

**A4 Portway**  
**Detailed Engagement Report**  
**November 2023**

**Transport improvements to the A4 Portway**

**Have your say!**



[www.bristol.gov.uk/A4Portway23](http://www.bristol.gov.uk/A4Portway23)  
Please comment by Sunday 12 November



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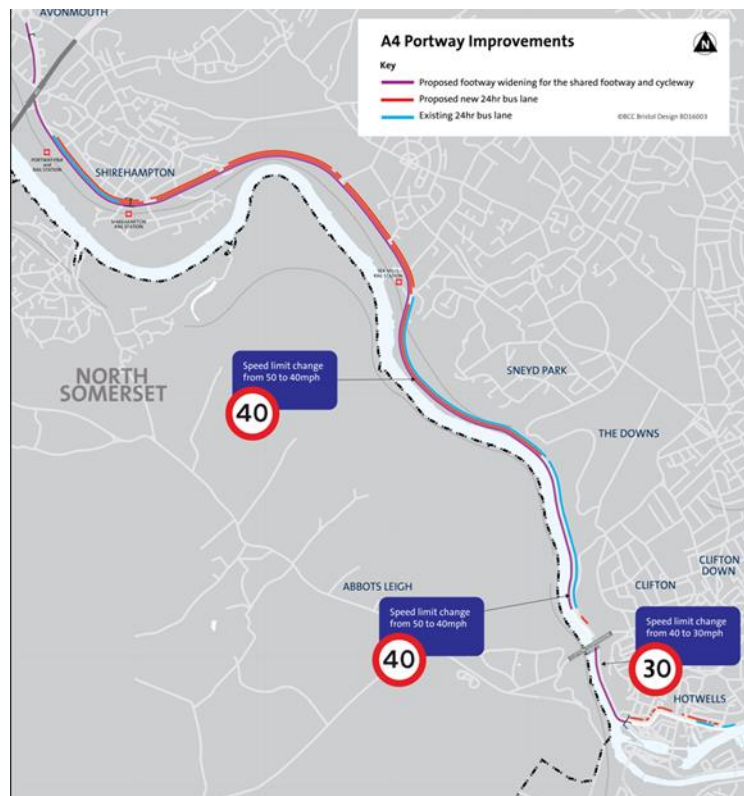
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## Summary

The consultation was launched on Monday 2 October 23 until Sunday 12 November 23 which allowed six weeks for comment and was designed by the team to capture views from residents, businesses and anyone who lives and uses the route. The survey questions were designed to capture the responses for the proposals along this main strategic corridor. This information was gathered through an online survey on the smart survey platform (paper copies and in various formats were available on request).

The proposals looked to:

- Extend the 24-hour inbound bus lane.
- Introduce a 24-hour outbound bus lane.
- Widen the shared use path along most of the route.
- Reduce the speed limit from 50mph to 40mph and from 40mph to 30mph.



The survey asked about the key proposals for each area starting from the north of the route following the road towards the city centre. The questions ask people to rate each measure from very good, good, fair, poor to very poor. There was also an open ended question asked at the end of each area to allow an opportunity for people to add any other comments.

## Stakeholder feedback

We had responses from 14 stakeholders which has been summarised by the 4 key proposals and by each area below:

#### 4 key proposals

Most were supportive of the proposals, but some were concerned about the shared use path as there will not be any demarcation for those walking and cycling. They felt there should be a fully segregated cycle and pedestrian route. They also wanted more information on the case for the outbound bus lane as they thought the traffic tend to flow freely.

#### Area 1 to 3

Comments were made about the raised tables proposed and some were keen to understand that they would be continuous footways. Some concern exists about the use of these for visually impaired people. Stakeholders wanted tactile paving used so that people would know they are walking out into a carriageway albeit a raised platform. They felt road markings (crocodile teeth and Give way lines) would be needed on the raised tables so that drivers knew to slow down and give priority to pedestrians and cyclists crossing the road.

#### Area 4

Most supported the new crossing facility at Sea Walls car park and thought it would be useful to help improve getting into and out of the car park as some vehicles can find it difficult to get into the car park via the southbound bus lane. There was also agreement that consistent annual work is restarted to keep the pavement clear of vegetation in this area. It was also noted that there was no pavement on the Portway from public rights of way coming down from the Downs and people had to cross 4 lanes of traffic which is not a safe activity. They felt new refuge islands would help if a crossing was not possible.

#### Area 5

Where are the trees being planted and what type would be used? The group noted that over growing foliage is an issue for visually impaired people so if the trees can be at the statutory height of 2m that would be useful. Comments were also made about the footpaths. On the riverside there is continuous footway but on the other side there are missing links and under the flyover the section is not cleaned and there needs to be a commitment to ensure they are in good condition. Comments were made about considering the Gorge as a destination and want more bus stops to support this.

#### Area 6

Comments were made about the gap without railings on the riverside footpath and the path slopes towards the river which can be tricky to navigate as a cyclist. The proposed parallel crossing by the Pump House was supported but thought the location will need to be given careful consideration as this is a busy area with both a vehicle and pedestrian entrance to the Pump House.

### **Public feedback**

Several drop-in sessions were held with over 150 people attending in person, 38 emails were received, and 1438 responses were received to the survey and in summary to the 4 main proposals:

- Inbound bus lane – 28.6% very good, 17% good, 10.2% fair, 10.9% poor, 33.3% very poor.

- Outbound bus lane – 24.6% very good, 14.7% good, 9.8% fair, 11% poor, 39.8% very poor.
- Shared use path – 42.6% very good, 11.8% good, 10.87 fair, 9.5% poor, 25.2% very poor.
- Speed reduction – 35.4% very good, 11% good, 13.2% fair, 11.1% poor, 29.4% very poor.

There are a similar number of respondents who thought the extension to the inbound bus lane was very good to good (641 respondents) compared to poor to very poor (623 respondents). Whereas 553 respondents thought the outbound bus lane was very good to good compared to 713 respondents who thought it was a poor or very poor proposal.

However over 50% of respondents supported the widening of the shared use path by voting very good or good and just under 50% thought the speed reduction from 50mph to 40mph was very good and good compared to 40% who thought it was poor and very poor.

#### Specific observations from the survey

When comparing 'mode of transport most used' against these four proposals the results showed that 66.8% of those who cycled thought the widening of the shared use path was 'very good'. However, there was concern raised amongst the cycling stakeholders about possible conflicts on this path with pedestrians and cyclists which do not seem to come through on the survey responses.

#### Demographics of respondents

Of those who responded to the survey there was a good spread of age groups and the number of people who ticked the disabled box were representative of the citywide coverage. However, most responses were from people who ticked the male box (57%) compared with 29% ticking the female box and 12% preferring not to say.

73% of responses were from those who considered themselves White British with the next highest category from those who prefer not to say (13.96%) followed by White other (5.38%).

## **1. Background**

Over the past decade changes have been made to the road network in Bristol to improve bus journey times and encourage walking and cycling. However, the transport network in Bristol still faces challenges, including growth in housing and employment areas, unreliable journey times, and high levels of congestion and air pollution.

To address these challenges, and help Bristol reach its 2030 carbon neutral target, radical changes to Bristol's road network are required. These changes will need to make a transformational difference to bus travel, and act as an enabler for cycling and walking.

