queens Road

For this section the team created visualisations so that people could more clearly understand transport proposals. There were three created. The first is an aerial view looking northwards towards the Victoria Rooms. The second is an aerial view looking towards the Triangle and the third is on street visual looking towards the Victoria Rooms.



The transport proposals for this section comprise of:

- A new three stage traffic signal at the Whiteladies Road / Queens Road junction
- Closing Richmond Hill and Park Place to traffic at the junction with Queens Road to allow for more public spaces and landscaped areas

- A new cycle lane along Queens Road from St Paul's Road, past Queen's Avenue

Queens Road – proposed changes






The survey asked the following questions:

To what extent do you agree or disagree with the proposed transport changes to Queens Road junction?

			Response Percent	Response Total
1	Strongly agree	<div style="width: 44.54%; height: 15px; background-color: red;"></div>	44.54%	143
2	Agree	<div style="width: 17.44%; height: 15px; background-color: yellow;"></div>	17.44%	56

To what extent do you agree or disagree with the proposed transport changes to Queens Road junction?

			Response Percent	Response Total
3	Neither agree nor disagree		8.41%	27
4	Disagree		7.78%	25
5	Strongly disagree		21.80%	70
			answered	321

If you would like to tell us why you agree or disagree or if you would like to suggest any changes to the proposals, please do so using the textbox below:

203 free text comments were received for this section of the route. These were coded into the following categories:

- Supportive
- Objections
- Pedestrians
- Cyclists
- Public Transport
- Traffic
- Parking / waiting restrictions
- Public realm (including trees)
- Richmond Hill

As one comment can be split over multiple categories there are 383 comments coded below. The tables show a summary of the comments for each category and the number of comments received.

Category	Number	Summary
Supportive	84	Advocate turning the entire route of Queens Road from the Vic Rooms through to the top of Park Street into one continuous Plaza by turning. Like the removal of the second road and roundabout bit by Victoria Rooms. Really like the plans to pedestrianize along Queens Road. Welcome the introduction of clearly separated cycle lanes around the triangle. Good idea to close the through traffic from the side roads. Like the new public realm proposal leading up to Victoria Rooms. Reallocation of road space to public space; new public realm looks brilliant, same for cycle lane provision, new segregated cycle lanes. This is fantastic the city needs more bold changes like this. The reduction in space for cars and new trees are great and will make the area a lot nicer to access.
Objections	43	Reducing the carriageway is an absolutely insane idea - it will not eliminate the large number of vehicles which need to use this route, it will just push them to other areas. If you remove the second traffic lane in Queens Road you are creating more congestion, more pollution

		and more angry commuters trying to get to work. Disagree with closing Park Place as it limits the access to the area down to a single point. This is a nightmare. Halving the road capacity is going to cause traffic chaos. Don't agree with reducing the road space.
Pedestrians	21	These changes would make walking and cycling far more attractive through the area. Queens road can be a nightmare for pedestrians at rush hour so this would be a great improvement. The proposal would also be beneficial for university students using the space. Need for continued cyclist and pedestrian priority at crossing points - long wait times in cycle infrastructure ruin its utility. Queens Avenue / Queens Road junction. Could this be a continuous footway? On the three-stage traffic signal junction, ensure that pedestrians can cross two roads within a single phase.
Cyclists	78	It's good to have a segregated cycle path along this section, but can you ensure that the paving clearly defines the cycleway v's pedestrian area. This is done badly in The Centre and makes conflict more likely. Segregated cycle path required up Whiteladies Road. Segregated cycle lane doesn't look clearly marked or segregated enough. There is much to be welcomed in this proposal, however it is disappointing that there is not a segregated protected cycle lane on the east side of Queens Road. The segregated cycleway on Queens Road - how would southbound cyclists easily cross into this, bearing in mind there is a double mini roundabout just off the map? An alternative could be a cycle gate onto Richmond Hill, providing a cycle shortcut. Big fan of the segregated cycle way but it should have raised tables and right of way where it meets the road.
Public transport	25	Massive reduction in roadscape will not just cause much greater congestion - there are many vehicles particularly service vehicles (HGVs) that use this route. The impact will be adverse on public transport as buses will be affected by the congestion. Suspect buses would get stuck in what becomes a single lane coming up out of the city. Seems a waste not to create a continuous bus lane through this area with all that space available. Buses should be made a priority. The segregated cycle way on Queen's Ave would hinder access to the bus stop.
Traffic	67	Reduction to single lane at the new three stage traffic light will create huge backups of traffic up Whiteladies Road if there is no corresponding reduction in numbers of motorists. The cycle lane doesn't seem to continue north up Whiteladies Road which would lead to cyclists getting stuck as cars and buses don't leave enough space for cyclists to squeeze past. Traffic will get stuck with people turning left to go up Queens Avenue and no way to get past if it is single lane. Short sighted scheme that will kill local business. Closing Richmond Hill and Park Place to traffic will increase traffic on Queens Road, compounding congestion issues and slowing down cars and buses. Signalling the junction by RWA is very welcome. Turning into a T junction probably good. Fantastic! Don't think the roads there need it to be dual carriageway.
Parking /waiting restrictions	9	If you remove parking places, where will those cars be parked subsequently? Limited disabled parking. Loss of residents' parking on Queens Rd will have unacceptable impact on amenity of residents of

		Westbourne Place. Reduction in parking will lead to reduction in visitors to shops. Also makes no sense whilst future of West End car park in doubt.
Public Realm (including trees)	32	The plans show not enough green space being installed. Looks more like a spacious concrete plaza which could look run down in the future. The "improved public space" has little value to people in the area. Covered (glass roof) seating with integrated shrubbery would provide a much more useful and pleasant communal space. Trees next too or on pedestrian routes need to be planted in pots limiting their growth. The visualization massively helps to see the plan, and it looks amazing. Soft verge is good for the environment; cheaper to build, absorbs water so better for SUDS, less carbon footprint to build. Have a bit for social amenity of course but often urban designs have excessive concrete / stone paving. Looks brilliant. Please do stick with plenty of trees, seating and planting in the pedestrian area.
Richmond Hill	24	Closure of Richmond hill is great. Closing Richmond Hill and Park Place to traffic will increase traffic on Queens Road, compounding congestion issues and slowing down cars and buses. Richmond Road cannot feasibly be viable for two way traffic and parking! It is a frequently used pedestrian route which currently benefits from being relatively quiet and safe. Closure of Richmond Hill is great, but it will be important that there is a significant turning space and passing place provided. Suggest a small roundabout at the end of Richmond Hill.

5.2.1.2 Triangle

The transport proposals for this section comprise of:

- A new cycle lane continuing from Queens Road and joining the junction of Triangle West/ Queens Road to allow cyclists to reach the new cycle lane on the west side of Queens Road at the top of Park Street
- A bus gate at the top of Park Street to redirect the movement of traffic down Park Row. The bus gate would maintain access to Park Street for buses, taxis, motorcyclists, HGVs (over 7.5 tonnes) and cycles only.
- Berkeley Avenue closed to general traffic.
- Proposed new bus stops at the top of Jacobs Wells Road.

Triangle – proposed changes



The survey asked the following questions:

To what extent do you agree or disagree with the proposed transport changes to the Triangle?				
			Response Percent	Response Total
1	Strongly agree	<div style="width: 34.70%; background-color: red;"></div>	34.70%	135
2	Agree	<div style="width: 17.73%; background-color: yellow;"></div>	17.73%	69
3	Neither agree nor disagree	<div style="width: 6.94%; background-color: blue;"></div>	6.94%	27
4	Disagree	<div style="width: 11.56%; background-color: green;"></div>	11.56%	45

To what extent do you agree or disagree with the proposed transport changes to the Triangle?

		Response Percent	Response Total
5	Strongly disagree	29.04%	113
		answered	389

If you would like to tell us why you agree or disagree or if you would like to suggest any changes to the proposals, please do so using the textbox below:

277 free text comments were received for this section of the route. These were coded into the following categories:

- Supportive
- Objections
- Pedestrians
- Cyclists
- Public Transport
- Traffic
- Road safety
- Parking / waiting restrictions
- Public realm (including trees)
- Park Street (closure)

As one comment can be split over multiple categories there are 534 comments coded below. The tables show a summary of the comments for each category and the number of comments received.

Category	Number	Summary
Supportive	88	Hugely positive step for the Triangle Road network. Giving cyclists a designated pathway through the traffic is great and like the introduction of advanced lights for cyclists. Queens Road should be pedestrianised in front of Sainsbury's, with the segregated cycle lane proposed built, and all traffic going around the Triangle routed around Triangle W and S. The pavement on Queen's Rd is crowded and the busy road makes shopping and walking through there unpleasant. Removing traffic from Park Street would make it significantly nicer to access for everyone and safer.
Objections	84	Closure of Park St to cars will kill St Georges as the prime music venue in the city. Disagree with closing Park Street it will cause congestion and lengthen journeys into city centre. Do not close park street to private vehicles as business nearby will be affected due limited access and people will 'rat-run' nearby elsewhere. Missed opportunity to remove the one way system and to slow the speed of traffic around the triangle and along Queens Road. Restricted use of Park Street will heavily impact BRI etc emergency vehicles, costing lives. If people find it difficult to get to the city by car, then they will go out of town / local

		to do shopping and eating and generally spending money. Too many bottlenecks and obstructions creating congestion, displacing traffic to other parts of the city, forcing long detours, and costing the city huge amounts of money in lost time.
Pedestrians	21	Widen pavements in front of Wills Building and Queens Road. Need better pavement outside Sainsbury's. Issue of overly crowded pavements on the north side of Queen's road. The extra width during the lockdowns was useful. Like the closure to traffic on University Rd and Berkeley Ave and the proposals for more trees and increased footways.
Cyclists	112	As the northbound segregated cycle path involves 4 road crossings. Good quality modelling ought to be done to allow for a 'green light wave' for cyclists to use this efficiently. Cycle lane needed along Triangle South for cyclists going to Jacob's Wells Road. Not clear if the new cycle lane on Queens Road is two-way or not. This is great - the contraflow cycle lane on Queens Road is really needed. Putting in all these cycle paths when they hardly ever get used. Not everyone is able to cycle to work, sadly people need to use cars. Very glad you will remove the parking to allow for segregated cycleway on Queens Road! Create cycle lane where Jacobs Wells Rd meets the Triangle.
Public transport	26	Brave attempt to give buses and cycles real priority over the private car. There will be enormous opposition to this. Moving the bus stop on to Triangle South is firstly too close to the Triangle West stop and secondly too far from College Green stop there needs to be a provision for one at the top of Park Street. The amount of new bus lane in this plan is very minimal. The bus stop opposite the Bristol Museum is being moved to Triangle South. The current location is outside the Wetherspoons pub and felt safer waiting there late at night alone because there were people in the pub. No point of new bus stops on Jacob Wells Road, the Queens Road west bus stop serves overlapping routes from First Bus and Community group - keep their buses stops together.
Traffic	63	Missed opportunity to remove the one way system and to slow the speed of traffic around the triangle and along Queens Road. Queens Road is a pinch point for traffic. Why not turn the entire length from the Vic Rooms to the top of Park Street on the Museum side into one continuous Plaza by making Queens Road outbound/ The Triangle/ The Triangle W into two way traffic? Closing off access to cars would add an incredible amount of traffic to other roads that have little to no suitability for that volume or direction of travel. It would route yet more cars right past a high-priority route to the BRI hospital and into an already bumper to bumper bear-pit roundabout and station/southbound routes. How would cars access Great George Street for St George's venue or Brandon Park? Having a bus gate at the top of Park Street to redirect cars down Park Row is ridiculous.
Road Safety	5	The road surface around the triangle gets hard wear, but is often full of deep pot holes, which are very hazardous to cyclists. New bus stop on exit to Berkeley square is an accident waiting to happen! likewise closure of park street. Width of pavement needs to be wider by Sainsburys.

Parking /waiting restrictions	40	From the Triangle how do you access the West End car park? Concern over where vehicles are going to park if you are removing most parking bays around the Triangle? Providing disabled parking along University Road is ok, but that is quite a steep slope. The removal of so much parking must be problematic for those traders that remain in this area. Have scooter parking areas been considered?
Public Realm (including trees)	24	The triangle north side should be pedestrianised, and traffic diverted to the other sides. Love the idea of trees - and more bike parking - on University Road and Berkeley Avenue. Triangle South is not a particularly nice place to pass through - its ugly and not pedestrian friendly with 4 rows of cars at times (including those parked on side of road). These plans look like it may help this area get more footfall - any possibility of adding some planting into this space though? Clarity needed on "closure" of south end of University Road as assume this does not apply to all vehicles.
Park Street (closure)	71	A bus gate for Park Street? Absolutely not. Park Row is simply not a suitable alternative for the predictably higher volume of traffic this diversion will produce. Furthermore, businesses dependent on passing trade will be horrified by this proposal. PLEASE close Park Street to through traffic! It would be quiet again. Do not remove private vehicle access to Park Street! This will only increase the amount of traffic along Park Row and past the hospital. This will delay emergency vehicles reaching the hospital. Whilst I understand the desire to enable the buses to move more quickly around the city, I do not see how pushing all the traffic down Park Row will be at all helpful in reducing pollution overall. Removing traffic from Park Street would make it significantly nicer to access for everyone and safer.

5.2.1.3 Park Street

The transport proposals for this section comprise of:

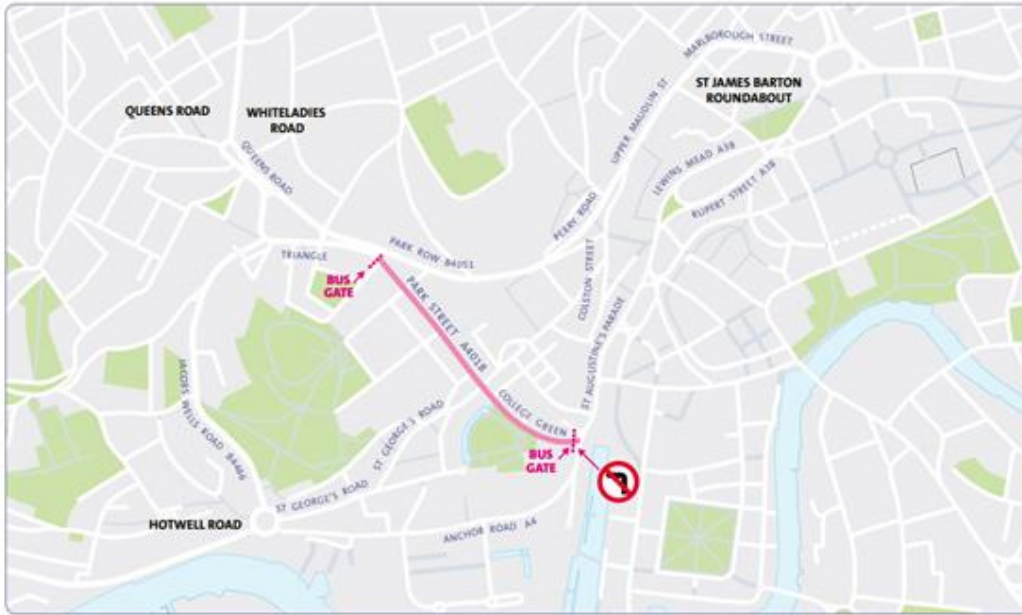
- Park Street Avenue closed at both ends to stop rat running between Park Row and Park Street and to provide the opportunity for public space
- A widened footway on the east side of Park Street made possible by the proposed bus gate restricting general traffic to Park Street from the top
- Parking removed to the west side of the street to make conditions safer for cyclists travelling down Park Street
- Visiting and local traffic would still be able to access Park Street, but only from St Georges Road

For the consultation survey there were some maps created showing the direction of traffic flow if the Park Street proposal were to be implemented. The following shows the main proposal alongside the general 'through' traffic restrictions, the diversion routes for local traffic and a visualisation looking northwards up Park Street:

Park Street – main proposal



General (through) traffic: Park Street bus gates



Local traffic





The survey asked the following questions:

Please tell us the extent to which you agree or disagree with the overall proposed transport changes for Park Street?