Over the next 10 to 15 years Bristol and the West of England Combined Authority have committed to developing and improving bus services as a priority for the region, in collaboration with bus operators.

### **1.1 Improvements to the A4 Portway Park & Ride**

There have been recent improvements at the Park & Ride such as the installation of a new railway station. As part of this work the car park was expanded. Separately, there are plans to enhance the existing Park and Ride facilities to create a new mobility hub. This will see better cycle parking, micro mobility parking, parcel lockers, more seating and upgrades to the toilet facilities.

With new housing developments, the YTL Arena in Filton, and the expansion of employment areas such as Avonmouth, the need to improve the Park & Ride to serve as a key transport hub is required to meet the extra demand.

As part of the early engagement held in Summer 2022 people were asked about the Portway Park & Ride and what improvements they would like to see on the A4 Portway route. One theme that has come out of that early engagement was the desire to see more connecting bus routes to the Portway Park & Ride site. To allow this to happen the bus entrance and exit to the site would need to be expanded.

The widening of the bus entrance and exit junction will allow buses to turn left travelling northbound towards Avonmouth employment area, Filton, Cribbs Causeway, and help to mitigate the impact of the new arena. The ability to turn left would also serve the railway replacement bus services and the YTL Arena shuttle bus upgrading the bus entrance and exit junction to allow bus services to enter and exit the site when travelling to and from the north.

### **1.2 Other projects in the area**

#### **Clean Air Zone (CAZ)**

The government has directed Bristol, and other cities, to reduce harmful pollution from vehicles in the shortest possible time. The size of the zone and its boundary has been designed to meet legal air quality targets in the central area where air quality is worst.

Central areas of the city and main routes, which include the Portway and the Cumberland Basin, have breached legal levels of pollution for several years because of the number of vehicles that use them. For this reason, they are included in the Clean Air Zone, which is being introduced later this year.

The A4 Portway will support the aim of the Clean Air Zone by helping to make sustainable transport modes - such as public transport, walking and cycling - the natural choice for people's journey.

### **Western Harbour regeneration project**

Some of the A4 Portway route passes through the Western Harbour regeneration zone and this section is out of scope for this consultation. This is because work will be needed to update or replace the Cumberland Basin road system in the future as part of the [Western Harbour's regeneration project](#). Replacement of large parts of the system will be necessary because the infrastructure of the Cumberland Basin has become older, and maintenance has become increasingly costly.

Implementing short term improvements along the Portway A4 route will improve bus journeys and the walking and cycling environment now ahead of work undertaken as part of the Western Harbour regeneration project in the future.

Feedback from this project on the Portway A4 route will be integrated into [Western Harbour's masterplan](#) that will consider more detailed proposals for the area alongside consultation with the community.

### **1.3 Project ambition**

The focus of this project is to develop and improve the bus services and the walking and cycling environment running along the north western section of the A4.

Buses are an essential service connecting people to education, employment, sport and leisure activities, and are integral in connecting communities. Through infrastructure changes, the aim is to achieve greater bus reliability, improved bus punctuality, growth in people travelling by bus, and a step change in the quality of bus services along the A4. While the focus is on the bus services, there is scope to consider improvements to active travel infrastructure.

### **1.4 Early engagement exercise**

We carried out an early engagement exercise in August 2022, which asked people about the issues they face when travelling along the route. People who live or travel along the A4 Portway were encouraged to take part in the early engagement exercise. This was to find out how this main route into the city can be improved to help buses move quickly through traffic and make cycling and walking safer and more enjoyable.

On the topic of buses, people generally commented that they want to feel more connected to the north of the city and they want buses to be more frequent. People liked the Portway Park & Ride but did not always use it as it was not open on a Sunday or later in the evening. People thought the bus

lanes would be a good addition and helped make the buses more reliable but would still like more buses available to connect to wider areas.

In response to questions on walking, people said the vegetation in places could be cut back as the pavements are too narrow in places, crossing points could be more frequent on the route particularly by bus stops, and the speed of traffic is too high and can make it unpleasant to walk along the route.

Many people who commented on cycling said they wanted a segregated cycle lane in both directions along the A4 Portway. Cyclists and pedestrians often collide as there is no separated cycle lane. People felt the existing shared path and the cycle route are very poorly surfaced with frequent potholes left by the remains of trees. People also said the shared use path is too bumpy and has a poor quality surface for cycling on.

## **2. The A4 Portway route**

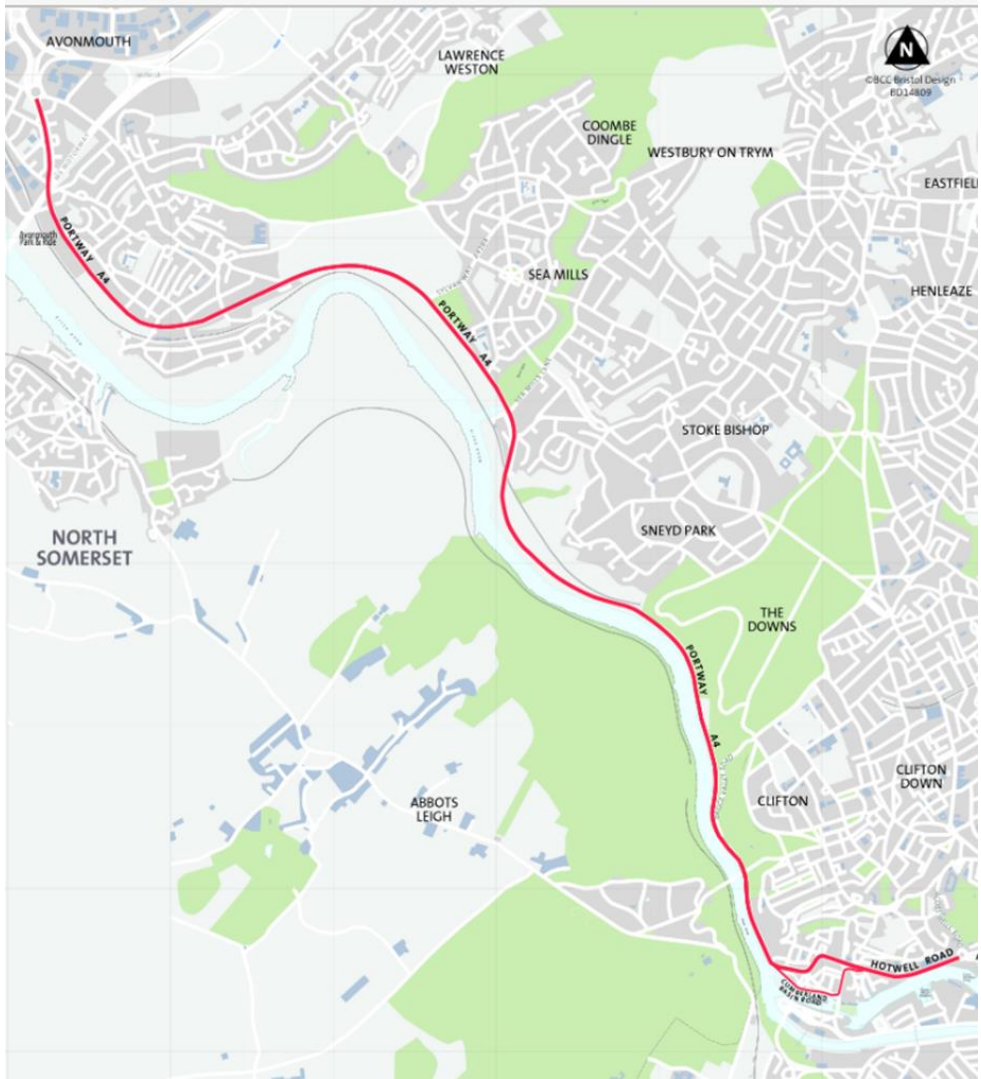
The A4 in Bristol links two of the city's Park and Ride sites: one at Portway and one at Brislington. The route starts at the M5 flyover, it travels along the A4 passing the Avon Gorge and onto Hotwell Road to the Jacob's Wells Road roundabout, then along Anchor Road, and up to Explore lane.