			Response Percent	Response Total
1	Strongly agree		27.85%	127
2	Agree		17.10%	78
3	Neither agree nor disagree		5.92%	27
4	Disagree		8.99%	41
5	Strongly disagree		40.13%	183
			answered	456




Please tell us how important to you each of the following propose transport changes for Park Street are:

Berkeley Avenue section closure for motorised vehicles and public space improvements

			Response Percent	Response Total
1	High importance		32.25%	139
2	Medium importance		21.81%	94
3	Low importance		45.94%	198
			answered	431




Please tell us how important to you each of the following propose transport changes for Park Street are:

Park Street Avenue closure for motorised vehicles and public space improvements

			Response Percent	Response Total
1	High importance		44.34%	192
2	Medium importance		17.78%	77
3	Low importance		37.88%	164
			answered	433




Please tell us how important to you each of the following propose transport changes for Park Street are:

One way system for Great George and Charlotte Street

			Response Percent	Response Total
1	High importance		31.63%	136
2	Medium importance		28.84%	124
3	Low importance		39.53%	170
			answered	430

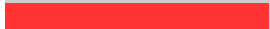
Please tell us how important to you each of the following propose transport changes for Park Street are:

Continuous footpaths for pedestrian priority

			Response Percent	Response Total
1	High importance		47.61%	209
2	Medium importance		18.68%	82
3	Low importance		33.71%	148
			answered	439



Please tell us how important to you each of the following propose transport changes for Park Street are:

Cycle parking at carriageway level

			Response Percent	Response Total
1	High importance		35.40%	154

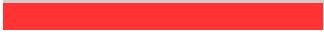


Please tell us how important to you each of the following propose transport changes for Park Street are:

Cycle parking at carriageway level

			Response Percent	Response Total
2	Medium importance		21.61%	94
3	Low importance		42.99%	187
			answered	435




Please tell us how important to you each of the following propose transport changes for Park Street are:

Footway widened for public space improvements (seating/planters)

			Response Percent	Response Total
1	High importance		41.19%	180
2	Medium importance		19.45%	85
3	Low importance		39.36%	172
			answered	437




Please tell us how important to you each of the following propose transport changes for Park Street are:

Parking moved to uphill side to improve cycle safety

			Response Percent	Response Total
1	High importance		37.53%	161
2	Medium importance		20.51%	88
3	Low importance		41.96%	180
			answered	436

Please tell us how important to you each of the following propose transport changes for Park Street are:

Additional tree planting

			Response Percent	Response Total
1	High importance		43.58%	190
2	Medium importance		28.44%	124
3	Low importance		27.98%	122

Please tell us how important to you each of the following propose transport changes for Park Street are:

Additional tree planting

	Response Percent	Response Total
	answered	436

5.2.1.4 Park Street – alternative options

The transport proposals for this section comprise of 3 alternative options to the main proposal:

- Alternative Option 1 – One way northbound
Install a bus gate only restricting traffic inbound from the north
- Alternative Option 2 – One way southbound
Install a bus gate only restricting traffic outbound from the south
- Alternative Option 3 – Bus Lane southbound from Park Street to Unity Street
Install an inbound bus lane
- Alternative Option 4 – No changes made

Option 1



Pros

- Inbound priority for buses, taxis and cycles only
- Outbound general traffic facility

Cons

- Buses delayed with outbound general traffic
- No improvement for outbound cyclists
- Pedestrian benefits reduced with limited removal of traffic
- Public space benefits reduced with limited reduction in traffic
- Air quality benefits reduced with limited reduction in traffic
- Widened eastern footway compromised due to higher traffic volumes

Option 2



Pros

- Outbound priority for buses, taxis and cycles only
- Inbound general traffic facility

Cons

- Buses delayed with inbound general traffic
- No improvement for inbound cyclists
- Pedestrian benefits reduced with limited reduction of traffic
- Public space benefits reduced with limited reduction in traffic
- Air quality benefits reduced with limited reduction in traffic
- Widened eastern footway compromised due to higher traffic volumes

Option 3



Pros

- Inbound and outbound general traffic facility
- Inbound Bus priority between Park Street Avenue and Unity Street

Cons

- Widened eastern footway not possible
- Inbound buses subject to delay after Unity Street. No bus priority provided for outbound buses
- Car parking resource removed
- No improvement for outbound cyclists
- Pedestrian benefits removed with no reduction of traffic
- Public space benefits removed with no reduction in traffic
- Air quality benefits removed with no reduction in traffic

Please tell us whether you prefer the main proposal to install a bus gate at the top of Park Street or one of the alternative options:

176 free text comments were received for this section of the route. These were coded into the following categories:

- Main proposal
- Option 1
- Option 2
- Option 3
- Option 4
- Pedestrians
- Cyclists
- Traffic
- HGVs

- Other

As one comment can be split over multiple categories there are 203 comments coded below. The tables show a summary of the comments for each category and the number of comments received.

Category	Number	Summary
Main proposal	53	Bus gates at both ends please. Don't do these alternatives. Be brave for Bristol and remove as much traffic as possible from Park Street only way to enhance walking, cycling & the shopping experience and enable buses to move freely. Do not prefer the alternatives.
Option 1	7	Alternative option 1. Option 1 is preference: understand the cons of this but another con of the outbound bus gate would be increased traffic on Anchor Road. Option 1 or 2 would work better for businesses.
Option 2	10	Alternative option 2 would be preferred for me as a bus user - outbound journeys are more often delayed so priority for buses in this direction makes sense. Option 2 by far. Traffic stacks uphill far worse in rush hour.
Option 3	32	Alternative option 3 would be preferable, with minimum disruption to general traffic as congestion is already an issue. Of the options, prefer option 3 as it would continue to allow access to the city centre from North Bristol. Option 3 is obviously the only viable solution.
Option 4	43	Do not agree with any of these alternatives. Like to leave Park Street as is. Do not agree with any other alternatives and object strongly. Park Street should remain open to all traffic. If not the increased traffic along Park Row passing the hospitals would be intolerable.
Pedestrians	1	Park street is an important and regularly used thoroughfare, the other streets aren't getting any bigger. It's a steep street - who on earth is going to be able to sit on it and enjoy a coffee?
Cyclists	22	Strongly support the closure of Park Street to through motor traffic. The improved public realm will provide a further boost to the already large levels of pedestrian and cycle traffic, which together far outweigh the number of visitors by car. Support the main proposal and believe this will significantly improve Park Street making it both a safer and more pleasant place to not only travel through but stop at the businesses. Like the use of continuous footways and more cycle parking and restrictions to traffic. Segregated cycle infrastructure should be included to link the Triangle and College Green.
Traffic	19	What are the current statistics for traffic flowing up and down Whiteladies to the triangle? What are the current traffic statistics for the traffic flowing up and down Park Row, Park Street and Jacob's Hill roads? Blocking general traffic from Park Street will have huge effects on Park Row traffic, which you're already trying to reduce.
HGVs	6	Don't allow HGVs outside certain hours. Agree with the Main Proposal but think it should go further and not allow HGVs along Park Street either.
Other	10	Install a bus and taxis gate only allows local access to shops, museum and concert hall and Cabot tower and park. Please improve the road surface in Park Street, it is dangerous for cyclists: pot holes, trenches, cracks are often unavoidable due to heavy traffic.

5.2.1.5 College Green

The transport proposals for this section comprise of:






- Continuous footway on Unity Street junction
- A bus gate allowing buses, taxis, motorcyclists, HGVs (over 7.5 tonnes) and cycles only up Park Street
- The left turn from Canons Road onto College Green would be removed

College Green – proposed changes



The survey asked the following questions:

To what extent do you agree or disagree with the proposed transport changes to College Green?

			Response Percent	Response Total
1	Strongly agree		34.70%	89
2	Agree		17.73%	72
3	Neither agree nor disagree		6.94%	28
4	Disagree		11.56%	29
5	Strongly disagree		29.04%	93
			answered	311

If you would like to tell us why you agree or disagree or if you would like to suggest any changes to the proposals, please do so using the textbox below:

191 free text comments were received for this section of the route. These were coded into the following categories:

- Supportive
- Objections
- Pedestrians
- Cyclists
- Public Transport
- Traffic
- Parking / waiting restrictions
- Public realm (including trees)
- Park Street (closure)

As one comment can be split over multiple categories there are 312 comments coded below. The tables show a summary of the comments for each category and the number of comments received.

Category	Number	Summary
Supportive	49	Good for public transport and pedestrians. Applaud improvements at the junction from Canons Road which is narrow & dangerous. Want to see College Green entirely closed to all traffic except cycles and scooters. Supportive of stopping access to through traffic, but there needs to be provision for local businesses to receive deliveries. This area is a high footfall area, and we need less traffic in this area. Park Street should have been pedestrianised long ago, a lot of nuisance drivers / boy racers around College Green making all sorts of noise at night. Love this proposal, excited by it. College Green and Park Street will become much more pleasant with these changes.
Objections	65	Because it will damage business in the area and destroy the vibrant tradition of the area. Blocking Park Street northbound to general traffic will cause huge issues for those of us living and working in the north

		west of the city. Closing Park Street to traffic lengthens journeys and increases congestion. May harm trade to shops on Park Street and loss of left turn from Anchor Road to Park Street will hamper things for visitors and others not familiar to the area. This will kill off businesses on Park Street. Disagree because the city is already divider going north to south is a nightmare.
Pedestrians	24	Closure of left turn from Canons is good. Increased pedestrian areas are good. Continuous footpath is great. Pedestrians, scooters, and cyclists make up the bulk of travel here so make the roads space suitable and safe for them. Footpath widening and public realm improvements are greatly needed, especially at Canons Rd junction. This removes some traffic from Park St so support it.
Cyclists	61	Add smoother merge from cycle path onto main road by College Green. Either the segregated cycleway here needs to be continued up Park St or it needs to be made far easier to make a right turn into it when going down Park St, now this is incredibly difficult to do. Please make the cycle lane go all the way up! Consider improving crossover of pedestrians and cyclists at the crossing into the fountains area. This area isn't wide enough for the number of cyclists and pedestrians and divisions of space are unclear to both groups of users.
Public transport	13	Do not disagree with widening the footway behind the bus shelter. Agree with the widened footway behind shelter, this area is crowded. Like to see improvements to bus stops real time information displays better seating, lighting, CCTV cameras, litter bins.
Traffic	49	Cutting traffic off from this area means there becomes only one way into the centre of Bristol - up and down the A38 - this pushes traffic onto an already busy road. How would anyone access College Green, Park Street and nearby roads and businesses? Motor traffic access should be maintained up to the turning circle in front of the Marriot, to allow for pickups/drop offs and more convenient access to Park Street/College Green. This reflects the existing arrangement with a vehicular access over the segregated cycle approaching College Green.
Parking /waiting restrictions	4	What about disabled drivers to access shops on park Street? What is proposed route for redirected traffic? Reduction of access to Bristol City Centre, without simultaneous provision of Park and Ride facilities at the periphery of each bus route is an oversight that must reduce viability of city centre shops and businesses.
Public Realm (including trees)	4	Footpath widening and public realm improvements are greatly needed, especially at Canons Rd junction. It is an important public space, and the less traffic the better really.
Park Street (closure)	43	Will damage business in the area and destroy the vibrant tradition of the area. Closing Park Street to traffic lengthens journeys and increases congestion. Will increase pollution on Park Row. Closure of left turn from Canons is good. Access to Park Street should continue to be allowed for traffic from College Green. The whole scheme makes it impossible for residents. Bus gate at top of Park Street will cause more problems than it solves.

5.2.1.6 Victoria Street / Bristol Bridge

The transport proposals for this section comprise of:

- The Bristol bridge /Baldwin Street / High Street junction would no longer require traffic signals, although signalised pedestrian crossing would be included between Castle Park and Baldwin Street
- A new cycle lane over Bristol Bridge in addition to the existing bus gates
- Floating bus stops in front of the cycle lane on Victoria Street and pedestrian and cycle priority at Redcliff Street junction
- The right turn into Victoria Street from Counterslip junction would be removed and connection crossings for pedestrians and cyclists provided.




Victoria Street/Bristol Bridge – proposed changes



The survey asked the following questions:

To what extent do you agree or disagree with the proposed transport changes to Victoria Street / Bristol bridge?				
			Response Percent	Response Total
1	Strongly agree	<div style="width: 53.10%; background-color: red;"></div>	53.10%	137
2	Agree	<div style="width: 20.93%; background-color: yellow;"></div>	20.93%	54

To what extent do you agree or disagree with the proposed transport changes to Victoria Street / Bristol bridge?

			Response Percent	Response Total
3	Neither agree nor disagree		3.48%	9
4	Disagree		5.81%	15
5	Strongly disagree		16.66%	43
			answered	258

If you would like to tell us why you agree or disagree or if you would like to suggest any changes to the proposals, please do so using the textbox below:

131 free text comments were received for this section of the route. These were coded into the following categories:

- Supportive
- Objections
- Pedestrians
- Cyclists
- Public Transport
- Traffic
- Other

As one comment can be split over multiple categories there are 213 comments coded below. The tables show a summary of the comments for each category and the number of comments received.

Category	Number	Summary
Supportive	50	Extremely positive. Fully agree with all changes, strong leadership from BCC. Since bus gates are installed on Bristol Bridge, traffic is already significantly reduced. Addition of segregated cycle path is just a waste of money. Great improvement for pedestrians and cyclists. In favour of continuous footways/cycleways at junctions. However, motorists (and cyclists) will probably continue to turn right from Counterslip onto Victoria Street - difficult to see how this banned turn will be enforced. Thank you for simplifying the Baldwin St junction for those on foot and for a segregated cycle route.
Objections	21	Disastrous changes you have made should be reversed and not made even worse, this is not a difficult area to cycle through now and this is totally unnecessary and a waste of money. Disagree with removing right turn into Victoria St. Will this not put even more pressure on St Thomas St E and Three Queens Lane. It is cutting Bristol in half for many making it a much longer therefore more polluting way to cross from one side of Bristol to the other.
Pedestrians	23	Giving more priority to cyclists and pedestrians here is welcome, the junction at Bristol Bridge is a little painful to use, wait times for

		crossing are long. Generally, looks good. Love it. This area is overdue a modernisation with pedestrian and bike priority. The crossing from Baldwin Street (Brewdog corner) to Castle Park is still very suboptimal. Please make sure there are zebra crossings for pedestrians to use to cross from the floating bus stop, across the cycle lane and onto the inside pavement.
Cyclists	60	All good, particularly segregated route that joins up with the segregated route down Baldwin Street. Counterslip cyclist junction is great. Ensure give way markings are visible on the cycle path junctions at the top of Bristol Bridge. For example, cyclists travelling from Baldwin St to Castle Park should probably have priority over cyclists coming from Victoria Street and High St. Suggest the whole of Victoria St be resurfaced, please. There are so many bumps and holes that it's dangerous, especially when travelling by bicycle and scooter.
Public transport	15	It seems a missed opportunity that the number 2 doesn't make use of Baldwin Street when there are plans for a city circular bus route. It would really improve cross-city travel, which thought was the point of making the changes. Concerned that floating bus stops pose a risk to cyclists and pedestrians. Please also introduce a bus gate in the other direction, going south, across the bridge. Traffic must divert around the centre.
Traffic	33	It is cutting Bristol in half for many making it a much longer therefore more polluting way to cross from one side of Bristol to the other. Removing the traffic lights from the junction feels like cars might turn the corners too quickly endangering cyclists and pedestrians crossing. Taxis should have access from Counterslip to Bristol Bridge. Closure of Bristol Bridge has hugely increased and slowed journey times around the centre, thereby adding to pollution and stress levels for drivers. Unnecessary and already causes congestion
Other	11	Additional planted area would be beneficial. Local resident – how do we get access to property? It seems a missed opportunity that the number 2 doesn't make use of Baldwin Street when there are plans for a city circular bus route. Disappointed that you have not opted for a complete closure of Bristol Bridge.

5.2.1.7 Victoria Street

The transport proposals for this section comprise of:






- A cycle lane, continuous and new widened footways, with loading bays and disabled bays along with west side of Victoria Street.
- New floating bus stops would allow the cycle lane to run behind
- Continuous footways and narrowing of junctions at Temple Street and Church Lane allowing for increased public space.
- Remove existing outbound bus lane to reflect new low traffic street.

Victoria Street – proposed changes



The survey asked the following questions:

To what extent do you agree or disagree with the proposed transport changes to Victoria Street?

			Response Percent	Response Total
1	Strongly agree		58.84%	133
2	Agree		19.46%	44
3	Neither agree nor disagree		5.75%	13
4	Disagree		4.42%	10
5	Strongly disagree		11.50%	26
			answered	226

If you would like to tell us why you agree or disagree or if you would like to suggest any changes to the proposals, please do so using the textbox below:

102 free text comments were received for this section of the route. These were coded into the following categories:

- Supportive
- Objections
- Pedestrians
- Cyclists
- Public Transport
- Traffic
- Road Safety
- Parking / waiting restrictions
- Public realm (including trees)
- Other

As one comment can be split over multiple categories there are 163 comments coded below. The tables show a summary of the comments for each category and the number of comments received.

Category	Number	Summary
Supportive	42	Strongly welcome the dedicated segregated protected cycle lane along Victoria Street. Continuous cycle lane and wider paved areas for cafes and pedestrians are brilliant. Agree with the inclusion of a segregated cycle lane on Victoria Street, it makes a lot of sense. This looks to be a welcome improvement, reallocating space from the road to give better use of the space for cyclists and pedestrians.
Objections	12	Not necessary since there is now so little traffic on Victoria Street it feels much safer any way. pushing vehicles out and causing more pollution due to lack of usable roads by private vehicles. Planners are trying to create a culture which is not sustainable in the UK.
Pedestrians	16	Make sure to clearly mark who has right of way on continuous pavements (pedestrians or cars?) Footpaths across St Thomas St in

		desperate need of improvement. Great to see continuous footways at junctions.
Cyclists	63	Wider bike lanes are welcome but the divide between the lanes and pedestrians needs to be very clear. Segregated cycle lane on Victoria Street would be lovely, thank you! Fully support Bristol Cycling Campaign's consultation response. Segregated cycle lanes are a great idea, but the observed behaviour is that many pedestrians pay no attention to them and are frequently not used by cyclists as having to cross roads at the end of the lane adds delay and increases hazard for the cyclists.
Public transport	16	New bus lane is only for buses turning left and buses don't frequently turn left onto temple way from this location. The relatively recent removal of the number 2 bus stop from the bottom of the access road to Temple meads station to its new location makes travel to/from that station nearly impossible if travelling with a suitcase, especially for elderly people and visitors to the city. Floating bus stops create a risk of collision between cyclists and pedestrians getting on and off buses. Pedestrians existing buses do not expect to have to immediately look out for fast moving cyclists.
Traffic	7	please leave the area as it is now. We don't need less road access we need more. So much priceless public space is given over to motorists here. These changes, combined with the closure of Bristol bridge and proposed changes to Redcliffe Street will make Bristol Civil Justice Centre on Redcliffe Street extremely difficult to access. This will worsen congestion
Public realm	4	Please ensure that high quality public realm is integrated from the outset. The visuals look encouraging, but the street treatment should not be sacrificed to future value engineering or descoping.
Other	3	Suggest the whole of Victoria St be resurfaced. We don't need more cafes or shops. If there's an interest in shops etc put more effort into Broadmead which looks like a ghost town.

5.3.1 Booklet 3 of 3: South section

Each booklet covers one of the three sections of the route. The following map shows the south section running from Three lamps junction on A37 to Sturminster Road.



Within the booklet there are 7 sections covering the following locations:

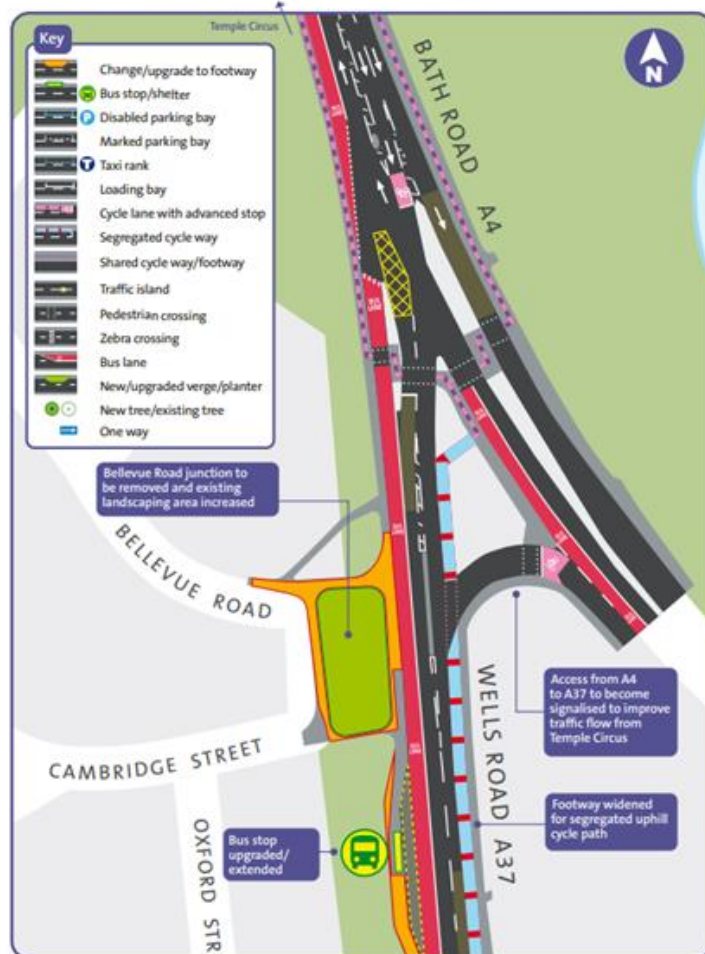
- Three Lamps junction
- St John's Lane
- Bayham Road
- Redcatch Park through to Broad Walk
- Woodbridge Road
- Wootton Park / Wells Road and West Town Lane /A37 junctions
- Hengrove Lane
- West Town Lane
- Bus Lanes

5.3.1.1 Three Lamps junction

The transport proposals for this section comprise of:

- Remove Bellevue Road junction to reduce rat running through Totterdown onto the Wells Road
- Signalise access from A4 to A37

Three Lamps junction – proposed changes



The survey asked the following questions:

To what extent do you agree or disagree with the proposed transport changes to Three Lamps junction?

			Response Percent	Response Total
1	Strongly agree	<div style="width: 21.40%; height: 15px; background-color: red;"></div>	21.40%	55
2	Agree	<div style="width: 19.84%; height: 15px; background-color: yellow;"></div>	19.84%	51
3	Neither agree nor disagree	<div style="width: 12.45%; height: 15px; background-color: blue;"></div>	12.45%	32
4	Disagree	<div style="width: 17.89%; height: 15px; background-color: green;"></div>	17.89%	46
5	Strongly disagree	<div style="width: 28.40%; height: 15px; background-color: orange;"></div>	28.40%	73
			answered	257

If you would like to tell us why you agree or disagree or if you would like to suggest any changes to the proposals, please do so using the textbox below:

189 free text comments were received for this section of the route. These were coded into the following categories:

- Supportive
- Objections
- Pedestrians
- Cyclists
- Public Transport
- Traffic (Road closures)
- Parking / waiting restrictions
- Public realm (including trees)
- Traffic signals
- Other

As one comment can be split over multiple categories there are 176 comments coded below. The tables show a summary of the comments for each category and the number of comments received.

Category	Number	Summary
Supportive	19	The segregated cycle section coming south off the three lamps is vital and hugely welcome. Proposals to south of Three Lamps junction are fine. The addition of the greenspace will stop morning rat running along Oxford Street. Signalising the joining traffic from the A4 makes sense provided it is timed to be red when traffic is flowing across the three lamps from the city centre. Welcome bus lanes and bus stop upgrading. Agree with closing Bellevue to motor traffic, but access should remain for cycles.
Objections	4	No need to signalise A4 to A37. When lights are red at Bath Road south, traffic from A4 is already free to access A37. This change would concentrate traffic onto a fewer number of outlets onto Wells Road so would slow traffic and is not welcome.
Pedestrians	10	Shared footpath/cycle lanes are dangerous for pedestrians due to dangerous cycling, especially downhill. This is a bad idea near multiple schools/day care centres. Happy to see segregated cycle paths put in, just a shame the shared use paths aren't being widened, as they are narrow. The cycle lane/footway along bath road going south is massively insufficient and unsafe.
Cyclists	46	Cycling provision should be separated. This section of road from Bath Bridges to Three Lamps is horrible for active travellers and this will not improve it sufficiently. Provide full width segregated cycleway by constructing new path parallel to carriageway and new segregated ped/cycle bridge over the railway. Happy to see segregated cycle paths put in, just a shame the shared use paths aren't being widened. Would you not consider cycle access via Bellevue Road and Oxford Street, rather than routing cyclists over the junction alongside pedestrians? The shared cycle/footway on Bath Road is a major failure. This is a key route into the city and should be fully segregated. Not LTN1/20 compliant. Segregated cycle path uphill is great.
Public transport	8	There is no need for a 24/7 bus lane on the Wells Road. Buses do not operate on the Wells Road 24/7 in either direction. Provide

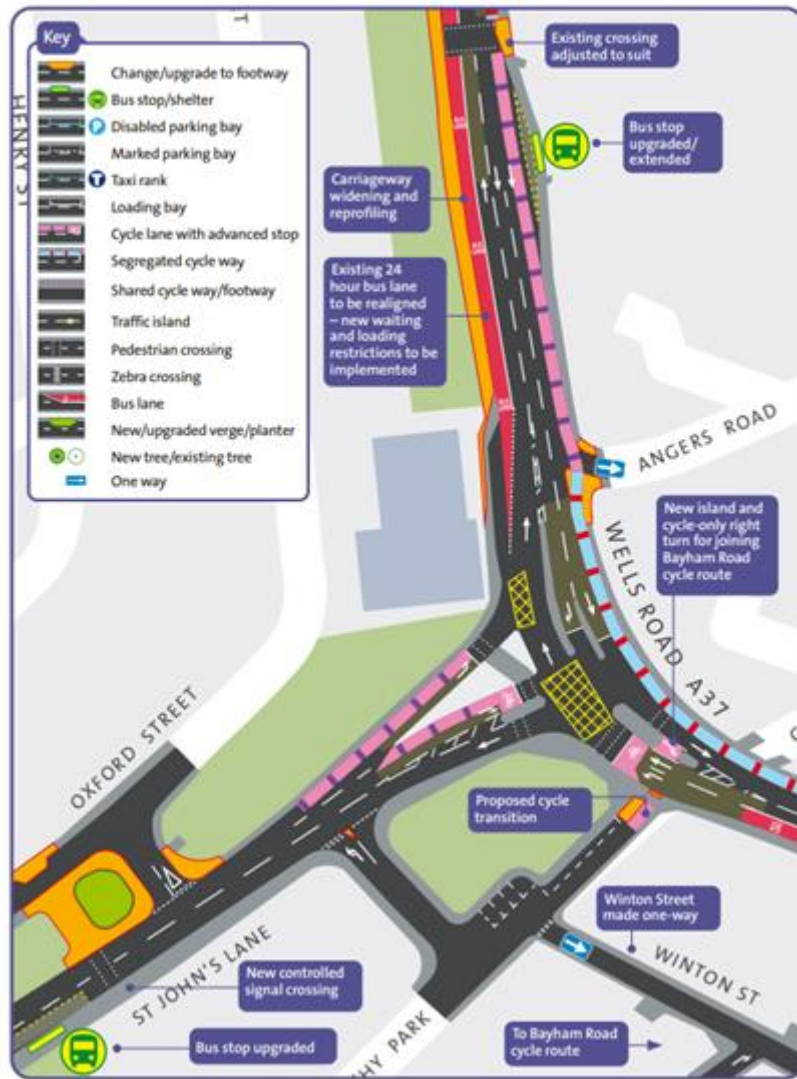
		southbound bus lane by widening carriageway into west side verge. Then use released road space from removing pavements to add southbound bus lane. Not clear if there is a proposed 24 hour bus lane inbound to the city, in the area where the current shops are - but if so, this would be very detrimental to the businesses that operate there and would impact the side roads close by - where parking is already problematic on occasions.
Traffic (Road Closures)	58	Closure of the Bellevue Road junction onto Wells Road is a bad idea. Traffic would be tempted to use other nearby roads, such as Oxford Street, which are far too narrow for two-way traffic. Bellevue Road junction - agree for both safety and avoidance of rat running. Living on Bellevue rd, this will have a major impact on being able to easily leave the area. Reducing the exits to only 2 (Windsor Terrace/Oxford St) would mean congestion and more pollution as people attempt to drive round an already challenging area. The bottle necks would just be pushed to the other side of Totterdown. How will delivery drivers, recycling, waste vehicles would be able to get down the roads without main road access? It would also massively affect the ability for emergency vehicles to attend the se roads.
Traffic signals	26	Signals on the A4/A37 junction will probably help, but a yellow box is probably required. Access from A4 to A37 at Three Lanterns doesn't need signals - this will more likely worsen flow than improve it at most times. If it is deemed essential for e.g., peak times or when roadworks further up are causing tailbacks, please consider only employing signals at these times. While this will improve matters, my issues are the time it takes to cross from the east side of A4 to continue up the Wells Road. The traffic lights need to be coordinated and prioritised for cyclists/pedestrians. The traffic lights to control traffic from the Bath Rd. to Wells rd. appear completely pointless as the lights at three lamps naturally control this flow.
Other	5	The 'green space', this will be a grass area next to one of the busiest roads in Bristol. It is unlikely to see much use and will barely enhance the already mediocre offering in this area. Where do you propose diesel cars turn around when they read the CAZ signs? Widen wells road from 3 lanes to 4 (2 all traffic lanes heading towards St. John's Lane junction from three lamps 1 all traffic lane and 1 bus lane heading down towards three lamps junction) to improve traffic at peak times.

5.3.1.2 St Johns Lane

The transport proposals for this section comprise of:

- New 24/7 bus lane and a cycle only right turn for Bayham Road cycle route
- New crossing from St John's Lane to Bushy Park
- New one way on Winton Street
- New cycle lanes and an alternative low traffic route option for cyclists
- New continuous footway and an improved crossing at the Wells Road/ St John's Lane junction

St John's Lane – proposed changes



The survey asked the following questions:

To what extent do you agree or disagree with the proposed transport changes to St John's Lane?				
			Response Percent	Response Total
1	Strongly agree	<div style="width: 21.05%; height: 10px; background-color: red;"></div>	21.05%	44
2	Agree	<div style="width: 20.57%; height: 10px; background-color: yellow;"></div>	20.57%	43
3	Neither agree nor disagree	<div style="width: 11.96%; height: 10px; background-color: blue;"></div>	11.96%	25
4	Disagree	<div style="width: 28.70%; height: 10px; background-color: green;"></div>	28.70%	60
5	Strongly disagree	<div style="width: 17.70%; height: 10px; background-color: orange;"></div>	17.70%	37
			answered	209

If you would like to tell us why you agree or disagree or if you would like to suggest any changes to the proposals, please do so using the textbox below:

138 free text comments were received for this section of the route. These were coded into the following categories:

- Supportive
- Pedestrians
- Cyclists
- Public Transport
- Traffic
- One way
- 24 hour bus lane
- Other

As one comment can be split over multiple categories there are 130 comments coded below. The tables show a summary of the comments for each category and the number of comments received.

Category	Number	Summary
Supportive	3	Excellent ideas, all make perfect sense. All of these would make travelling along Wells Road via public transport much easier.
Pedestrians	13	In terms of new crossing from St John's Lane to Bushy Park - this is such a good proposal. It's so dangerous crossing here and so many people do as it's more convenient than the crossing at the top by Tesco. Shame to see that the two-stage pedestrian crossings (three stage for the St Johns Lane arm) are not being amended - best practice junction design for walkers would see these become single stage crossings. People crossing from the East side of the Wells Road must wait for 5 separate green phases to get to their local shops. The small patch of green space at Bushy Park is precious and should not be eroded further by any development. You seem to have moved away from pedestrian priority side road junction as we move away from the city centre?
Cyclists	76	Cycle lane needs to be segregated all the way along and information provided as to how far up the wells road it stretches. At cycle-only right turn make crossing a dual pedestrian/cycle crossing. How do cyclists get across the new cycle only right turn to join Bayham Rd there doesn't seem to be a space across the main road? Would it be possible to put the traffic lights for traffic coming down the Wells Road before the cycle crossing? The cycle only right turn should come off the segregated route like in the proposals for Park Row turning into Lower Park Row. Is the 'pink cycle lane' even permitted any longer under DfT guidance? There should be continuous segregation if you expect people to use it. There is no northbound cycle lane. How are cyclists supposed to safely cycle into town? There is no alternative route from here to the Temple Meads area. Sad to see no segregated cycle lane for St Johns Lane. Cyclists will not use a cycle route with the steep gradients involved in both Winton and Bayham Roads and will continue to use the Wells Road, whether they have a cycle Lane on it or not. One-way restriction from Winton St and at west end of Angers Road

		should be "except cycles". Any amount of new segregated cycling lanes is welcome but why is it on and off all the time? t
Public transport	6	Carriageway widening needed. Buses often cannot get past large vehicles or badly positioned cars. Are two lanes coming north required for traffic? This would be better served giving more space to cyclists and buses. Add southbound bus lane and northbound cycle route (not clear if planned cycle route is 1-way or 2-way). Provide complete northbound bus land through junction to avoid conflicts with general traffic. Bus stops with shelters and seats
Traffic	10	There needs to be a yellow hatched box at the junction with Oxford Street to allow cars to turn right into there without blocking traffic on St Johns Lane, also improvements need to be made to Oxford Street to maintain access with Bellevue Junction being closed. Widen wells road from 3 lanes to 4 (2 all traffic lanes heading towards St. John's Lane junction from three lamps 1 all traffic lane and 1 bus lane heading down towards three lamps junction) to improve traffic at peak times. Preventing the right turn into St John's Lane could force traffic to continue up the A37 to the York Road junction, to get to Bedminster. This will increase traffic in the CAZ, and force cars to pay the cost of entering it, that could otherwise have avoided the charge. Right turn for traffic into St. John's Lane not improved.
One way	15	Don't make Winton Road one way as all those roads around there will be forced into Wells Road to leave their house which will massively add to the already untenable amount of traffic on Wells Road. The proposed one way in Winton Street disadvantages residents in the Knowle/ Lilymead/ Haverstock/ Bayham Roads area by restricting their vehicle access to the Wells Road only. One way on Winton Street is well overdue! Winton Street is very narrow and making it one-way so only south-bound traffic can use it makes sense. Worried about users of the local church and the detour that it will bring and access to emergency services.
24 hour bus lane	5	There is no justification for the 24 hour bus lane. The current timed bus lane manages traffic at the busiest times. 24 hour (or 7 to 7) would destroy access during the day, to the local shops in the rank just south of St Johns Lane. 24 hour bus lane along Wells Road that cyclists can use is a good idea. Removing parking alongside the parade of shops which include takeaway food businesses will have an adverse impact on trade. As delays to the buses by congestion are predominantly in daytime question the need for 24/7 restrictions.
Other	2	The proposed alterations to the junction of Oxford Street and St John's Lane removes a significant area of existing dense planting. Although this may be low quality planting it screens Oxford Street from St John's Lane. Consideration should be given to reconfiguring the proposal to retain the screening impact of the planting. Be good if one of the parking spots at the end of Bushy Park could be made a car club space for Co Wheels Car Club.