The whole route covers 4 wards. In the north the route starts in Avonmouth and Lawrence Weston and at the junction with Sylvan Way it changes to Stoke Bishop. At the junction with Bridge Valley Road, it moves into Clifton and where the A4 turns left at the Cabot Way junction it changes to Hotwells and Harbourside.

Transport proposals to this route will also benefit several bus services such as the, X1, X4, X6/X7, X8/X9, and U2, Stagecoach service number 9 (P&R Service), 13, and 505 and many coach services such as Megabus, National Express and Flixbus.

The following map shows the A4 Portway transport route:





**2.1 Objectives of engagement and communications**

The main aim of the engagement exercise was to:

- seek views from key and local stakeholders.
- seek views from local businesses, local people living and working along the route.
- begin a constructive dialogue and create the environment where people can be involved throughout the process.
- create a good understanding of the early engagement exercise to find out the issues and any benefits amongst stakeholders, local businesses, local people, and commuters.
- demonstrate Bristol City Council is prioritising sustainable transport options to help Bristol become a sustainable city with a low impact on our planet, 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.

- The feedback from the Western Harbour regeneration project will be used to inform proposals on the Portway A4 route that runs along the Western Harbour boundary, which follows Hotwell Road, Dowry Place and Oldfield Place.

The target audiences for this project include stakeholders such as:

- Bristol City Council ward members, Members of Parliament
- 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
- Wildlife and habitat 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
- Commuters along the route

### **3. Detailed Engagement**

This detailed engagement followed on from the early engagement in Summer 2022. Feedback from that exercise has helped shape the proposals that people were asked to comment on that were presented in this process.

#### **3.1 Engagement Tools**

The team produced different products to support the detailed engagement process and agreed on a survey as the best way to collate views from the community. The products included the survey, postcards and posters. All the information was provided online and was compatible with Word reader software and could be emailed out via editable PDFs.

The online survey had a shortened link [www.bristol.gov.uk/A4Portway23](http://www.bristol.gov.uk/A4Portway23) that was promoted and publicised through social media channels and newsletters etc. To ensure those who do not have online access were also included the team produced paper copies of the products.

The team also 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 team on email at [transport.engagement@bristol.gov.uk](mailto:transport.engagement@bristol.gov.uk), by writing to A4 Portway, Transport Engagement, PO BOX 3399, 100 Temple Street, Bristol, BS1 9NE.

See the following for an image of the business card and poster:

**Transport improvements to the A4 Portway route**  
**Consultation**  
**Have your say!**

We would like your views on how the north west section of the A4 Portway route could be improved to make bus journeys more reliable and improve the walking and cycling environment.

You can fill in the survey online at:  
[www.bristol.gov.uk/A4Portway23](http://www.bristol.gov.uk/A4Portway23)

Please comment by Sunday 12 November

Find out more at one of our drop-in sessions:

- Thursday 12 October, Sea Mills Library 1pm to 5pm
- Friday 13 October, Shirehampton Library 1pm to 5pm
- Monday 16 October, Hotwells Primary School 6pm to 8pm
- Thursday 19 October, Portway Park and Ride 8am to 12noon

If you have a comment, question or you would like this information in a paper version, another language, Braille, audio tape, large print, easy English, BSL video or CD Rom or plain text please contact us.  
 Email: [transportengagement@bristol.gov.uk](mailto:transportengagement@bristol.gov.uk) or write to:  
 A4 Portway, Transport Engagement Team,  
 PO BOX 3399,  
 100 Temple Street, Bristol, BS1 9NE

**WEST OF ENGLAND**  
 Combined Authority

**BRISTOL CITY COUNCIL**

[www.bristol.gov.uk/A4Portway23](http://www.bristol.gov.uk/A4Portway23)  
 Please comment by Sunday 12 November

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The team encouraged everyone to have their say by:

- Putting up posters along the route in the local area so that those using the road regularly can see there is a survey taking place including residents.
- Posters on bus stops and on the number 9 service so that bus users are aware.
- Posting out letters to over 9000 local properties to raise awareness of the survey and encourage local people to have their say.
- Stagecoach also assisted with the communications by putting up posters in the buses along the route.
- Social media posts to reach commuters and the wider community.
- Contact local groups and key stakeholders and ask them to help raise awareness of the survey.
- Provided two virtual stakeholder workshops via Teams which involved a short presentation about the project and what we are trying to achieve, followed by a discussion looking at the challenges and opportunities along the route. The dates were:
  - Thursday 5<sup>th</sup> October – 3pm to 4.30pm
  - Wednesday 11<sup>th</sup> October – 6pm to 7.30pm
- Held drop-in sessions during the early engagement at the following locations and dates:
  - Sea Mills Library – 1pm to 5pm, Thursday 12 October
  - Shirehampton Library – 1pm to 5pm, Friday 13 October
  - Portway Park & Ride – 8am to 12noon, Monday 16 October
  - Hotwell Primary School – 6pm to 8pm, Monday 16 October
  - Portway Park & Ride – 8am to 12noon, Thursday 19 October

### 3.2 Survey

The survey was launched on Monday 2 October 23 until Sunday 12 November 23 which allowed six weeks for comment and was designed by the team to capture views from residents, businesses and anyone who lives and uses the route. The survey questions were designed to capture the responses for the proposals along this main strategic corridor. This information was gathered through an online survey on the smart survey platform (paper copies and in various formats were available on request).