5.3.1.3 Bayham Road

The transport proposals for this section comprise of:

New one way:

- From Haverstock to Brecknock Road
- On Brecknock Road to Fairfoot Road
- On Fairfoot Road from Brecknock to Haverstock Road
- From Redcatch Road and on Redcatch Road

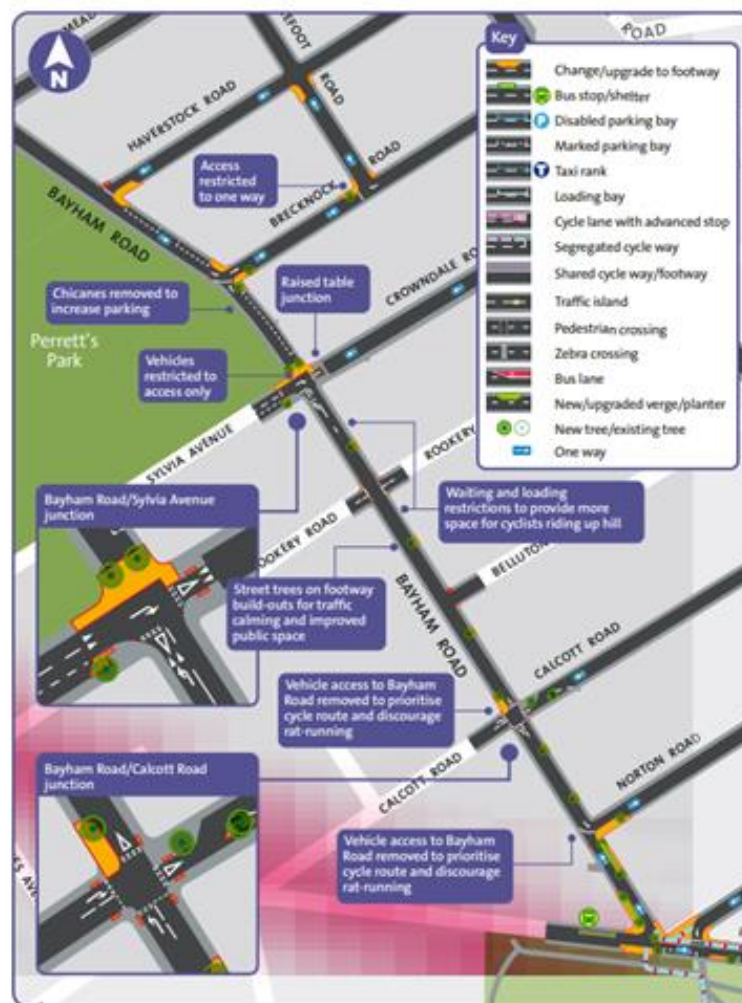
New no entry:

- To Haverstock Road
- From Haverstock to Fairfoot Road
- From Calcott Road
- At Norton Road so traffic cannot continue Bayham Road






New speed table and continuous footway:

- at Bayham Road / Sylvia Avenue junction

Bayham Road – proposed changes



The survey asked the following questions:

To what extent do you agree or disagree with the proposed transport changes to Bayham Road?			Response Percent	Response Total
1	Strongly agree		10.64%	35
2	Agree		14.29%	47
3	Neither agree nor disagree		10.94%	36
4	Disagree		17.02%	56
5	Strongly disagree		47.11%	155
			answered	329

If you would like to tell us why you agree or disagree or if you would like to suggest any changes to the proposals, please do so using the textbox below:

267 free text comments were received for this section of the route. These were coded into the following categories:

- Supportive
- Objections
- Pedestrians
- Cyclists
- One way
- Street furniture
- Speeding traffic
- Parking/ waiting restrictions
- Rat running
- Traffic
- Enforcement
- Other

As one comment can be split over multiple categories there are 310 comments coded below. The tables show a summary of the comments for each category and the number of comments received.

Category	Number	Summary
Supportive	14	Some seriously good improvements suggested along this route - makes cycling much easier. This is a great idea!! Do it please. Broadly welcomed - but unclear if cyclists will be allowed to travel opposite direction on one way streets as they are on Frayne Road in Ashton - this should be permitted. Happy to have a quiet route parallel to Wells Road.

Objections	10	Bayham Road and Redcatch Road are a critical thoroughfare for residents. Direct access to Redcatch Road including access to shops, friends and Redcatch Park is a key part of the quality of local life for many of us. Alternative routes for cyclists will create long queues, especially if the main road is blocked by roadworks, accidents, fire etc. Strongly object to these road changes. It's steep, indirect and is not going to encourage cycling. Don't waste money on this.
Pedestrians	1	Strongly support proposals to upgrade footways as we currently have considerable difficulty with parked cars, obstructions, and lack of dropped curbs while using our children's pushchair.
Cyclists	63	As it will still be 2 ways to the Calcott Road junction the narrowing of the road with trees/street furniture will make it potentially more hazardous for cyclists. Bayham Road doesn't appear to have any designated cycle lanes. Approve of creating a quiet cycle route, this route needs to be better linked at the Northern end, to encourage cyclists to use it, the crossings need to be single stage in the northern section. Bayham Road from Sylvia Rd to Calcott Road will attract very few cycles as it's too steep. Cycle routes should not be diverted down side routes and quiet ways - this is against guidance and best practice. As a cyclist travelling up the Bayham Road the built-out footway between Rookery and Belluton Road will mean being in the path of cars coming down the hill. Feels like the priorities of a small number of cyclists are being prioritised over many residents who drive in this local area and park in this vicinity. It seems unlikely to achieve the stated aim.
One way	54	The one way system in Haverstock Road and Brecknock Road is unnecessary. This is also making Norton a very busy road as it will take the brunt of the traffic as it did when Redcatch was closed. The one way at Bayham and Calcott makes no sense at all but in fact gives cars a free stretch to race along since it is only one way. The worst of the traffic is coming up Bayham and not down hence these proposals still don't address this issue. With the addition of more one-way restrictions, will this increase? Could Belluton and Rookery Road be included in the alternating one-way as per Crowndale, Brecknock and Haverstock? Worried about the number of people who will ignore the one way as that happens now. Delighted to see that access to part of Bayham Rd is to be restricted to access only because the current No Entry is ignored by 40% of car drivers going through there. In reference to the Bayham / Brecknock / Fairfoot / Haverstock set of one-ways - fail to see the advantage gained by introducing them.
Street furniture	7	The extra street clutter may restrict access for deliveries or even emergency access. Trees will cut the light and the leaf fall create slippery road and pavement conditions on a relatively steep hill. Additional road planting and traffic calming in such small places is needless and piecemeal, causing increased bad driving, increased pollution through reducing flow of traffic, and requires additional maintenance that councils do not have budget for. Many local planters have been abandoned.
Speeding traffic	15	Does nothing to stop vehicles racing up Bayham Road hill from junction with Sylvia Ave. Too complex and will encourage accidents. The removal of the chicanes adds minimal parking benefit and the

		one way system on the whole works as it is. The removal of the chicanes will just result in more people driving through at speed, often the wrong way. One concern is that it may not be safe for children going into park etc if traffic turns left from Sylvia Ave to rat run on to the Wells Rd. At this time cars illegally use this going the wrong way and have nearly hit many children.
Parking / waiting restrictions	36	Where will all the cars currently parking on this part of Bayham Road go if there are waiting and loading restrictions? Support of a RPZ for the local area. There is currently a requirement/need for parking on the western side of Bayham Road which has not been acknowledged/shown on the plan. The details of the changes to the various footpath at the corners of Brecknock Road, Haverstock Road, Fairfoot Road etc are unclear. Prohibiting on-street car parking will only allow vehicles to travel quicker.
Rat running	63	If there is access to Bayham Road turning left from Sylvia Avenue, it will be used as a rat run to get to Brecknock Road and the Wells Road. The current 'No Entry' at this point is currently ignored and hasn't ever been enforced. Preventing a right turn out of Woodbridge Road looks like it will send a lot of traffic down Calcott Road as the main route to Redcatch Road. Currently a large amount of traffic uses Calcott road and turn left in to Bayham to use Belluton or Rookery Roads to access Wells Road. This traffic is now all going to converge on Norton Road. The best way to resolve this is to make Norton Road one way the other way and keep the traffic to the main roads. This proposal will now see all the traffic going down Norton Road which is too much and will cause more danger to residents. Currently the shared volume of traffic is too high. Has any study been done in to the volume of traffic using these roads as rat-runs? By removing the one way chicane on Bayham Road and changing the flow of traffic so travel is permitted for 'access only' from Sylvia Avenue towards Brecknock Road it seems likely to encourage commuters to ignore the access only signs and use Bayham Road as a rat run to avoid traffic on the A37. Closing Bayham Road also does not address the rat running of people using Crowndale Road, Sylvia Avenue and Ravenhill Avenue to cross between Wells Road and Redcatch Road. Creating one giant rat run down Crowndale and Sylvia Avenue.
Traffic	33	The idea of a safer segregated cycle route is to be applauded but the traffic management needs some work to be practical and environmentally improving. Anyone who lives in the "cell" created by closing access to Bayham Road at the Sylvia Ave/Crowndale Ave junction will be inconvenienced by now having to join the queues of cars/ traffic slowly driving south up Wells Rd and will add to the heavy congestion there both morning and evening by this funnelling of all local traffic that way too. It will make life difficult for residents and there is already space on the hill so no need for additional plans. Reconsider the blocking off Bayham Rd at the Sylvia Rd /Crowndale junction. This 'traps' residents who can then only leave via the Wells Rd which is already very congested. These changes are to the detriment of residents and the costs and disruption cannot be justified for the minimal benefit.

Enforcement	3	These one ways and access only and no entry changes will need to be enforced or they will be ignored. It should be enforced with cameras - by keeping the chicane you make it a bit harder to nip through.
Other	11	The current proposals suggest tinkering to little further benefit and unnecessary expense at a time of straitened public finances. Strong change is needed to get people out of cars and discourage private car use. Concerns about the removal of the lollipop person from Wells Road given that the traffic will be increased even more. Please look again and get real residents to discuss the issue in the area.

5.3.1.4 Redcatch Road through to Broad Walk

The transport proposals for this section comprise of:






- New cycle route through Redcatch Park to Broadwalk Shopping Centre
- One way along Redcatch Road linking to Oakmeade Park

Redcatch Park through to Broad Walk – proposed changes



The survey asked the following questions:

To what extent do you agree or disagree with the proposed transport changes to Redcatch Park through to Broad Walk?

			Response Percent	Response Total
1	Strongly agree		15.96%	38
2	Agree		18.48%	44
3	Neither agree nor disagree		10.92%	26
4	Disagree		16.80%	40
5	Strongly disagree		37.81%	90
			answered	238

If you would like to tell us why you agree or disagree or if you would like to suggest any changes to the proposals, please do so using the textbox below:

180 free text comments were received for this section of the route. These were coded into the following categories:

- Supportive
- Objections
- Pedestrians
- Cyclists
- One way
- Speeding traffic
- Parking/ waiting restrictions
- Rat running
- Park and cycle lane comments
- Other

As one comment can be split over multiple categories there are 199 comments coded below. The tables show a summary of the comments for each category and the number of comments received.

Category	Number	Summary
Supportive	7	Like the new segregated cycleways. It's a great idea to make a dedicated cycle lane. Getting from Knowle into town is so dangerous cycling along the A37 with my little lad and all the Lorry's is a nightmare. A great set of cycle lanes, although it is not clear how people cross from Bayham Road into the park. This route will be much more attractive to cyclists as the Wells Rd is extremely busy and not particularly cyclist friendly.
Objections	5	Total nightmare for residents. Making it more and more difficult to access homes and more vulnerable to aggressive and frustrated drivers -utterly disagree. Sledge hammer to crack a nut! The expense incurred will produce little limited use of this cycleway but will cause huge inconvenience to residents. There is limited parking, and you will

		gridlock the whole area. The plan does not make sense and is dangerous.
Pedestrians	5	Locating a bus stop to a 3 way junction at the end of Redcatch will further cause road hazards for this crossing the road outside the park. Really impressed with the Signalised Parallel (Sparrow) crossing over Broad Walk. Really pleased to see the new crossing on Broadwalk onto Redcatch Park and to formalise the route through the park.
Cyclists	32	Consider a contraflow cycle lane link along Woodbridge Road to the proposed crossing. What happens to the Redcatch Road cycle lane at the junction with Oakmeade Park; conflict point and priorities to be considered. Similarly at western extent and exit from Park - no crossing or priority facility? It's unclear here what the segregation is through the park- how much segregation is really required in an off-road space? There is no point in these short stretches of segregation- often they put cyclists at risk when having to re-join carriageways. People already cycle through the park. The path is wide and concrete therefore a good choice. People already use this route. Cycleways may be great for cyclists, but the heavy volume of traffic is again therefore restricted.
One way	39	Redcatch Road is supposed to be one of the city's main routes e.g., Would always be gritted and kept open. This plan seems to reduce it to a byway. Making one way into Redcatch increases run through from Wells Road to avoid Broadwalk traffic lights. This is a fast road on a main school walking route with cars parked either side. The one way system as proposed will force those wanting to go down Redcatch away from wells rd, to circle back around Oakmeade park, to the wells rd, then back down Calcott, this adds unnecessary travel back towards the wells road. Why is no reason given for making Hengrove Road one way? This makes no sense at all. One way restrictions should all be "except cycles". Can't understand how you can make Redcatch one way. Traffic is then forced onto smaller residential streets.
Speeding traffic	6	The creation of several one way roads and sections of roads in Knowle has the potential to invite speeding notwithstanding 20 mph zones. Making Redcatch one way only makes the idiot drivers go even faster! More traffic calming required. The current one way proposal creates a straight run along the length of Redcatch Road, this will mean speeding cars will have no reason to slow down.
Parking / waiting restrictions	8	Removing the parking bays for a cycle lane will only increase this demand for parking which is already limited in the area. Bayham Road is already a difficult road to navigate given the level of residential parking on either side. This does not seem appropriate for the residents or cyclists. If parking is restricted to permit the cycle route, then parking in the surrounding streets will become even more difficult. Any further reduction of on-street parking on Redcatch Road and Bayham Road will make life more difficult for residents.
Rat running	17	By making this part of Redcatch rd one way anyone wanting to go from the Wells Road to Redcatch Hill between St John's Land and Broadwalk will go down Crowndale Road, Sylvia Ave and Ravenhill Ave. This is already a rat run and it will be made much worse. Changing the road layouts and direction of traffic will only make

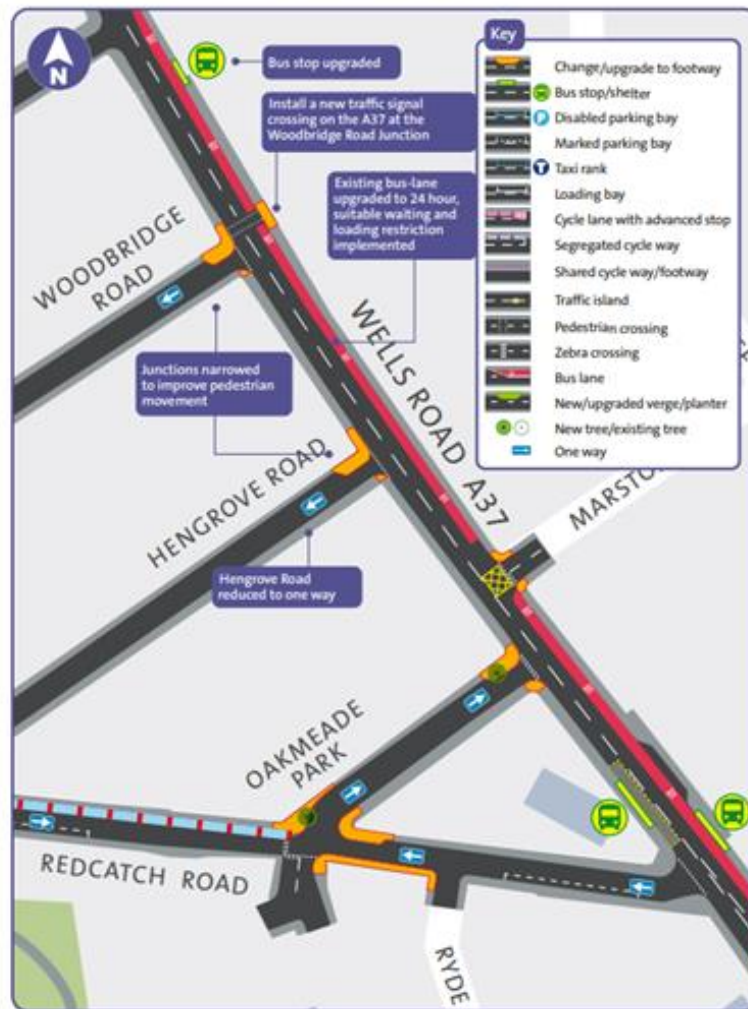
		drivers go faster especially if they must travel further to get to where they need to. Using road as a rat run and speeding. This limits access to Bayham rd, whereas before northbound traffic could use Redcatch at Broadwalk to depart the wells rd, now there is more north bound traffic continuing Wells Road as all traffic to Bayham is funnelled through Calcott. Why is so much effort being put into removing a small amount of rat running from these quiet streets when Talbot Road gets an atrocious amount of rat running and is equally distant from the bus route and A37.
Park and cycle lane	76	Cycle path through park is not sensible and so many children play freely it is likely to cause accidents or be very slow route for cyclists dodging pedestrians. This Park is a well-used community facility and should be kept free of all vehicles. Allowing cycles into the park will pose risk to pedestrians, particularly children and people exercising their dogs. The current gates restrict access for bikes and with these removed there will be increased incidents of riders cycling on pedestrian areas. Think that the cycle route across Redcatch Park is an imposition on park users and a dangerous addition. The cycle route through Redcatch Park seems ill advised; how is the safety of pedestrians going to be assured, particularly children and the elderly, who make up a large proportion of the park users? Although some cyclists will be considerate about speed there is no way of ensuring that safe speeds will be maintained by cyclists in a recreational area. The placement in the park is wrong. That throughway is right next to the children's playground and the community garden. It will cut people in both of those facilities off from the toilet block if that because of through road for cyclists. The Park is currently fenced with narrow access gates in the evenings. How will people with nonstandard cycles access this route e.g., disabled person using a trike, or cargo cycle carrying children? A park is for relaxing in, it is not a transport corridor. Reduce traffic on Wells Road and put the cycle lane there.
Other	4	Can I suggest the council use a different contractor to implement these changes? If there is to be a designated 24 hr bus route, why can cycle lane be in bus lane as this would also be the most direct route for cyclists along wells road. Please protect the trees properly, otherwise they die.

5.3.1.5 Woodbridge Road

The transport proposals for this section comprise of:

- New traffic signal crossing on Woodbridge Road junction
- Convert existing bus lanes to 24 hours to improve bus journey times and bus punctuality
- Hengrove Road reduced to one way

Woodbridge Road – proposed changes



The survey asked the following questions:

To what extent do you agree or disagree with the proposed transport changes to Woodbridge Road?

			Response Percent	Response Total
1	Strongly agree		20.20%	39
2	Agree		23.31%	45
3	Neither agree nor disagree		13.98%	27
4	Disagree		16.58%	32
5	Strongly disagree		25.90%	50
			answered	193

If you would like to tell us why you agree or disagree or if you would like to suggest any changes to the proposals, please do so using the textbox below:

139 free text comments were received for this section of the route. These were coded into the following categories:

- Supportive
- Objections
- Pedestrians
- Cyclists
- 24hr bus lanes
- One way
- Traffic
- Public realm (trees etc)
- Other

As one comment can be split over multiple categories there are 174 comments coded below. The tables show a summary of the comments for each category and the number of comments received.

Category	Number	Summary
Supportive	2	Great idea- all of these would make travelling along Wells Road via public transport much easier. Fully agree.
Objections	4	This is proposing almost nothing positive - a real lack of vision. This no way improves anything. It doesn't improve the bus travel. The whole area will be gridlocked because it just will not work.
Pedestrians	56	A pedestrian crossing is desperately needed along this section of the Wells Road. Excellent improvement regards the Woodbridge Road crossing. Try widening the pavement on the Cleve House side all the way down to Totterdown shops. lack of improvement on the Wells Road section around the parade of shops including Co-Op and the pedestrian crossing beside Totterdown Baptist Church. This stretch of road is a particularly hostile environment for pedestrians, including children walking to school at Hillcrest Primary. Woodbridge Road: This should include a contra-flow cycle lane towards the proposed signals crossing. Strongly support narrowing of junctions to improve walking. This will support the changed priority from the new highway code rules.
Cyclists	17	Disappointing to see no segregated protected cycle lanes on this section. What are cyclists meant to do safely where the segregated cycle lane ends at Oakmeade Park? It needs to continue down Oakmeade and westbound along Redcatch Road to Oakmeade. Segregated cycleways should be provided in both directions along the whole of Wells Road. Cycle access to and from Broadwalk shopping centre is not catered for. What happens if you live in the section to the right of the Wells Road (part of Totterdown and Upper Knowle)? How do these people access active travel?
24hr bus lanes	50	Bus lane does not need to be 24/7: no buses use the route overnight and there would be less traffic around at quieter times. 24hr bus lane will not help the bus service, only cause more congestion for other vehicles. The way it is now seems to be good - bus lane is clear during

		specific times. 24hr bus lane is good here as parking/loading in the bus lane causes congestion issues. Disagree with 24 hour bus lane as will have significant negative impact on residents and businesses. Concerned about the parking on Wells Rd and surrounding roads due to bus lane. On the 24 hour bus lane, it's worth noting that parents dropping their children off at the school and nurseries do use the bus lane currently. 24 hour bus lane seems a good idea.
One way	23	A good idea to create one way streets. Horrible idea to make Redcatch Road one-way for its entirety. Having alternate one way streets off the wells road makes perfect sense, blocking access through to Redcatch and Bayham is ridiculous and currently will force All traffic up Norton Road. One way streets off the Wells Road, yes, the rest, absolutely no. Why is Hengrove Road one way? For every journey it will mean using the Wells Road adding to congestion. Making Hengrove Road one way will increase traffic on Norton Road. The new one way systems, especially on Redcatch Road will make Calcott Road the main entry point from the Wells Road to this part of Knowle and to the western end of Redcatch Road and beyond. Norton Road will become the main exit point to the Wells Road.
Traffic	14	An improvement to this design would be to allow contraflow cycling on the section of Redcatch Road between Oakmeade Park and the Wells Road. As the CAZ will mean cars must turn off the Wells rd before Three Lamps which only leaves Rockery and Crowndale Rd then onto Sylvia Ave past the park and onto St. John's Lane via Ravenhill. Tackling the traffic on Talbot Road, just off the Wells Rd, must be the priority. These needs addressing far more than any of the interventions here. People/drivers living in Hengrove rd and Woodbridge rd will be going around in circles just to get on to the main rd or Knowle west. Disagree with the building out of pavements at street corner which are costly and do nothing to improve road safety.
Public realm (inc trees)	3	Could this be an opportunity to introduce some greening to this gateway on wider parts of the footway? Tree pits that were recently installed on Redcatch Road (near the egress of Woodbridge Rd) were never planted up. Trees were part of the plans for the previously completed work at the other end of Woodbridge Road, planting sites were left then tarmacked over a few weeks later.
Other	5	Concerns about the removal of the School Crossing patrol for Hillcrest School. Remove the HGV traffic rat turning along this road to the M32. Perhaps a weight limit? Upgrading the bus stops to be fully accessible to all, with a space for wheel chairs is essential. Worried about the loss of local shops if parking is taken away.

5.3.1.6 Wootton Park / Wells Road and West Town Lane /A37 junctions

The transport proposals for this section comprise of:

- Upgrade of pedestrian facilities at the Wootton Park/Wells Road junction
- Improve the junction for pedestrians and cyclists
- Upgrade bus stops
- New 24 hour bus lane on the West side of Wells Road

- Remove left turn from West Town Lane to Wells Road
- Remove right turn to Hengrove Lane from Wells Road
- Remove right turn into West Town Lane from Wells Road

Wootton Park/Wells Road and West Town Lane/A37 junctions – proposed changes



The following plan show the proposed traffic proposals in wider area to help explain the traffic movements if these proposals were to be taken forward:

All traffic



The survey asked the following questions:

To what extent do you agree or disagree with the proposed transport changes to Wootton Park/Wells Road and West Town Lane / A37 junctions?

			Response Percent	Response Total
1	Strongly agree	<div style="width: 5.30%; height: 10px; background-color: red;"></div>	5.30%	13
2	Agree	<div style="width: 9.30%; height: 10px; background-color: yellow;"></div>	9.30%	24
3	Neither agree nor disagree	<div style="width: 7.75%; height: 10px; background-color: blue;"></div>	7.75%	20
4	Disagree	<div style="width: 11.62%; height: 10px; background-color: green;"></div>	11.62%	30
5	Strongly disagree	<div style="width: 66.27%; height: 10px; background-color: orange;"></div>	66.27%	171
			answered	258

If you would like to tell us why you agree or disagree or if you would like to suggest any changes to the proposals, please do so using the textbox below:

221 free text comments were received for this section of the route. These were coded into the following categories:

- Supportive
- Objections
- Pedestrians
- Cyclists
- 24hr bus lanes

- Airport Road junction
- West Town Lane junction
- Speeding traffic
- Traffic
- Public realm (trees etc)
- Other

As one comment can be split over multiple categories there are 352 comments coded below. The tables show a summary of the comments for each category and the number of comments received.

Category	Number	Summary
Supportive	2	Strongly agree with the additional no turns in and out of Wells Road.
Objections	11	Strongly object as will cause rat runs and bottlenecks at the junctions. Totally disagree with the proposals to remove the right/left turns at the West Town lane/Hengrove Road junction. Strongly opposed to the decision to remove the right turn from Wells Road onto West Town Lane. Feel so strongly that not allowing people to turn left from Hengrove Lane on to the A37 Wells Road will create so much extra traffic and most importantly pollution on Hengrove Lane and Airport Road and not allowing people to turn from the A37 Wells Road into Hengrove Lane will create much more traffic and pollution on the A37 Wells Road! Nothing wrong with it now – total waste of money
Pedestrians	48	Agree with the crossing facility but all routes should still be available to cars. Good to see single stage ped crossings in place instead of the horrid, staggered crossings. The installation of the signalised pedestrian crossing to get from West Town Lane over the Wells Road is long overdue. Are this the nearest bus stops to the sport centre? If yes, is there a direct pedestrian route from the bus stops to the sports centre entrance. Why can't you install full pedestrian crossings with traffic lights on the West Town Lane, Wells Road junction as installed at the Broad Walk, Wells Road junction which seem to work satisfactorily - instead of removing the left hand turn into Wells Road? Improving pedestrian crossing facilities at both junctions is a great plan.
Cyclists	46	It needs some cycle infrastructure. Wide roads here with 2 lanes. Plenty of opportunity to reduce Lane with and include a cycle lane in both directions. Complete absence of continuous segregated cycle lanes. So much space here. Given the Bayham Road cycle route is meant to connect cyclists to Airport Road to take them to NCN3, it looks like very little works is being done to make that safe and pleasant. The pavements on Airport Road are very narrow and not good for shared use. Support the consultation response by the Bristol Cycling Campaign. Where are the advanced stop lines for cyclists at the junctions?
24hr bus lanes	61	Agree with the proposals, particularly the new 24 hour bus lane on the west side of Wells Road. Agree with principle for bus lane. Why does it stop short of the bus stop? Cars will take this space and delay the bus arrival at the stop; the bus will then delay cars passage through the signals. Bus lane should be extended to the bus stop. This

		<p>is a critical congestion point where buses get delayed. A small bus lane will not resolve this. There needs to be prioritisation measures all the way through the junction. Suggest taking a 5 metre strip from the west perimeter edge next to the A37 of the Bristol Imperial Sports ground to provide an additional lane to expedite No 2 bus only lane turning left into West Town Lane. 24 hour bus lane is laughable, how many buses use this route? Not worth it and will cause tailbacks!! Creating 24 bus lane on this bottom part of Wells rd is madness, the tailback caused by one lane will be all the way back south (towards vets/ Petherton rd junction). Changes are short sighted. The introduction of a very short bus lane seems pointless and will lead to more queuing traffic. If a bus lane is put in below Hengrove Lane junction the A37 will grind to a halt.</p>
Airport Road junction	24	<p>Proposed junction improvements are minimal; no evidence to improve east-west cycle crossing to link the two cycle paths on the northern side of these roads linking to Whitchurch Way cycle path. Forcing general traffic onto Callington Road is a crazy idea. The main pinch point is the turning right onto the Wootton Park section. When cars are stuck on red at the Callington Rd junction cars back up stopping the cars turning right when the lights are green from WTL Rd. The traffic including buses are stuck on the WTL Rd which can be long and slow. Airport Rd. /Wells rd is the crossover of two major routes which is used by a multitude of commercial vehicle as well as cars it currently works reasonably well. Forcing people to use Callington Road, will make a busy congested rd even worse as cars will have nowhere to go. Queueing up the hill towards Bath rd is always busy and can take a frustratingly long time if you are one of the few waiting to turn right into West Town Lane. The no left turns from West Town Lane to Wells Road and the no right turn from Wells Rd to West Town Lane will result in rat runs in roads like Hazelbury and pushing traffic onto Callington Road which is already gridlocked.</p>
West Town Lane junction	125	<p>Banning left-turns out of West Town Lane without any vehicle restrictions on surrounding streets will lead to increased traffic on residential streets including Beryl Grove and Mowbray Road. This is not a suitable outcome. Insufficient evidence is provided to justify the banned turns. The proposed changes to the junction of Wells Road / WTL will put far too much pressure on narrower, residential roads like Hazelbury Rd, Imperial Rd, Mowbray Rd, David's Rd, Kinsale Rd, Beryl Grove, Woodleigh Road and Whitecross Avenue. This will inevitably cause all traffic through from West Town Lane into surrounding residential roads in a bid to get to Wells Road. People will not use Callington, for many this will involve going back on themselves. This is already a rat run onto Wells Road which would be significantly and dramatically increased with not allowing a right turn from West Town Lane onto Wells Rd. This would massively decrease quality of living for residents and create issues of danger for roads nearby the school. Traffic on West Town Lane and Wells Road is already horrendous. Preventing cars from turning at this junction will mean all side roads will become more cut through than they already are.</p>
Speeding traffic	16	<p>Hazelbury Road - if you effectively block traffic turning in/out of the West Town junction onto the A37, this street will be turned into even</p>

		more of a speeding 'rat run' than it is already. We do not need cars speeding past our schools to get to where they want to do because the most logical route has been blocked. These roads are narrow and residential, and this will increase the risk of accidents and reckless driving.
Traffic	6	There is an important omission from the prohibited turnings which should be added. This is Right turn to Wells Road from Hengrove Lane. There have been accidents with vehicles performing that turn. To enforce the turning prohibitions, a bus gate at the junction of Wells Road with West Town Lane seems to be needed. Force traffic from large dual carriageway onto smaller roads and will increase traffic, noise, pollution, decrease safety. With regards to Imperial Road and West Town Lane junction, there ought to be double yellow lines at the bottom of the road due to the number of vehicles parking there on both sides of the road during busy times in the imperial ground.
Other	13	Inbound bus stop would be better moved to corner of Airport Road/Wells Road where the road is wide enough. You are successfully making the centre of Bristol a no go area for many Bristolians. Maybe a roundabout? Smart lights with queue detection? Widen Airport Road and Callington Way. This appears to have nothing to do with the No.2 bus route which runs ok at this end and problem starts way before it gets to this side of town.

5.3.1.7 Hengrove Lane

In this section we asked for suggestions on how to reduce rat running, speeding traffic and congestion in the area between Airport Road and Wells Road and on and around Hengrove Lane.

Some suggested ways this could be achieved include:

- Bus gates
- One way options
- Local access only options

Hengrove Lane – proposed changes



The survey asked the following question:

We are asking for suggestions on how to reduce rat running, speeding traffic and congestion on these residential roads:

109 free text comments were received for this section of the route. These were coded into the following categories:

- Better traffic lights/ crossing points
- Bus gate
- Roundabout
- Road closures
- One way / banned turns
- Widen roads
- Speeding traffic
- Parking / waiting restrictions
- Low traffic neighbourhoods
- Leave it alone / ignoring other side
- Other

As one comment can be split over multiple categories there are 135 comments coded below. The tables show a summary of the comments for each category and the number of comments received.

Category	Number	Summary
Better traffic lights/ crossing points	8	Suggest you leave the west town lane, Hengrove Lane, wells Rd junction just as it is, but just add a pedestrian crossing. Get the traffic lights in sync and widen roads at the junction to allow traffic to get past each other. The drivers are trying to solve the problem of Wells Road -> Airport Road being a very slow junction. If that was faster, they wouldn't need to head down side streets. Alternatively, just disconnect the side streets at one end or the other from Airport Road.
Bus gate	10	Bus gates - the roads are not large enough to do this. The shops at the straits will suffer if people cannot get to them with locals only or bus gates. Would support bus gates and modal filters all over this area to reduce traffic volumes. Local access only. Strongly against bus gates especially one depriving locals of access at Petherton Rd/Hengrove Lane or onto Wells Rd.
Roundabout	3	Hengrove Lane/West Town Lane junction does need a roundabout - a lot of children walk along West town Lane going to the school there. The junction at the happy landings is dangerous and often has accidents. It would be better to have a different layout (perhaps a roundabout).
Road closures	14	As these areas are only congested some of the time, maybe restricted access to some roads at some times. By closing roads, you're not stopping rat runners you're just moving the problem elsewhere. By stopping traffic using Hengrove lane, you will cause huge tailbacks along west town lane. There is not enough road space for traffic to turn right at the happy landings' junction from west town lane now as the traffic is queued back waiting for the lights to change at the Airport rd/Callington rd junction. Hengrove lane has the only local shops in the area, to restrict drivers from accessing will cause a lot of people to travel further afield to the large supermarket on Callington Road. It would also reduce the amount of people using the shops and would result in the only local shops closing.
One way / banned turns	22	One way access - this could be done on some of the smaller roads where there are 2 parallel, but otherwise would cause more bottlenecks. One way options fundamentally do not resolve or reduce traffic congestion they reroute traffic to other unsuitable roads. One way system on Petherton Road from Hengrove Lane to wells road. One way into Long Eaton Drive from Wells Road. Don't allow through traffic on Beechmount Grove. Make Ravenhead Drive (Southbound only) and Long Eaton Drive (Northbound only) one way traffic and close off access to A37 Wells Road except for cyclists. Make Hengrove Lane one way (Westbound only) to Junction of Petherton Road. Close junctions of Beechmount Grove and Hengrove Ave with A4174. Sign on Westleigh Park "No access to A37".
Widen roads	12	Airport Road is just going to get busier with the new housing developments being built. Ideally have it is a dual carriage way would be best so there is constant flow, taking drivers to the main roads. Focus should be improving traffic flow at the a37/Airport

		Road junction, and the Bath Road/west town lane junction as well to make the main roads the natural choice. Widen Airport Road so it is suitable for future traffic.
Speeding traffic	11	Cadogan Road and Hengrove Lane are horrendous rat runs regularly used. Cars can be more than 40MPH as they turn off airport onto Cadogan and this is continued either way on Hengrove Lane. Add speed restrictions (humps) only. Bring in speed cameras along Hengrove Lane.
Parking / waiting restrictions	5	Wells Road would benefit from no on-street parking as it often takes over one lane. Implementation of allocated parking bays on one side of Cadogan road. Petherton Road - we do have a big traffic problem from the parents of school children who block the road at the start and end of the school day, plus the school/Vet's staff who park on the street all day, rather than use their own car parks.
Low traffic neighbourhoods	17	Create a low traffic neighbourhood. Need to look at a wider area. Liveable neighbourhood would be good here. An area wide approach including bus gates, one way, and local access only options should be taken to deliver a liveable neighbourhood type solution. Improved permeability from the area across Wells Road and Airport Road should be delivered for pedestrians and cyclists. Prevent through motor traffic. Local access as part of low traffic neighbourhood.
Leave alone / ignore other side	21	No issues with road users – leave it as it is. Complete and utter waste of money. Instead help alleviate the traffic on the Wells Road. People will always find another rat runs if you block these off. No such thing as rat running as one person's rat run is another person's route to work. Stop blocking other routes with ill-considered schemes to take lanes out and slow people down.
Other	12	Follow other cities in reducing bus fares and making bus times more reliable and you would solve the volume of cars on the road. More people would be encouraged to use public transport. Consideration needs to be given to how cyclists travel from Callington Way/West Town Lane to the segregated bicycle path on the north side of Airport Road, and how it links to Sturminster Road/Whitchurch Way in the other direction. The easiest, quickest, and cheapest way to avoid rat runs, is not bus gates, one way streets, or local access. It is by reducing bus fares, getting more people on a cheaper, or free bus service, thus freeing up roads and thereby eliminating rat runs.