For the consultation the route has been separated into six areas to show the proposals in detail:

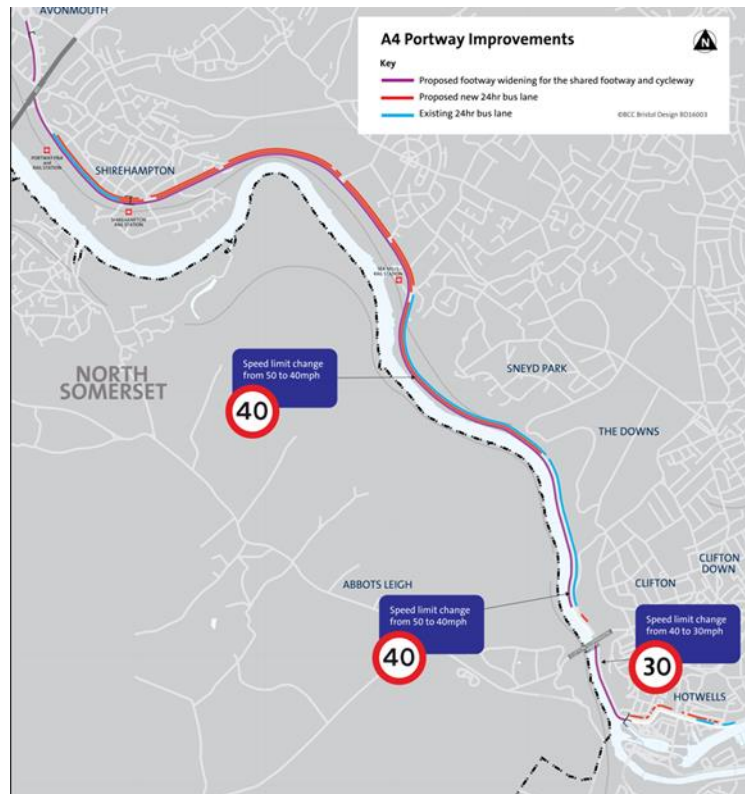
- Area 1 – Portway Roundabout to the west of Park Road
- Area 2 – West of Park Road to the north west of Riverleaze
- Area 3 – North west of Riverleaze to just south of Roman Way
- Area 4 – South of Roman Way to north of Bridge Valley Road
- Area 5 – North of Bridge Valley Road to Hotwell Road (prior to Cabot Way / Bennett Way)
- Area 6 – Hotwell Road to Jacobs Wells Road Roundabout

In area 6 the section included in the Western Harbour project will be out of scope. This includes the triangle by Hope Chapel Hill and Dowry Square, and Cumberland Basin Road.

While there are no proposals for the section between the Mardyke Pub and Jacobs Wells Road Roundabout we would welcome further feedback on potential improvements to this section.

The survey has been devised so that people answer questions:

- 1) About the overall transport proposals as shown in the plan below:
  - Extend the 24-hour inbound bus lane.
  - Introduce a 24-hour outbound bus lane.
  - Widen the shared use path along most of the route.
  - Reduce the speed limit from 50mph to 40mph and from 40mph to 30mph.



- 2) About the key proposals for each area starting from the north of the route following the road towards the city centre. The questions ask people to rate each measure from very good, good, fair, poor to very poor. There is also an open ended question asked at the end of each area to allow an opportunity for people to add any other comments.
- 3) About free active travel support that is available
- 4) About you questions which are optional and help with demographic and equalities data

The survey was available through the consultation hub platform on the Bristol City Council website.

### 3.4 Supporting communications.

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

The team posted 12 Facebook posts, 8 X posts and 1 LinkedIn advert. The Facebook posts reached 182,979 people on Facebook, generated 662 comments, 187 likes, and 94 shares. The X posts got 39 likes, 41768 impressions, 40 comments and 37 shares and the LinkedIn advert got 2672 impressions, reached 1885 people and had 5 comments and 15 likes.

## 4. Results

### 4.1 Stakeholder engagement

The team identified key stakeholders who were contacted via email at the launch of the survey asking for their thoughts and comments. The key stakeholders list includes:

- 8 ward members covering Avonmouth and Lawrence Weston, Stoke Bishop, Central and Hotwells and Harbourside and the local MPs Thangam Debbonaire and Darren Jones
- emergency service providers,
- equality groups and disability groups
- transport / interest groups such as Bristol Cycling Campaign, Bristol Walking Alliance, Bristol Civic Society, First Bus, Stagecoach, Megabus, Flixbus, National Express
- West of England Combined Authority
- local interest groups such as Avon Gorge and Downs Wildlife project, Ambition Lawrence Weston, Cotswold Community Association, Shirehampton Community Action Forum
- educational institutions including pre-schools, local primary schools and secondary schools.
- refuse firms such as Bristol Waste
- medical providers such as local GP surgeries
- faith groups and local centres

The team also provided two virtual stakeholder workshops which involved a short presentation about the A4 Portway corridor and went through the key 4 proposals and then visited each area in turn.

The workshops were held:

- Thursday 5<sup>th</sup> October – 3pm to 4.30pm
- Wednesday 11<sup>th</sup> October – 6pm to 7.30pm

Local and citywide stakeholders were invited to these workshops and those who could not attend either time but wanted to have a conversation were catered for on request.

#### **4.1.2 Stakeholder responses**

We had responses from the following stakeholder groups:

- Bristol Walking Alliance
- SevernNet
- Sustrans
- Avon Mountaineering Club
- British Mountaineering Club
- Bristol Civic Society
- Conservative Group
- Friends of Downs & Avon Gorge
- Megabus
- Stagecoach
- Cycling Works
- Bristol Cycling
- Sea Mills & Coombe Dingle Climate Action group
- South West Transport Network

Below is a summary of the responses:

### Bristol Walking Alliance

They are not convinced about the need for an outbound bus lane and would have preferred a segregated cycle lane which would benefit both pedestrians and cyclists. They support the desire to make buses more reliable and welcome the lower speed limits and would like to see route thought of as recreational as well as a transport route. They would also like to see tree planting and benches for people to rest.

The shared use path will be a minimum of 3.5m wide but they would like to see justification of the width based on predicted future usage as they think shared use is not appropriate at the more heavily used locations. They would also expect to see advanced give way markings on the raised tables on the exiting side road to ensure exiting traffic gives way to pedestrians crossing the junction.

Area 1 – need a road level crossing to link bus stops together by Marsh Street and Akeman Way and by Shirehampton Station as footbridges are not accessible.

Area 2- central refuge to allow pedestrians to cross by Shirehampton Golf Club and Shirehampton Park as public rights of way (PROW).

Area 3 – support the toucan crossing at Riverleaze and single stage crossing at Roman Way

Area 4 – support reduction in speed limit and toucan crossing at the Sea Walls car park, but would like better signage for the PROWs, path to connect the Gulley pull in to the proposed crossing at the car park and central refuge island to help cross the road by PROWs.

Area 5 – support 30mph limit but should start at Bridge Valley Road, should not be shared use between Hotwell Road and Bridge Valley Road due to tourists and possible viewing platform, need to mitigate flooding issue, widen path on the zigzag path and have a central refuge island to help people cross.

Area 6 - welcome pedestrian improvements on Hotwell Road and the parallel crossing on Merchants Road.

### SevernNet

They are concerned that the current proposals are too narrowly focussed, without sufficient consideration of the wider effects. No information is given on the effect on movements other than to inner Bristol or movements associated with distribution or service business related travel. For example, raised platforms on HGVs could cause damage to loads and shock to suspensions.

They support the aim to improve the reliability of in and outbound services through the provision of dedicated infrastructure but would like to see the evidence to support the need for the outbound bus lane provision. They feel the provision for active travel modes could go further as the widening of the shared use path will lead to conflicts between pedestrians and cyclists.

### Sustrans

They support the introduction of the 24 hour bus lanes but want the corridor assessed in terms of modal share as there are concerns that these changes may be at the cost of walking, wheeling, and cycling. Widening the shared use path may not be enough to encourage a change of mode. They encourage focusing on the path surface and removal or relocating of clutter throughout the route. They also support the reduction in the speed limit.

Area 1 – they feel this section would benefit the most from a segregated cycling route and footway. They agree with the removal of parking to reallocate road space and like the new toucan crossing and support raised tables but note that visually impaired people need to be consulted throughout the design process.

Area 2 – would like to see a segregated cycle track to the west of Park Road as many people cycling outbound leave the Portway to travel onto Shirehampton at this point and a toucan crossing between the south side of the Portway and Park Road. They support the narrowing of Park Road junction and would suggest the crossings at Sylvan Way be reviewed.

Area 3 – removing the inbound cycle lane which is a white painted line on the road is supported if improvements for people cycling are made. A confusing junction to cross is Hadrian Close so the proposals for this junction are support.

Area 4 – they support the tree pits; new toucan crossing to access the Sea Walls car park and change in speed limit. When adding trees consideration needs to be given to shade in resting spots and views and roots.

Area 5 – they note the decluttering and maintenance of the shared use path is required in this area. They also feel there should be plans to help people cross the Portway from the footpaths existing onto the Portway such as the zig zag path. The viewing area is a good idea but must be accessible.

Area 6 – support the crossing improvements in this area and the parallel crossing on Merchants Road.

#### Avon Mountaineering Club

They are disappointed that the route is considered a transport route and not a destination for outdoor activities. However, they support the reduction in speed limit, and favour the toucan and pelican crossings to help people cross the road in key locations. They like the outbound bus lane and would like an additional bus stop by the Main Wall (Great Quarry) or by the Sea Walls.

They had a few recommendations such as improve Fairyland path intersection, install a traffic island near Gallery and add bicycle racks at main destination locations.

#### British Mountaineering Club

The climbing community is large and active, and they are disappointed by the proposals as they feel an opportunity has been missed. They feel the proposals treat the road as a through route and not a destination. However, they welcome and support the four main proposals.

Area 4 – welcome the crossing by the Sea Walls car park but would like a redesign at the entrance and exit of the car park to improve safety.

Area 5 – they would like the speed limit reduced to 30mph from the Bridge Valley Road junction and they would also like clear segregated space for pedestrians and cyclists on the widen path. They would also like new bus stops in the vicinity.

They would also like cycle parking at the entrance to the New Quarry, Great Quarry and St Vincents Rocks. They also drew attention to issues relating to the paving on the east side of the Portway which are discontinuous between Bridge Valley Road and the Portway and Sea Walls car park northwards. They would also like maintenance of pavements to be regularly cleaned and swept.

#### Bristol Civic Society

They strongly support the aims of the project but are not convinced of the need for an outbound bus lane. They feel a segregated cycle way would benefit both cyclists and pedestrians. They would have liked more data to be presented alongside the consultation to support evidence of the need for certain design features.



They are concerned about reducing pedestrian refuges to 2m when this is the minimum and not likely to encourage people to use them. Maintenance of cycling and pedestrian routes are key to their use and to help with safety concerns. They support the reduction in speed limits but would like to know the effect on congestion and air pollution.

#### Conservative Group

They are concerned over the practical implications of these proposals for those who travel to work by car and rely on this route to move around the city. They strongly object to the proposals and want an urgent rethink.

Area 1 – Do not believe there is the need to widen the shared use path, do not support the extension and introduction of either bus lane or the loss of parking and think the ‘tinkering with turning at the Hung Road junction’ will create bottlenecks. However, they could support the toucan crossing upgrades.

Area 2 – doubts remain over the reallocation of road space and think the removal of laybys are not reasonable to widen the footway. They feel the bus lanes will negatively impact Sylvan Way.

Area 3 – bus lanes not supported and the footway widening will impact on the road capacity but a phased toucan crossing near to the Bristol Manor Farm FC is welcomed.

Area 4 – need ‘quiet tarmac’ to reduce noise pollution and resurface path rather than widen it. They want consistent speed limits and not arbitrary variations and believe it should stay at 50mph.

Area 5 – Tree planting and the creation of a viewing area for Clifton Suspension bridge is welcomed but again do not support bus lane extensions or introductions.

Area 6 – do not support 30mph speed limit or the loss of 5 parking spaces but welcome the upgraded crossing points but not the new crossing point on Merchants Road

#### Cycling Works Bristol

They would like to see a fully segregated cycle route along the entire stretch of the Portway as they do not support the shared use path. They also support the introduction of cycle hubs and would like to see the introduction of one at key locations along the route.

#### Friends of the Downs and Avon Gorge

The Portway passes through the iconic Avon Gorge, and they feel this section should be considered for improve and safer access such as footpaths on the Portway and crossing points from PROWs running down from the Downs. They support the reduction in speed limit but want 30mph from Bridge Valley Road and want segregated cycling and walking routes. They welcome controlled crossings but would like further crossing points or pedestrian refuges e.g., exiting zig zag footpath and the Fairyland footpath.

#### Megabus

They support the introduction of bus lanes would want to ensure that they would allow for the use from coaches and not be designated ‘local bus lanes’.

#### Stagecoach

They support the plans and feel the Portway already has substantial bus priority but think the additional elements in the consultation will transform the corridor.

Area 1 – changes proposed are positive and will significantly improve the junction which is challenging for the buses .

Area 2 – no comments

Area 3- like the bus stop being built out into the bus lane by Hadrian Close but are concerned about the visibility for cars at the junction pulling out onto the Portway.

Area 4 – the road quality for the inbound bus lane is poor and buses pull into the main lane of traffic to avoid these defects so they would want this rectified as part of the overall improvements.

Area 5 – Really supportive of the continuation of the inbound bus lane after the junction with Bridge Valley Road

Area 6 – would have liked all the parking on Hotwell Road removed between the end of area 6 and the bottom of Jacobs Wells Road as this would have meant two lanes of free flowing traffic which would reduce congestion. They would have also liked improvements to the outbound bus lane in this area and better signage.

They also would have liked improvement to the P&R site itself and better signage from the motorway network. However, it is a positive proposal and will make a huge difference to public transport use in the west of Bristol.

#### Bristol Cycling

They feel the designs are poor and should include a continuous cycle route segregated from motor traffic and except there may be a few pinch points but note that shared used should not be the standard. Buses should not be assigned space over active travel modes but support the reduction in speed limits. They also feel the Avon gorge is a destination.

They support the removal of ‘magic paint’ cycle lanes but want protected cycleways that are machine laid and kept free from clutter. They would like to see demand management as well as bus lanes to ensure cars do not holdup buses. They would like more crossing points such as at Park Road and junctions and accesses onto the Portway for bicycles improved. They would like a reduction in vehicle turning movements at the Bridge Valley Road junction and would like an interim solution whilst Western Harbour is being developed for cyclists along Hotwell Road.

They would like a cycle parking hub at the park and ride and would not be against possible closures to the A4 or a reduction to a single lane on the road to reflect the Avon Gorge as a destination. They would have liked access to drawings pre consultation and would recommend the approach taken in Leicester, Greater Manchester and Greater London.

#### Sea Mills & Coombe Dingle Climate Action group

They supported the proposals and gave feedback on the consultation materials to help people fill in all the sections and advised to provide clearer explanations of certain terms like raised table.

#### South West Transport Network

They support extra bus lanes as these are not just required for local bus services provided by Stagecoach west and First bus but also by coach services by National Express, Megabus, Flixbus etc. They felt the bus stops in Hotwell Road need better interchange shelters and would like to see an extra bus stop in each direction near the bridge and by the football club. They would also like a terminal building at the park and ride.