5.3.1.8 West Town Lane

The transport proposals for this section comprise of:

- New segregated cycle lane on Sturminster Road and West Town Lane. This would connect to the new cycle lane on Sturminster Road linking with the Whitchurch Way cycle path at the mini roundabout

West Town Lane – proposed changes



The survey asked the following questions:

To what extent do you agree or disagree with the proposed transport changes to West Town Lane?

			Response Percent	Response Total
1	Strongly agree		23.46%	46
2	Agree		16.83%	33
3	Neither agree nor disagree		9.69%	19
4	Disagree		14.79%	29
5	Strongly disagree		35.20%	69
			answered	196

If you would like to tell us why you agree or disagree or if you would like to suggest any changes to the proposals, please do so using the textbox below:

146 free text comments were received for this section of the route. These were coded into the following categories:

- Supportive

- Objections
- Pedestrians
- Cyclists
- Public transport
- Traffic
- Parking /waiting restrictions
- Public realm (trees etc)
- Other

As one comment can be split over multiple categories there are 202 comments coded below. The tables show a summary of the comments for each category and the number of comments received.

Category	Number	Summary
Supportive	5	Broadly support, but please don't narrow Hazelbury Road junction too much. Agree with proposal but would like to see a crossing / island at the bottom of Hazelbury rd to assist the significant number of young children who cross this road twice a day on route to school. Good use of the road system. Strongly support the provision of a segregated cycleway.
Objections	13	The roundabout has just had thousands of pounds spent on it and now you want to change it again to incorporate a cycle path, what an absolute waste of money! Strongly disagree with the proposal to narrow the bottom of Hazelbury Road.
Pedestrians	19	Keep verges. Reducing them would reduce walkway as cars park half on road/pavement especially during football/rugby season causing chaos, introduce double yellow lines, widen pavement other side of the road. The Sturminster Road crossing is welcome. Support two new zebra crossings on West Town Lane.
Cyclists	78	"improvements" are clearly only there to improve cycling. Separate cycle way is good - though it goes the long way round. Make the cars go the long way! This is one of the worst sections of the Whitchurch Way for new or child cyclists, so the segregated lane is very welcome. The junction at Hither Bath Bridge Road should be improved rather than fading out without any clear priority. It's unclear if any crossing to the railway path part of the WW is provided, but something will be needed to cross Sturminster Road at that point. What should people who are cycling do when they reach the end of the segregated cycle way? Why are cycle ways disjointed - it's a huge disincentive to cycle by slowing progress massively?
Public transport	37	Relocating the bus stop in West Town Lane coming out of town to a point east of the junction with Sturminster Road would mean the new stop would no longer be served by the 2 bus as the route turns into Sturminster Road and does not go past the junction? It is very difficult to enter West Town Lane when a bus is parked right at the entrance blocking your view. The bus stop relocation is an excellent idea. The bus stop alteration on Sturminster road is dangerous for pedestrians getting off or on the bus. Where is the shelter, this is essential, and it must be fully accessible with space for a wheelchair undercover? This is also true of the other relocated bus stop. Narrowing the

		<p>roundabout is a bad idea as buses already struggle to make the turn. Relocation of bus stop on West Town Lane! At present the bus stop is used by 2/2A services and 96. By relocating this it will only be served by a two hourly number 96 service. Wouldn't it be better to leave this bus stop and remove the one at the bottom of Sturminster Road that you intend to alter to prevent conflict with the cycle lane. Moving the bus stop from an area of road with three lanes and the traffic is relatively unaffected but stopped buses (West Town Lane/Hither Bath Bridge) to an area where traffic cannot pass the bus when stopped would lead to tail backs at the mini roundabout with Sturminster Rd and increased pollution very close to the school.</p>
Traffic	31	<p>Strongly agree with the junction narrowing of Hazelbury road. The bottom of Hazelbury road does not need narrowing down just move the suggested crossing point, i.e., the drop curbs further up. Taking away the left side will slow traffic and cause more congestion and more pollution. If the reason for doing this is about Hither Bath Bridge cyclists and pedestrians it does nothing for Hither Bath Bridge at all. A 'rat run' will be created on Hazelbury Road, David's Road, Imperial Road, Woodleigh Gardens, Whitcross Avenue, Mowbray Road. The proposed changes will push the traffic from the Wells Road or West Town Lane to the roads as the drivers will not want to join the queues of traffic on Callington Road. Callington Road currently has long queues of traffic and the proposed road changes will only exacerbate it. Narrowing junction at Hazelbury road will cause further congestion when joining west town on an already busy junction. Proposed changes to junction west town lane/wells road (no left turn to wells road) will mean Hazelbury road will be used more frequently by drivers becoming a rat run. Speed limit on this road already isn't adhered to by most users.</p>
Speeding traffic	5	<p>. Include some form of mitigation against the excessive level of speed of some vehicles travelling along Sturminster Road in both directions. Improve Hazelbury junction it's so wide and dangerous cars speed around that junction you must run to get across. The new corner on Hazelbury Road is too sharp. You should include plans to stop rat running down Hazelbury Road as part of this scheme, or at the very least propose physical measures to slow cars down on that road.</p>
Parking / waiting restrictions	6	<p>This seems to miss the use of the field on the right - the entire road is lined with cars at weekends because it is used for competitive sports, if it gets narrowed it will be impassable in those conditions, and there's no traffic wardens on those days to enforce any restrictions added. Parking restrictions needed on west side of Sturminster Road. Where will the cars for houses park and it looks like you're narrowing a road that is already busy, and then you have the football/ruby ground that again also park on the road/pavement where will they go if you are going to stick a cycle lane there? Keep verges. Reducing them would reduce walkway as cars park half on road/pavement especially during football/rugby season causing chaos, introduce double yellow lines, widen pavement other side of the road.</p>
Public realm (inc trees)	5	<p>Adding a tree to the Hazelbury Road junction will mean that drivers won't be able to easily see anything coming down the road to the left. The scheme should also include some greenery / planting and SUDS</p>

		drainage elements. Appreciate there are trees here, these need a very good prune, left too unruly.
Other	3	The traffic flow and ability to navigate this area as a pedestrian or cyclist is significantly affected by the school peaks at West Town Lane. Also, parking from weekend sport events at South Bristol sports centre has a much smaller but still noticeable effect. Worried about the position of crossings by properties – will they affect them?

5.3.1.9 Bus Lanes






The transport proposals for this section comprise of:

- Install 24 hour bus lanes in both directions from the Bristol City Council / Bath and North East Somerset border to the West Town Lane junction
- Change the existing bus lanes into 24 hour bus lanes only along the A37 Wells Road



The survey asked the following questions:

To what extent do you agree or disagree with the proposed transport changes to these bus lanes?

			Response Percent	Response Total
1	Strongly agree		27.58%	48
2	Agree		18.96%	33
3	Neither agree nor disagree		10.34%	18
4	Disagree		8.62%	15
5	Strongly disagree		34.48%	60
			answered	174

If you would like to tell us why you agree or disagree or if you would like to suggest any changes to the proposals, please do so using the textbox below:

119 free text comments were received for this section of the route. These were coded into the following categories:

- Supportive
- Objections
- Effect on traders / residents
- Bus service
- Pollution
- Parking /waiting restrictions
- Congestion
- Other

As one comment can be split over multiple categories there are 161 comments coded below. The tables show a summary of the comments for each category and the number of comments received.

Category	Number	Summary
Supportive	33	Buses must take priority over cars as we must get more people using them. Great news, not only for buses but also for cyclists who feel much safer in the bus lane. It is a good idea to move to 24hr bus lanes as parking in the lanes is a big congestion issue. However, it is important to make bus lanes "soft" so that cars can temporarily move into them to avoid oncoming traffic on the wrong side of the road (due to loading on the other side). Fully support 24hr bus lanes.
Objections	26	The bus lanes are rarely used by drivers anyway as few realise that they're only operational 4-6.30pm so all this change would do is make access to local properties difficult. Don't need 24 hr lanes as buses don't run 24 hrs. Instead, ban parking in bus lanes, that's what causes delay to the buses. Do not feel that the bus lanes need to be 24 hours, the road is not always congested. Residents living on crossways often use the bus lane before the junction to access their homes. If this

		becomes 24/7, recommend this starts after the junction with crossways - outside the care home. There are already bottlenecks at the Wells Rd/Callington Rd/Airport Rd traffic lights and the Wells Rd at Broadwalk. Extending the bus lane times will aggravate this without any specific benefits. There are so few buses (Mended Flyer and Number 2) along this section maybe only 2 or 3 an hour that the case is not made for a 24 hour bus lane. There are no buses and little traffic after 7pm and before 7 am so the 24 hours bus lane is unnecessary. Full time bus lanes make life very difficult for residents and visitors to the area - as short stops on the route would not be possible (e.g., deliveries and pick-ups of children). As there are not 24 hour buses a full time lane is also not required. A better alternative would be to review the duration of the bus lanes and ensure that they cover all the busy road periods while not being in force off peak.
Effect on traders/ residents	21	How will deliveries be allowed for residents living on the A37? Introduction of new 24 hour bus lanes would have a significant negative impact on local businesses and residents. By doing this you will stop people parking overnight outside their house (between Crossways Road and the zebra crossing by St Martin's Road. You will also stop the evening parking outside the bowling club which is very important for the members. Making the northbound bus lane on the A37 in Totterdown between Norton Road and St Johns Lane into a 24 hour bus lane is not required and will mean that vehicles are unable to stop outside the businesses between Lilymead Avenue and Knowle Road which will either destroy those businesses which is detrimental to the local residents or will push people who wish to park to use those businesses into parking in the already crowded residential side streets, which will again be detrimental to local residents.
Bus service	20	The current level of bus service does not justify a 24 hour bus lane. In the 1990s there were 5 services - 51, 52, 53, 54 and 55 which all came down the Wells Road from Broad Walk towards Broadmead and the City Centre and beyond. Today we have a much lesser frequency with the 2, 2a and the 92. The bus service is at maximum 2 an hour to Street, plus a couple of local community services. This does not warrant a 24 hour bus lane. Buses do not run overnight. The money would be better spent funding a bus service to serve this area! What we want are lower fares and more frequent buses on a greater number of routes. If you change the West Town Lane junction how will the 515 get to Clive Road bus stop?
Pollution	3	24 hr bus lanes will result in more standing traffic, particularly lorries, causing more pollution during out of rush hour periods. What is the point as there are no problems now and the extra lane can ease congestion at other times? Slower traffic more pollution more frustration with drivers.
Parking / waiting restrictions	19	Resident on the Wells Road will have issues outside of their properties with an operational 24 hour bus lane for deliveries, waiting/loading, and having visitors during the day, evenings, and weekends. There should be no parking on Wells Road at all, the priority should be movement of traffic. People parking outside small businesses can cause massive tailbacks for those heading up Wells Road, and it's unsafe for cyclists. Provide more detail on the proposed changes to

		the waiting and loading restrictions on the Wells rd? Will residents still be able to cross over a bus lane to get access to their properties? This would stop the parents of the schools by Broadwalk parking in the bus lane. This may be an issue for the Vets on the Wells Road and for the old peoples home – where will these people park? Massive issue for businesses near Lilymead Road in terms of parking for customers.
Congestion	26	Reducing the two lane traffic on approach to the traffic light junctions would cause significant tailbacks. At the Broadwalk crossroads inbound there needs to be a dedicated left hand lane for traffic wanting to turn into the Broadwalk. With the bus lane in place the traffic builds up much more. This stretch of the A37 from St Johns Lane is quite narrow in places and becomes congested very easily. The congestion for normal traffic will just get worse if the bus lanes are made 24 hours, causing more pollution for the residents of the area. There are many turnings on and of the Wells Road and its already narrow. When driving you frequently must use or partially use the bus lane to all traffic on the other side of the road to pass. If its 24 hours, drivers will stop doing this and there will be continual hold ups. A 24 hour bus lane is not necessary and will cause more problems for traffic flow than the current arrangement. Generally, there are not enough bus services to justify the loss of road space, which will increase traffic congestion in the area.
Other	13	Absence of continuous segregated cycle lanes. The item requires more publicity. Support Bristol Cycling Campaign response.

5.4.1 Survey Demographics and Equalities analysis

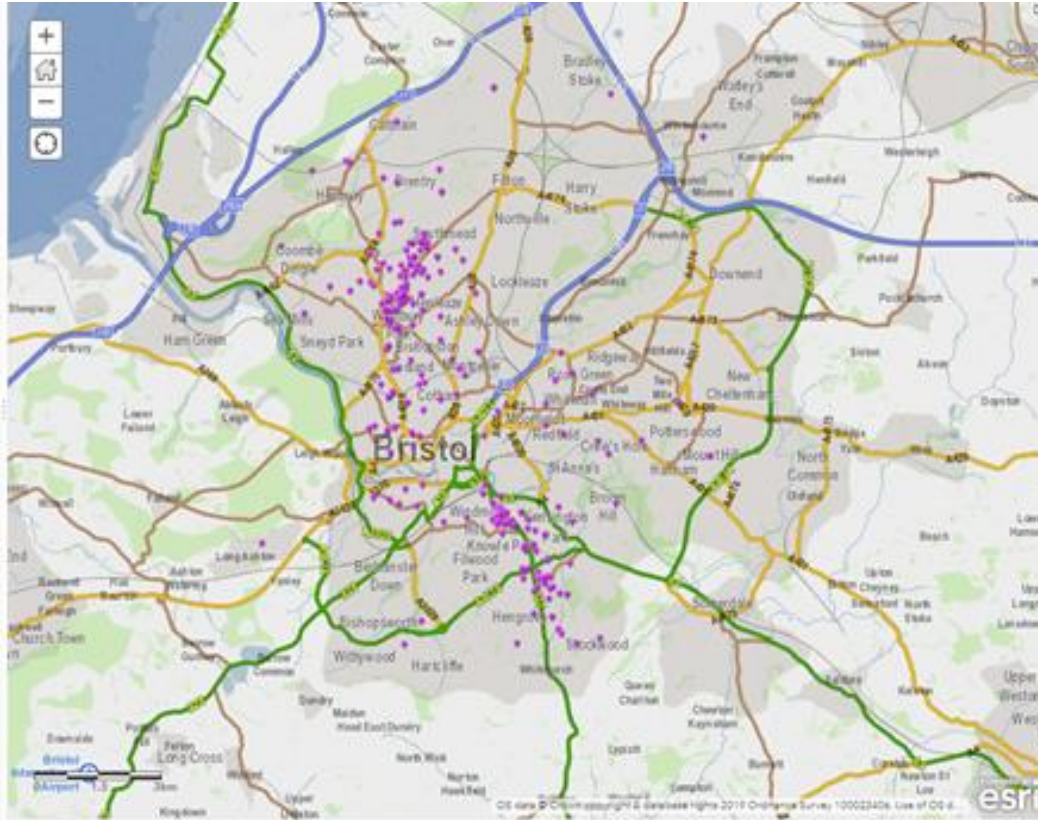
The questions below were asked to help us ensure that the survey has been responded to by a representative sample of the local ward population:

- 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 sexual orientation?
- What is your religion/faith?
- Are you pregnant or have you given birth in the last 26 weeks?
- Are you a refugee or asylum seeker?
- We want to make sure our surveys are as good as possible. Please tell us if you agree or disagree with the following statements:
There is enough information for me to answer the questions
The questions make it easy for me to give my views
The survey meets my accessibility needs

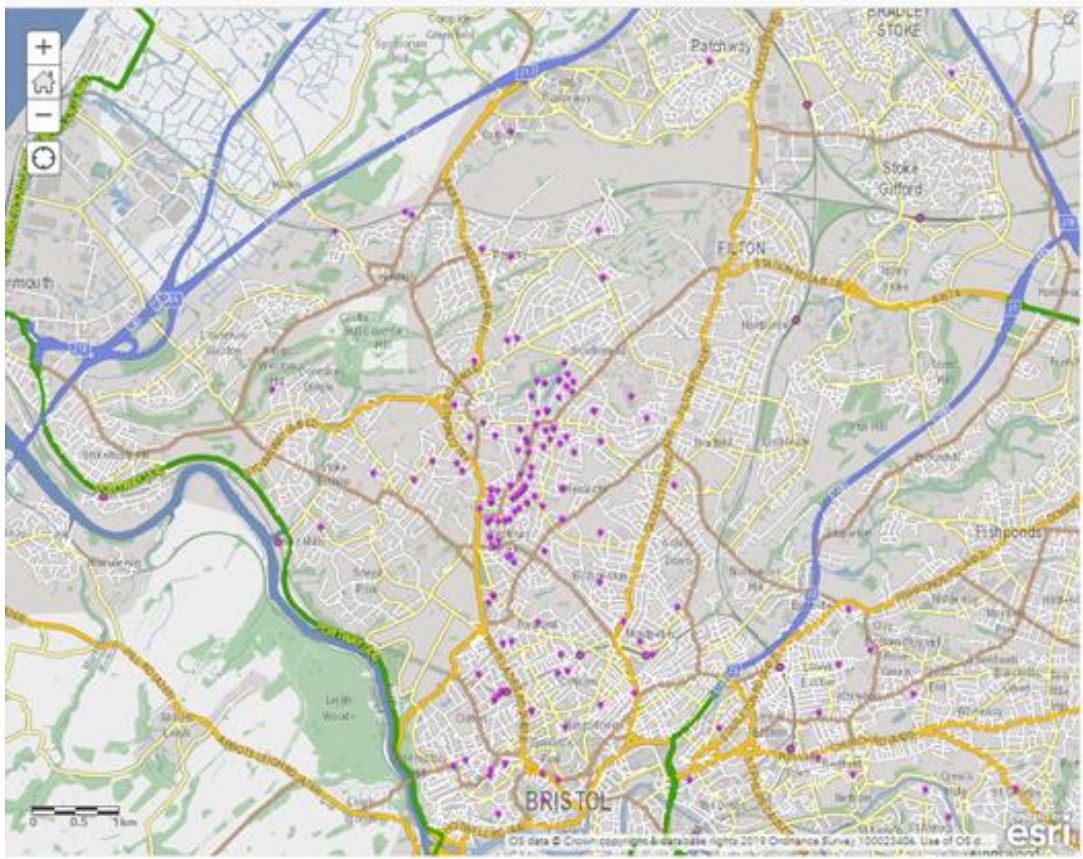
1. What is your full postcode?