They would like to see the removal of the footbridges and level crossing points to improve access to Shirehampton station and agree the shared use path needs to be widened particularly around the section under the Clifton Suspension Bridge. Pavements and tree cover need to be fully accessible, and all bus stops need real time information on them.

### 4.1.3 Stakeholder workshops

We also invited key stakeholders to attend two virtual meetings where they could ask questions and where the plans would be explained to them in detail.

#### Workshop 1 – Thursday 5 October

We had four attendees at this workshop representing both local community groups and citywide campaign groups.

A presentation was given which covered the aims of the project, how it fits with the wider policy and city ambitions of mass transit and links to rail, mobility hub etc. Once complete the group were asked to discuss the proposals in two discussion points:

- 4 key proposals (inbound bus lane, outbound bus lane, reduction in speed limit and widened shared use path)
- each area in turn

Discussion point 1 – 4 key proposals.

The attendees noted that they were supportive of most of the proposals but were concerned from the shared use path as there will not be any demarcation for those walking and cycling. They felt there should be a fully segregated cycle and pedestrian route. They also wanted more information on the case for the outbound bus lane as they thought the traffic tend to flow freely. It was noted that buses do experience some delay around key junctions by Sylvan Way and Shirehampton but that the proposals are looking at anticipated growth and not just current traffic levels.

Discussion point 2 – area focussed.

The group discussed areas 1 to 3 and key questions were clarification on the loss of parking. It was confirmed that the plan was to remove on street parking and none of the spaces being lost were blue badge spaces. The idea of a raised table was discussed, and people were keen to understand that they would be continuous footways. However, the fact there is no design guide for continuous footways was raised and concern exists about the use of these for visually impaired people. Stakeholders wanted tactile paving used so that people would know they are walking out into a carriageway albeit a raised platform. They felt road markings (crocodile teeth and giveaway lines) would be needed on the raised tables so that drivers knew to slow down and give priority to pedestrians and cyclists crossing the road.

In area 4 the group supported the new crossing facility at Sea Walls car park and thought it would be useful to help improve getting into and out of the car park as some vehicles can find it difficult to get into the car park via the southbound bus lane. There was also agreement that consistent annual work is restarted to keep the pavement clear of vegetation in this area. It was also noted that there was no pavement on the Portway from public rights of way coming down from the Downs and people had to cross 4 lanes of traffic which is not a safe activity. They felt new refuge islands would help if a crossing was not possible.

In area 5 there was a question about the new trees. Where were they being planted and what type would be used? It was explained that they would be set back from the road and located to the riverside of the path. The group noted that over growing foliage is an issue for visually impaired people so if the trees can be at the statutory height of 2m that would be useful.

The group also focused in on the footway for both sides of the route. On the riverside there is continuous footway but on the other side there are missing links and under the flyover the section is not cleaned and there needs to be a commitment to ensure they are in good condition.

This area is also a tourist hot spot and people cannot cross the road from the zig zag path safely. The reduction in 30mph will help with this but a crossing or a pedestrian refuge would certainly make this safer. The group also noted that the area floods easily and wanted to know if this has been considered. It was confirmed that the flood risk team were engaged with designers on this issue and the team also noted they would take another look at the crossing point.

In area 6, it was pointed out that there is a dangerous spot by the maintenance buildings by Hotwell Road section on the riverside of the road on the footpath. There is a gap without railings and the path slopes towards the river which can be tricky to navigate as a cyclist. The group also commented positively to the proposed parallel crossing by the Pump House but thought the location will need to be given careful consideration as this is a busy area with both a vehicle and pedestrian entrance to the Pump House.

#### Summary

They wanted the Gorge to be considered as a destination and want more bus stops to support this. They liked the toucan crossing by the Sea Walls car park and would like some more benches or rest places along the route as it is a hard environment.

#### Workshop 2 – Wednesday 11 October

We had five attendees at this workshop representing equality groups and citywide campaign groups.

A presentation was given which covered the aims of the project, how it fits with the wider policy and city ambitions of mass transit and links to rail, mobility hub etc. Once complete the group were asked to discuss the proposals in two discussion points:

- 4 key proposals (inbound bus lane, outbound bus lane, reduction in speed limit and widened shared use path)
- each area in turn

#### Discussion point 1 – 4 key proposals.

As with the first workshop the attendees were supportive of the four proposals but wanted more bus stops along the route to support the bus lanes. They liked the reduction in traffic speed and felt this would not be detrimental to the HGV traffic or exiting commuter traffic but would also reduce noise pollution which would be of benefit to residents. The only proposal which the group would like to see amended is the shared use path as they felt pedestrians and cyclists should be kept separate and a segregated cycle track would do this. They felt there was a risk to those with visual

impairments sharing the same space with cyclists and e-scooter riders. There was a lot of discussion around creating safe space for people with visual impairments and for those who use wheelchairs and mobility scooters, and this led into a discussion about raised tables and continuous footways.

Discussion point 2 – area focussed.

The group discussed areas 1 to 3 and focused on raised tables, as in the first workshop people were keen to understand how they would be marked up on the ground. Would there be tactile paving, use of kerb edges, give way lines? Stakeholders again wanted tactile paving used so that people would know they are walking out into a carriageway albeit a raised platform. The group supported their use and liked the idea of giving priority to pedestrians and cyclists as in the highway code at junctions.

In areas 4 to 6, the group supported the new crossing facility at Sea Walls car park but wanted a bus stop and liked the idea of a viewing platform for the area if it was not in the way of commuting cyclists. Again, they repeated the need for maintenance of the pavement route and flagged the need for a crossing by the zig zag path. They wanted to understand the informal loading bay and asked how that would work. It was explained that it would be marked up so that people who live there can undertake deliveries much easier as they already do this now but unofficially.

#### Summary

The key points that were raised were more strategic in this workshop and focused on the link between rail and bus. The stakeholders wanted to see a transport hub at the Portway park and ride and felt this was a missed opportunity to improve facilities such as a terminal building with toilets and a waiting room. They also noted the need to consult with the West of England Combined Authority (WECA), North Somerset and South Gloucestershire councils to consider the link for rail with the arena connections and with the residential population in north somerset.

## 4.2 Public Feedback

Below details the response to the survey, drop-in sessions and emails/ letters. In total 1438 comments were received for the survey.

### 4.2.1 Survey

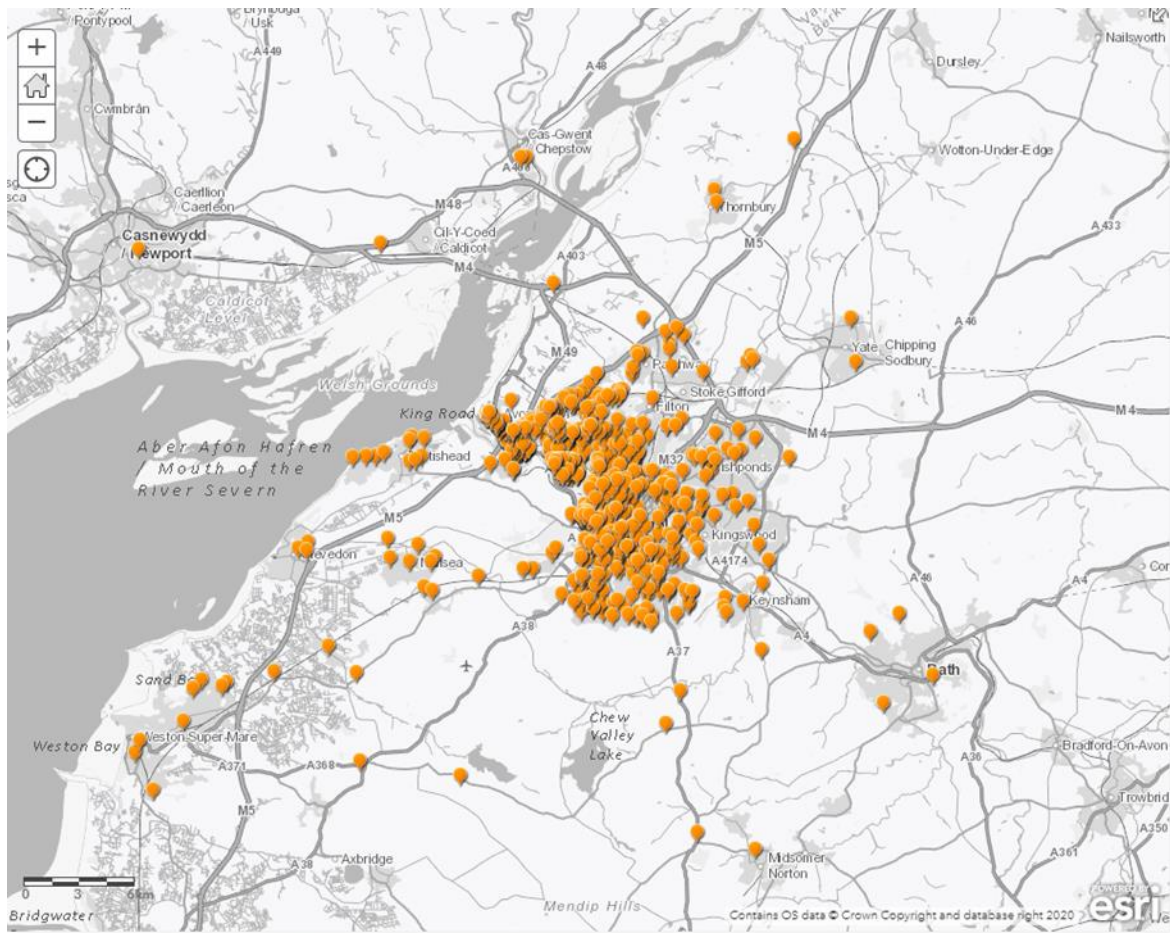
Below is a summary for each question with the breakdown of responses:

1. What is your full postcode, e.g., BS13 9BC. We are asking this to understand if citizens have different views in different parts of the city and to be sure we have heard from people in all areas of Bristol. If you are responding on behalf of a business or other organisation, please provide the postcode of the organisation’s premises in Bristol.		Response Percent	Response Total
1	Open-Ended Question	100.00%	1378

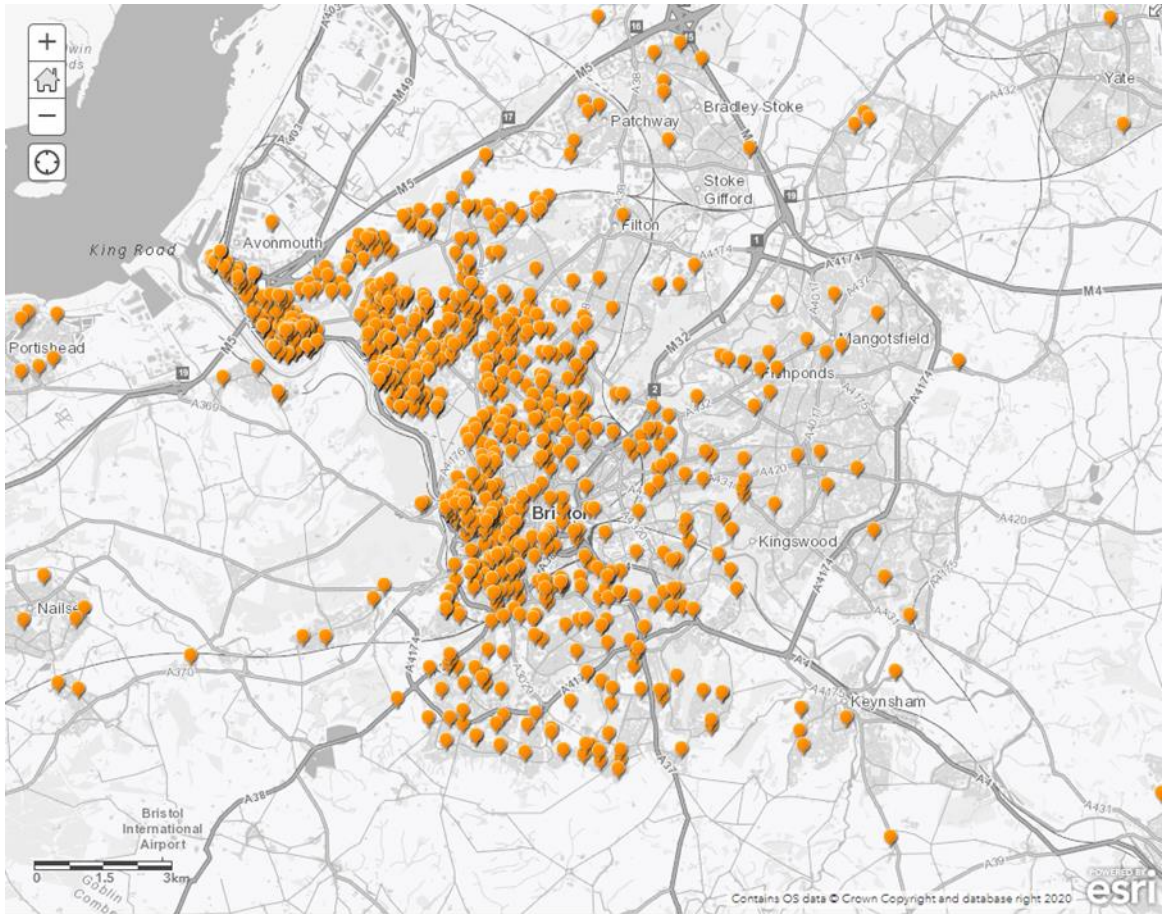
**1. What is your full postcode, e.g., BS13 9BC. We are asking this to understand if citizens have different views in different parts of the city and to be sure we have heard from people in all areas of Bristol. If you are responding on behalf of a business or other organisation, please provide the postcode of the organisation's premises in Bristol.**

	Response Percent	Response Total
	answered	1378
	skipped	60

Below are two maps, the first is showing the number of respondents reaching from Newport in Wales to Bath in the east and Weston in the south.








The second looks at a slightly more zoomed in version of the same map showing that most respondents are based in Bristol and the clusters are along the areas of the Portway.