		Response Percent	Response Total
1	Open-Ended Question	100.00%	291

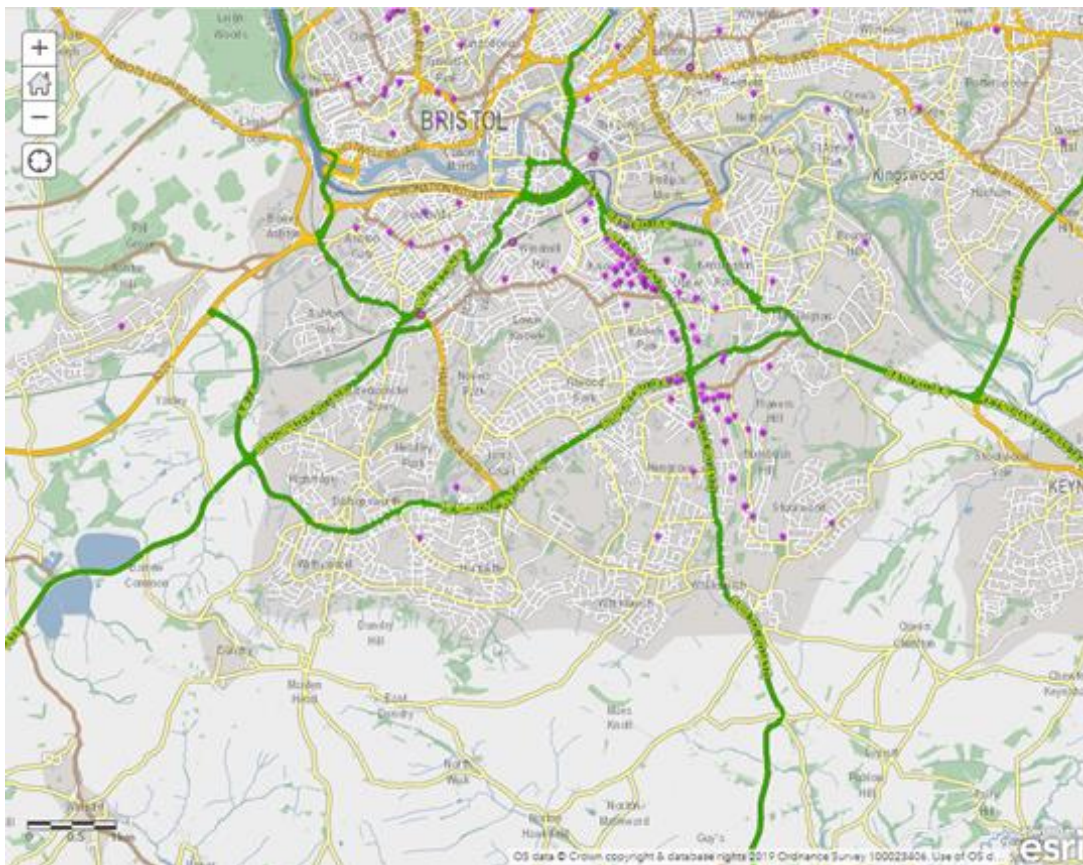
Of the responses, 291 left their postcode. The postcodes have been plotted on a map below to show where the respondents live for the whole route:



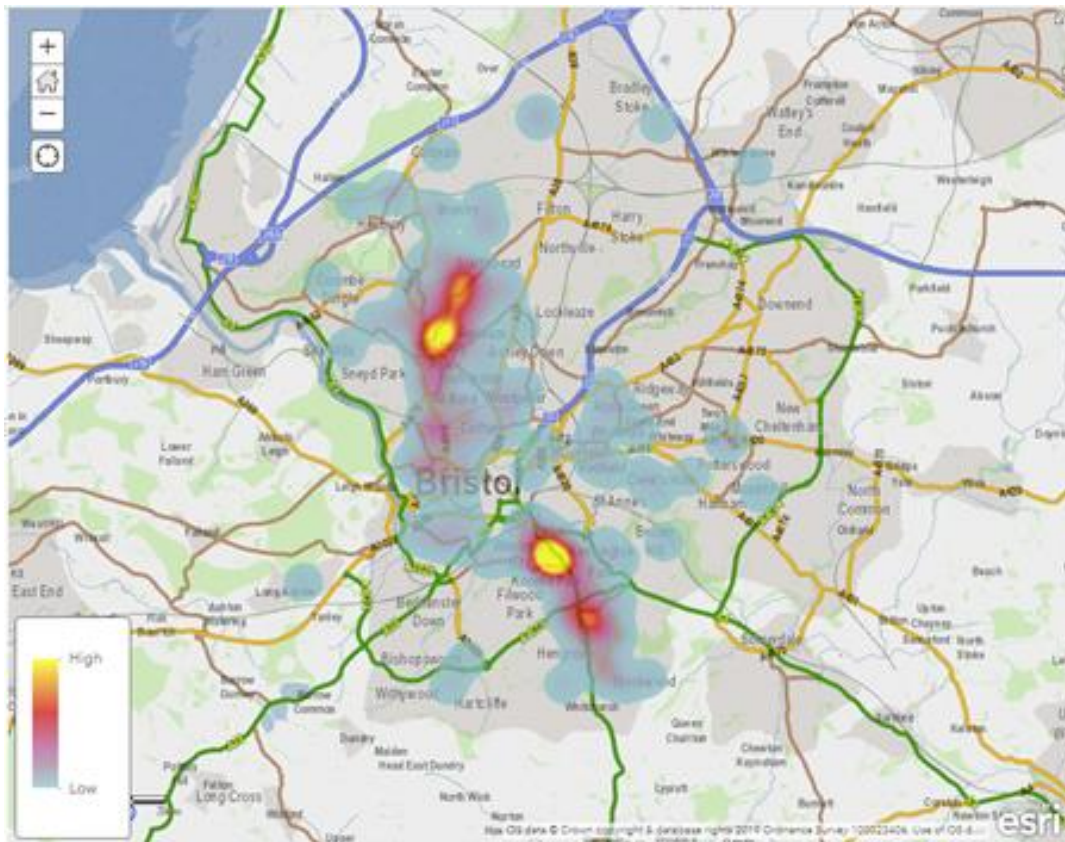
North area



South area



These are heat maps showing that there is a concentration of high responses surrounding the north and south areas...



North area

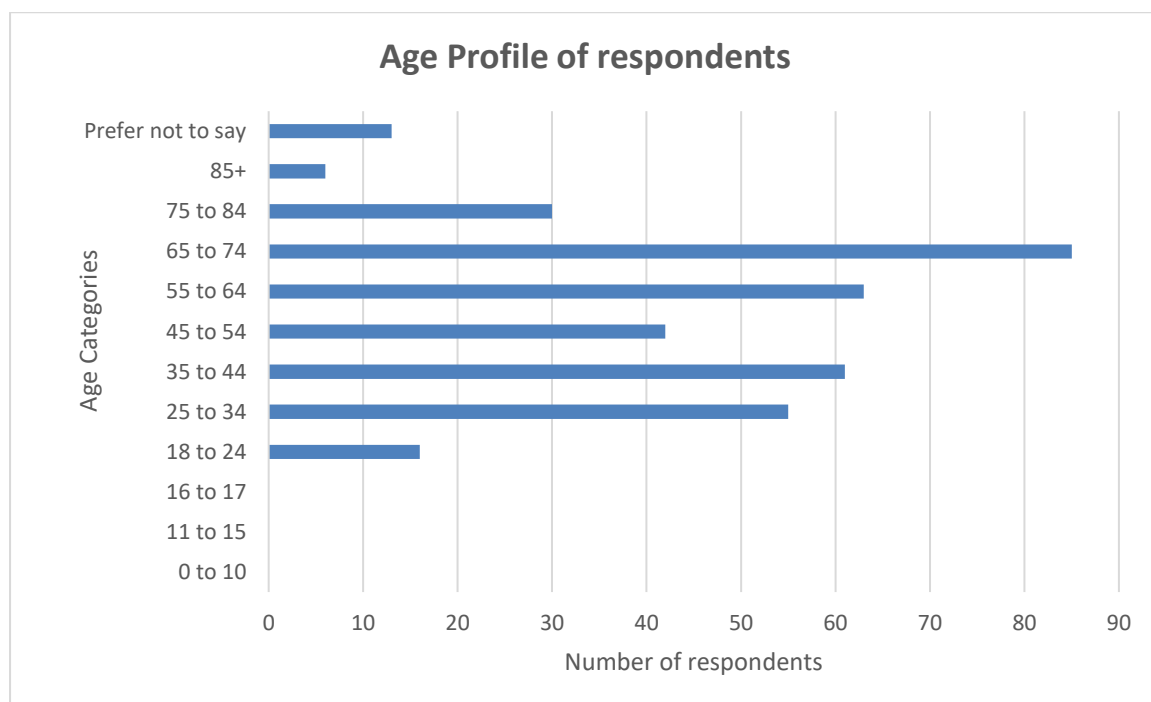


South area






Below are the results for each question:

2. What is your age?			
		Response Percent	Response Total
1	0-10	0%	0
2	11-15	0%	0
3	16-17	0%	0
4	18-24	4.31%	16
5	25-34	14.82%	55
6	35-44	16.44%	61
7	45-54	11.32%	42
8	55-64	16.98%	63
9	65-74	22.91%	85
10	75-84	8.09%	30
11	85 +	1.62%	6
12	Prefer not to say	3.50%	13
		answered	371







The largest response is from those aged 65 to 74 years old with just under 25% of the comments.

3. Do you consider yourself to be a disabled person?




			Response Percent	Response Total
1	Yes		9.56%	35
2	No		83.87%	307
3	Prefer not to say		6.55%	24
			answered	366

4. What is your sex?


			Response Percent	Response Total
1	Female		46.07%	170
2	Male		46.34%	171
3	Prefer not to say		7.05%	26
4	Other (please describe):		0.54%	2
			answered	1492

The number of respondents identifying as male, and female were nearly the same and made up 46% of the responses each. 2 people ticked the 'other' category and identified as non-binary.






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

			Response Percent	Response Total
1	Yes		0.27%	1
2	No		90.19%	331
3	Prefer not to say		9.54%	35
			answered	367

6. What is your ethnic group? (Please tick one box only)







			Response Percent	Response Total
1	White British		82.07%	302
2	White Irish		0.54%	2
3	White Other		5.43%	20

6. What is your ethnic group? (Please tick one box only)

			Response Percent	Response Total
4	Black /African / Caribbean / Black British		0.00%	0
5	Asian / Asian British		1.09%	4
6	Mixed / Multi ethnic group		0.82%	3
7	Gypsy / Roma / Irish Traveller		0.27%	1
8	Prefer not to say		9.51%	35
9	Any other ethnic background (please describe):		0.27%	1
			answered	368







Of the respondents 82% were White British and 5% were White other. 35 people ticked the prefer not to say with no respondents ticking the Black/African/Caribbean/ Black British group.

7. What is your sexual orientation?



			Response Percent	Response Total
1	Bisexual		3.60%	13
2	Gay Man		1.94%	7
3	Gay Woman / Lesbian		1.11%	4
4	Heterosexual / Straight		73.41%	265
5	Prefer not to say		19.67%	71
6	Other (please describe):		0.28%	1
			answered	361

Most respondents were heterosexual/ straight the 'other' comment was for asexual.

8. What is your religion/faith?




			Response Percent	Response Total
1	No Religion		48.35%	176
2	Buddhist		1.65%	6
3	Christian		34.07%	124
4	Hindu		0.00%	0
5	Jewish		0.27%	1
6	Muslim		0.27%	1
7	Pagan		0.55%	2

8. What is your religion/faith?


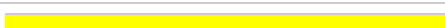

			Response Percent	Response Total
8	Sikh	-	0.00%	0
9	Prefer not to say		13.46%	49
10	Other (please describe):		1.37%	5
			answered	364

48% of respondents selected no religion and of the 5 other there was a range from quaker, spiritualist, catholic, unitarian and united reform.

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

			Response Percent	Response Total
1	Yes		0.28%	1
2	No		91.74%	333
3	Prefer not to say		8.79%	29
			answered	363

10. Are you a refugee or asylum seeker?

			Response Percent	Response Total
1	Yes		0.00%	0
2	No		91.78%	335
3	Prefer not to say		8.22%	30
			answered	365

11. We want to make sure our surveys are as good as possible. Please tell us if you agree or disagree with the following statements:

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Response Total
There is enough information for me to answer the questions	16.67% (59)	39.55% (140)	27.12% (96)	12.15% (43)	4.52% (16)	354
The questions make it easy for me to give my views	13.68% (48)	34.76% (122)	31.91% (112)	11.97% (42)	7.69% (27)	351
The survey meets my accessibility needs	20.17% (71)	38.35% (135)	31.25% (110)	5.11% (18)	5.11% (18)	352

6. Appendices

6.1 Conservative group

Conservative Group formal response from Councillor Mark Weston to the **“IMPROVEMENTS TO THE NUMBER 2 BUS ROUTE (A37/A4018)”** Consultation on the proposed designs – **Have Your Say**

I write to convey my group’s considered observations on the latest scheme – one of eight routes - which seeks to develop and enhance bus services in Bristol.

We have some sympathy with the broad objectives of aiming to reduce bus journey times, increase reliability and encourage more people to switch to travel by bus. However, this choice needs to be a positive one, and not something that is simply forced upon them by making driving a private vehicle an increasingly difficult and a more miserable experience.

A balance must be struck between enabling the public to travel in efficient ways (which reflect personal choice depending upon individual circumstances) whilst tackling environmental concerns and supporting centrally based businesses.

It is our contention that there are some aspects of the proposed new A37/A4018 route which not only fail to strike the right balance between these competing aims, but they are also plainly wrong and far more likely to create more problems than purported to solve. We harbour doubts that the huge budget envelope of £30-35m is not going to be money well spent will make travel into and out of the city very much worse. A strategy of narrowing roads and reducing lanes (space for cars) will cause more delays – including for buses – and result in the no.2 bus service taking longer to traverse its route than it ever did before.

We have concerns over the ancillary impact of the current plans which will see motorists taking short cuts and rat running to avoid newly created bottlenecks. This in turn can only make residential neighbourhoods less liveable all the while not improving the travel experience of bus passengers on iota.

NORTH (1)

Crow Lane to Henleaze Road

Like the apocryphal 'curate's egg' story which is used to refer to something which is good in parts, there is at least one aspect included in the design for this part of the major carriageway. The installation of a new mini roundabout at the Crow Lane and Henbury Road junction is a welcome step and represents an improvement which ward councillors and residents have argued for over a very long time.

Conversely, whereas targeted – continuous bus lanes can be beneficial – unfortunately, the planned short stretches at this location will do little to aid traffic flows. Therefore, the two suggested 'fragmented' bus lanes at the Crow Lane roundabout should **not** proceed.

I would like to add here specific observations concerning other proposed bus lanes. The suggested moving of the Station Road bus lane to over the railway bridge needs to be either reversed or restricted to operate at peak hours only. This may fall outside of this scheme but is nevertheless a key feature of the local bus routes.

Southmead Road

Regarding possible changes to Southmead Road (between Henleaze Road and Wellington Hill West). Removing the second carriageway in each direction is not a good idea. Now this section of road flows well most of the time but reducing to single lanes each way will inevitably lead to queueing traffic and slow down cars and buses alike. Moreover, we question whether there is any demonstrable local demand for the suggested footway enhancements.

The idea of narrowing this road space just to increase build outs to cater for tree planting is quite frankly ludicrous. We fail to see any transport advantage, benefit, or utility from such a move. Other locations for tree planting are available and we are sure that the community could identify alternative sites at a greatly reduced cost and without the act of transport self-harm.

Lake Road

Closing off Lake Road at its open end is also difficult to follow. All the traffic that currently uses that junction will be forced to travel further than it currently does along Southmead Road, adding to congestion on the bus route, not reducing it.

Henleaze Road

The same comment can be made about the dual carriageway from Southmead Road to Eastfield Terrace. The design envisages removal of carriageway to add pavement. This seems an unusual way of improving traffic flow. This issue has never been raised with us by residents. The removal of the second carriageway in each direction can only result in the (seemingly deliberate) slowing down of all traffic including the buses.

There is no need for a pavement running beside Old Quarry Park. In bound, the cycle way could be provided on the other side of the wall between the pavement and the residential road. Outbound the proposal will add significantly to the journey time and with no priority space for buses will significantly increase journey. The queues here will inevitably lead to rat running along neighbouring residential roads - an unfortunate outcome from proposals designed to improve traffic flow.

The junction modification on Falldon Way is problematic. The road is busy because of the high number of patients visiting the doctor's surgery and parents bringing children to playgroup in the day and youth groups in the evening at the scout hut. Most cars turn and leave the road from the Henleaze road junction. At its current width, the junction can accommodate 2 cars turning left and right out of the road, as well as one car turning into the road.

If the junction is narrowed, cars may not be able to turn in to Falldon Way, because of cars queuing top exit, and will therefore be blocking Henleaze Road. This already happens at busy times but will be made much worse if the junction is altered. The position could be improved by extending the yellow lines by one car length to give more space for passing vehicles, but the current junction works, so would better left as it is.

Other Henleaze Road proposals are equally difficult to fathom. The closure of Henleaze Gardens and Holmes Grove at their junctions with Henleaze Road, will only force traffic to find other circuitous ways to access Henleaze Road.

The proposal to narrow the junctions at Holmes Grove does not appear to have been fully considered. The narrowing will result in traffic turning into those roads having to queue on the main bus route when vehicles coming out of the junction are trying to get out. That will hold up cars and buses alike. Similarly, the build out at Holmes Grove of the new, upgraded bus stop will cause further delays on Henleaze Road. The current bus stop works well and should be left alone.

Therefore, the closure of Holmes Grove Junction to build out a bus stop makes no sense whatsoever.

For reasons unknown the No.2 bus often runs in pairs and the second bus overtakes the first while it is picking up passengers. Currently that passing can happen easily here, but with a build out there will be no opportunity to pass. So, the second bus will be delayed. In addition, the traffic that currently uses the Holmes Grove junction will be forced to travel the short distance to Henley Grove creating more pressure at that already busy junction.

The Henleaze Gardens closure is another proposal that seems to have no logic behind it at all. This will not stop residents using their cars, but it will force them to use the opposite end of the road to exit, forcing more traffic on to the No.1 bus route before it comes down residential roads to get back to Henleaze Road. It simply creates more traffic to delay buses.

The Henley Grove Junction modification could have the same issues, so consideration needs to be given to turning traffic, but the junction is dangerously wide, so the modification seems sensible.

North View and Parry's Lane

North View would appear to be the biggest cause of delays on the Number 2 route through Westbury and Henleaze.

The changes made by the GBBN project are the cause of the current problems and especially the 'pinch point' at the roundabout /junction of North View with the A4018.

The route used to flow well until the Showcase "improvements" which reduced the inbound exit on to Westbury Road, and the outbound exit on too Northumbria Drive, resulting in much longer traffic queues which delay buses. The problem is compounded by the traffic flowing in from Westbury Park which causes further hold ups for buses.

The building out of the footpath will only cause more queuing which is likely to tail back to the roundabout and the A4018.

This is very much a missed opportunity, and it seems pointless spending £millions on this bus route if the North View route is not improved significantly. A community consultation would produce a wide variety of suggestions from residents, that could help improve the traffic flow as well as helping the local retailers to flourish. Some of the possibilities suggested including: -

Rush hour bus lanes would not threaten local traders. Rush hour restrictions on traffic using Westbury Park would help. Restricting right turns into and out of Etloe Road could also be an option.

However, the proposed widened pavement appears to see the island in the middle of the road removed, leaving North View as the only side of the roundabout without a zebra crossing and with no easy place to cross.

Instead of widening the pavement, allowing two lanes to exit at the White Tree roundabout from Etloe Road would reduce bus delay significantly as would widening the exit to Northumbria drive. At present it is not quite wide enough for two vehicles to be parallel one turning left one right. A small increase in road width and removal of a parking space would significantly help traffic movement.

To repeat, the very last thing we need now is for more built out bus stops/pavements. Such a self-defeating policy will slow down ALL traffic (that means buses as well)! So, we object strongly to the ill-thought-out proposals for North View, which are sure to be counterproductive to the smoother running of buses.

As regards the suggestion for a new zebra crossing on Parry's Lane, this has never been supported by the former Neighbourhood Partnership or the current Neighbourhood Forum.

Consequently, ward Members robustly oppose the proposed zebra crossing, which could very possibly give rise to traffic accidents and even fatalities. The present arrangements on Parry's Lane with pedestrian island refuges work well. So, in the words of the old adage, *"If it ain't broke, Don't fix it."*

Conversely, it is conceded that it may be beneficial to alter the current configuration of the Parry's Lane slip road and installing an additional new path on the Downs. There are conceivable advantages in closing Parry's Lane slip road, but only if the Downs parking regulations are tightened and enforced.

Whiteladies Road/The Downs Junction

This area was subject to extensive works carried out by the GBBN showcase or priority lanes. It seems bizarre that more changes are now proposed and the concomitant spending of public money. Public money is a scarce resource!

In particular, the 24-hour bus lane is a complete nonsense. Unlike motorcars and goods vehicles, buses don't run around the clock and there is little congestion challenging them apart from a couple of times a day during the week. The GBBN considered 24-hour bus lanes but recognised - quite rightly - that they were unnecessary, draconian, and potentially detrimental.

The conversion of Roman Road could be supported as this stretch is currently a major contributor to delays on the A4018 coming on to the junction.

A further cause of delay is the short distance between the junction and the crossing point on Redland Hill and hold ups further down Redland Hill which often tail back to block the roundabout.

However, the removal of the crossing that currently allows pedestrians to cross to the top of Blackboy Hill on the inbound side significantly reduces connectivity.

In bound the two lanes from the A4018 converge into one lane until the bus stops. This will result in significant congestion which will catch or block buses as well. We cannot see how that can be a benefit.

Outbound, the need to keep buses moving is understood but, again, a 24-hour bus lane is unnecessary as buses are not delayed outside the rush hour. An extension of the bus lane restrictions that currently exist on the rest of Whiteladies Road would be more than sufficient.

CENTRAL (2)

Queens Road/Whiteladies junction

There could be advantages to light-controlled crossings at the new 3-way signal junction of Queens Road and Whiteladies Road, but the map shows a cycle lane and no bus lane on Queens Road. This will result in two solid lanes of inbound traffic being reduced to one. This assumes the traffic will reduce in volume. Based on such a flawed premise it is difficult to see how these changes will not result in significantly increased congestion.

Whilst there may be some logic in closing off Park Place and Richmond Hill, arguably the same reasoning could be applied to outbound traffic on the main route. In both cases two lanes of traffic are being replaced by one and buses will be caught up in the traffic delays.

Queens Road

The roads in this section worked reasonably well with good traffic flows until the introduction of the Authority's Covid measures which saw the removal of large sections of the highway from car use. This action inevitably resulted in self-inflicted congestion.

Remove or reverse these Covid-inspired road restrictions and the traffic will move freely again. The 'innovations' proffered are a prime example of excessive engineered solutions to a problem of the Council's own making. A monumental waste of taxpayers' money.

The Triangle

The planned road narrowing and carrying capacity reductions for the Triangle by the former Habitat store needs to be scrapped. The same arguments or rational we have used above

in respect of Southmead Road equally apply here. Reduced carriageway and improved public space will not facilitate travel into and out of the city.

Park Street – main proposal and stated alternative options

Closing Park Street to cars with a bus gate **would be a disaster**, given this effectively closes one of the main routes from North Bristol into the city centre, including access to Bristol Cathedral, Bristol Marriott Royal Hotel and College Street car park.

As the consultation recognises, there are alternatives and option 3 seems a sensible compromise. The “Bus lane southbound from Park Street Avenue to Unity Street” variation raises some concerns around not materially improving air quality. However, such worries may be overstated as electric vehicles become more accessible and widespread.

Many elderly and disabled residents can't use public transport. They are, however, able to use their own cars and 'blue badges' allow them to park close to their chosen destinations. If they are unable to travel through Park Street into the city centre, we are effectively making the city centre off limits to the elderly and disabled. This makes a mockery of Bristol being a welcoming and inclusive city. This is essentially a policy which discriminates against the old and disabled as well as harming the commercial viability of centrally based businesses.

If Park Street can remain fully open to buses, coaches, taxis, motorcycles, e scooters, bicycles, delivery lorries, then surely it can remain open to cars with blue badge holders. At the time of writing, we have received no such guarantees.

In fact, there is no logical reason for preventing full car access to Park Street and the city centre apart from during peak commuting times. Any 24-hour bus gate is needlessly excessive.

SOUTH (3)

Local Members are pleased to see proposals come forward to improve active travel. But there are concerns around promoting and enhancing the pedestrian/cycle ability to cross the highways.

Wootton Park/Wells Road and West Town Lane/A37 junctions

We do not support the proposed closure of the left-hand turn from West Town Lane into Wells Road nor the ban on the right-hand turn into West Town Lane from the Wells Road. We understand the objective of providing a pedestrian crossing across Wells Road and is supported. However, this objective could be achieved by enabling full access but allowing for a 30 second pedestrian crossing when indicated. The Broadwalk crossing has this process whereby all traffic movement is banned for pedestrian access.

The negative implications of banning turns will put a lot more traffic onto the neighbouring roads (such as Imperial Road, Beryl Grove, Mowbray Road, Hazelbury Road, Kinsale Road, David's Road and Woodleigh Gardens). We were disappointed this was not recognised by the proposals as the roads around Petherton Road appear to have been treated with more consideration, but it is these areas which are likely to be negatively impacted greatly.

THE NEW PROPOSED BUS LANES ON THE WELLS ROAD.

Currently the only buses using the Wells Road (up to Hengrove Lane/West Town Lane) are the no. 376 and no. 515. We do not consider this to be sufficient usage to justify the displacement of many vehicles (and road parking spaces) into the surrounding roads. This proposal will make drop-off and pick up at the local schools significantly more difficult.

West Town Lane

On Stockwood's main roads there are no pedestrian crossings. Not one on Sturminster Road, Craydon Road and Stockwood Lane. The effect of this is to encourage driving as the only practical mode of transport for many to navigate the busy roadways which are also plagued by rat running.

Turning to the proposed changes for the southern section, we would like to see more zebra or pedestrian crossings installed **parallel** to Sturminster Road. Suggestions could include one on Stockwood Road by the bus stops near Linden Close; another across Ladman Road by Ladman Grove and an installation by the pedestrian square on Hollway Road to the Haberfield House accommodation.

At the southern end of Sturminster Road, turning into Craydon Road, there is a real need for a crossing by the new bus stop by Pensford Court, a second by Cowling Road and a third by Longreach Grove.

All the proposed additional crossings for this part of the consultation are positive but doubts remain on the utility of the planned segregated cycle lane for Sturminster Road.

For West Town Lane, local Members do not support the removal of the bus stop by Hither Bath Bridge. This is the nearest bus stop to the Imperial Sports Ground. The Imperial Sports Ground has the highest footfall in the area with up to 2,000 visits per week. There are many visitors who do not drive and for whom a good public transport link is essential. In fact, on many evenings and weekends cars spill onto the local roads due to demand.

CONCLUDING GENERAL OBSERVATIONS

I would like to end by providing some overall points which have been made about this major development.

- (i) It is a massively over-engineered and expensive project.
- (ii) Many residents have stated to ward councillors along this route that they feel it to be more anti-motorist than positively promoting travel by bus. This is hardly conducive to achieving behaviour change. In our view, you are much more likely to attract people to use public transport alternatives '*with honey rather than vinegar*'.
- (iii) The current iteration of this scheme contains/retains some huge deficiencies which will severely hamper, undermine, or negate its strategic objectives.
- (iv) There are concerns that planners have not modelled for travel patterns and demands in a post pandemic world. This is especially important as working and shopping behaviours are unlikely to return to pre-COVID norms. If this is the case, is there not a case to pause and re-evaluate the assumptions which have fed into this schematic?

- (v) Linked to the last point above, it seems possible that bus patronage could remain low for a very long time as people opt for individual forms of transport rather than choosing to sit in proximity with others.
- (vi) There appears to be a fixation that penalising motorists is the only way of improving bus services. Indeed, justifying this approach by referencing the need to improve air quality also is somewhat specious if, as is expected, more and more make the switch to driving electric vehicles.
- (vii) Why are you proposing 24-hour bus lanes and restrictions when these don't run round the clock (and never will) to deal with short periods of congestion at traditional peak commuter travel times in the early morning and late afternoon? Is this not using a metaphorical sledgehammer to crack a nut?

We hope that this extensive public consultation will result in some much need revisions of the scheme. After all, it is in all our interests that any finalised version succeeds in delivering all its stated objectives and represents the very best of human ingenuity. This requires transport planners to make sure that there is no repetition of the mistakes of the past.

COUNCILLOR MARK WESTON

CONSERVATIVE LEADER

6.2 Hengrove and Whitchurch councillors' response

Response from local ward councillors to proposed changes along 2 bus route/A37 and the Hengrove area

As local ward councillors for Hengrove and Whitchurch Park we wanted to respond to your consultation with the following observations.

We have promoted the councils survey as well as carrying out our own one that asked additional questions. 350 people replied to our survey and the results are being sent to you in a spreadsheet. Most respondents lived in the Hengrove area.

Firstly, as councillors we strongly support improvements to walking, cycling, and bus facilities in the city and realise that this can involve the need for more dedicated and improved infrastructure.

We are restricting our comments to issues and proposed changes that have a direct impact within our ward.

A37/Hengrove Lane/West Town Lane junction

We strongly support the desire to provide a protected pedestrian crossing facility here. The current arrangement gives pedestrians no safe crossing time at this junction, is dangerous, and has been highlighted by ourselves and the police as needing improvement for many years.

We believe a more desired position for the pedestrian crossing would be north of the junction rather than south – this would ensure the bus stops are more directly served and the desire lines of pedestrians met. This would also allow a continued left hand turn out of West Town Lane onto Wells Road which we think should not be banned. Left hand turn bans are rarely enforced and present dangers to pedestrians as drivers often ignore them.

We proposed, on safety grounds, that there should be a right hand turn ban coming out of Hengrove Lane onto the Wells Rd. This involves crossing traffic oncoming from West Town Lane without priority at any time and has led to many accidents at the junction. An exception could be made for buses if necessary. This would also improve the efficiency of the junction. Drivers can use Petherton Road as an alternative to turning right on this junction (most local people already do for safety). We do note though that many respondents to our survey were not supportive of all the turn bans proposed at the junction. There was real concern about increased rat running in the Stockwood and Hengrove communities.

We believe the short 24hr bus lane north of the junction leading to the bus stop probably has more of a negative rather than positive effect. This will remove stacking space at peak time which could have a negative result on the flow of the junction. We think this should be reduced to a morning peak only lane or none at this point.

From our survey 27% of residents strongly agreed, agreed or neither agreed or disagreed with the overall proposal for this junction with 72% disagreeing or strongly disagreeing. We note that there

was a more positive response from the paper based surveys. The major concern raised was with regard to the amount of turn bans and the effects this would have on traffic in neighbouring roads.

Wells Road Bus Lanes in Hengrove/Whitchurch area

We have already commented on the proposed bus lane north of the junction.

We believe a 24hour bus lane south of the Hengrove Lane/West Town lane junction to be excessive. At the moment nearly all bus lanes along the Wells Rd are peak time only.

We feel that there currently is rarely any traffic to justify any form of bus lane south of the New Fosseyway Rd junction on the north bound side. Mostly traffic queuing at peak time occurs up to the Petherton Rd junction. This bus lane provides no positive gain for public transport at this time, so we propose this does not proceed.

Between Petherton Rd and New Fosseyway Rd the Wells Rd (north bound) rarely sees congestion. There is on-road parking at this point which is often used by commuters during the day. At least one resident has raised the concern of how they open and close their gates to their property if there is a bus lane outside their property. We cannot see justification for a 24hour bus lane at this time at this location. We suggest that either there is no bus lane or a morning peak only bus lane. The southbound side of the road is not in our ward but we do note that there is far less on road parking on that side of the road and that congestion often does occur at this point so a bus lane may provide advantage to buses. We currently have a proposal for 2 hour waiting bays to be introduced on the Wells Road in this area and hope this maybe included in this scheme.

Bus lane between Hengrove Lane and Petherton Rd junction. We believe that at this time if the council wishes to bring a bus lane in at this point it should be morning peak only on the north bound side. We are concerned that some residents have little to no off road parking in this area and so need to park on the Wells Rd. There seems to be little gain for a south bound bus lane.

Hengrove Area Safety and Traffic Reduction

The council asked a general question on reducing congestion and rat running in the Hengrove Lane and Petherton Road area. This area suffers from a lot of traffic and congestion at peak time.

We expanded on the councils' general question to ask specific questions around certain measures although we were not able to explain these in detail.

On the question "do you agree there is too much traffic in the area and some action should be taken to reduce it" 58% agreed or were neutral and 42% disagreed. There was agreement from the survey that traffic, congestion, and pollution in the Hengrove area is a problem and that action should be taken to reduce it.

What is clear is that one measure alone would not work and that a combination would be needed. We were not able to consult on this. We believe there is a strong case to go back to people in the area and consult on this in more detail to see if there is a way to reduce congestion and pollution within the community.

A37 Park and Ride

The delivery of a new park and ride along the A37 is in the regional transport strategic plan but little progress on delivery of this has been made. We strongly feel this should be one of the first interventions pursued by WECA and the local authorities. Whether one facility at Whitchurch village or two or three smaller ones along the villages on the A37 (our preferred solution), this could deliver real reduction in traffic along this key and congested route. This proposal was the most popular within our survey with 79% agreeing or neutral to just 21% disagreeing. Change along the A37 corridor should also deliver a Park and Ride and we ask Bristol City Council to promote this as a priority scheme.

In conclusion we believe the delivery of safe pedestrian crossing facilities to be the priority change and an acceleration of a park and ride facility along the A37 to be a priority. We would ask the council to rethink some of the proposed bus lanes and the operating hours as well as the impact of some of the turn bans on the Wells Rd/West Town Lane junction. We ask for a further consultation and more detailed plans for traffic reduction in the Hengrove area to be consulted on for the future.

Cllrs Andrew Brown, Sarah Classick and Tim Kent