## 2. Thinking about these possible improvements how would you rate them:


	Very good	Good	Fair	Poor	Very poor	Response Total
Inbound 24-hour bus lane	28.6% (402)	17.0% (239)	10.2% (144)	10.9% (154)	33.3% (469)	1408
Outbound 24-hour bus lane	24.6% (346)	14.7% (207)	9.8% (138)	11.0% (154)	39.8% (559)	1404
Widened shared use path for pedestrians and cyclists	42.6% (600)	11.8% (166)	10.8% (152)	9.5% (134)	25.2% (355)	1407
Change the speed limit from 50mph to 40mph	35.4% (499)	11.0% (155)	13.2% (186)	11.1% (156)	29.4% (414)	1410
					answered	1416
					skipped	22

2.1. Inbound 24-hour bus lane			Response Percent	Response Total
1	Very good		28.6%	402
2	Good		17.0%	239
3	Fair		10.2%	144
4	Poor		10.9%	154
5	Very poor		33.3%	469
			answered	1408




There are a similar number of respondents who thought the extension to the inbound bus lane was 'very good' to 'good' (641 respondents) compared to 'poor' to 'very poor' (623 respondents).

2.2. Outbound 24-hour bus lane			Response Percent	Response Total
1	Very good		24.6%	346
2	Good		14.7%	207
3	Fair		9.8%	138
4	Poor		11.0%	154
5	Very poor		39.8%	559
			answered	1404






Whereas 553 respondents thought the outbound bus lane was very good to good compared to 713 respondents who thought it was a 'poor' or 'very poor' proposal.

2.3. Widened shared use path for pedestrians and cyclists			Response Percent	Response Total
1	Very good		42.6%	600
2	Good		11.8%	166



2.3. Widened shared use path for pedestrians and cyclists			Response Percent	Response Total
3	Fair		10.8%	152
4	Poor		9.5%	134
5	Very poor		25.2%	355
			answered	1407

However over 50% of respondents supported the widening of the shared use path by voting 'very good' or 'good'.

2.4. Change the speed limit from 50mph to 40mph			Response Percent	Response Total
1	Very good		35.4%	499
2	Good		11.0%	155
3	Fair		13.2%	186
4	Poor		11.1%	156
5	Very poor		29.4%	414
			answered	1410

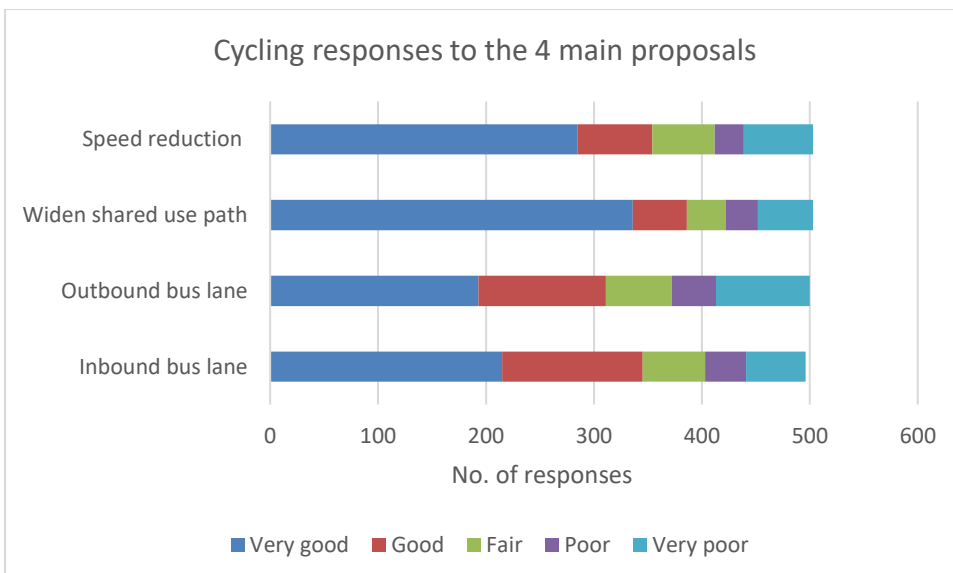
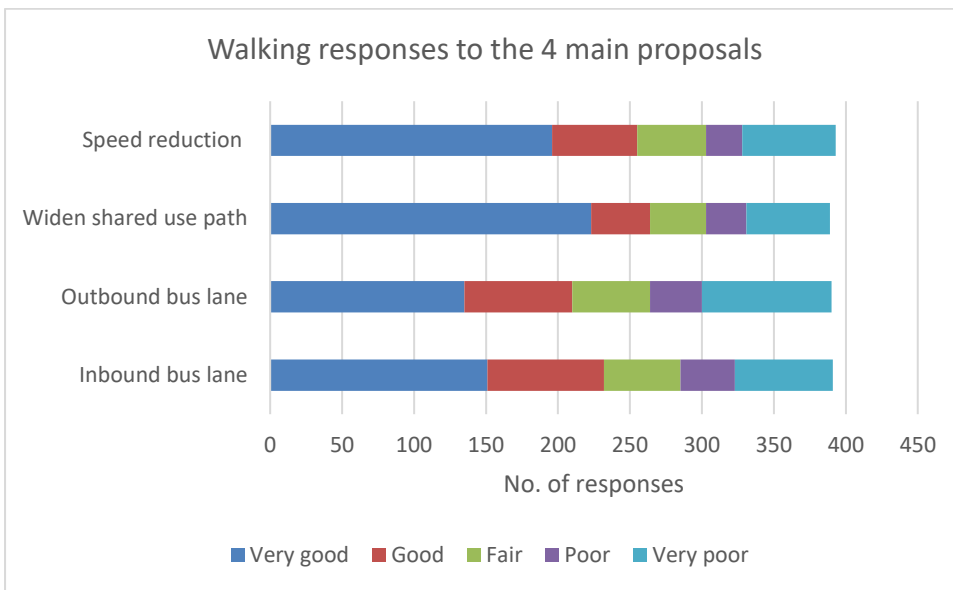
With regards to the speed limit just under 50% thought the reduction from 50mph to 40mph was 'very good' and 'good' compared to 40% who thought it was 'poor' and 'very poor'.

#### Most of transport with the 4 main proposals

When comparing 'mode of transport most used' against these four proposals the following results showed that those who walked and cycled through all the measures were 'very good':

Walk	Extend inbound bus lane	%	Install an outbound bus lane	%	Widen Shared use path	%	Speed reduction	%
Very Good	151	38.6	135	34.6	223	57.3	196	49.9
Good	81	20.7	75	19.2	41	10.5	59	15
Fair	53	13.6	54	13.8	39	10	48	12.2
Poor	38	9.7	36	9.2	28	7.2	25	6.4
Very poor	68	17.4	90	23.1	58	14.9	65	16.5
<b>Answered</b>	<b>391</b>		<b>390</b>		<b>389</b>		<b>393</b>	

Cycle	Extend inbound bus lane	%	Install an outbound bus lane	%	Widen Shared use path	%	Speed reduction	%
Very Good	215	43.3	193	38.6	336	66.8	285	56.7
Good	130	26.2	118	23.6	50	9.9	69	13.7
Fair	58	11.7	61	12.2	36	7.2	58	11.5
Poor	38	7.7	41	8.2	30	6.0	27	5.4
Very poor	55	11.1	87	17.4	51	10.1	64	12.7
<b>Answered</b>	<b>496</b>		<b>500</b>		<b>503</b>		<b>503</b>	



The charts visually demonstrate that most respondents who walk and cycle along the route responded to all 4 proposals with 'very good' and 'good'.

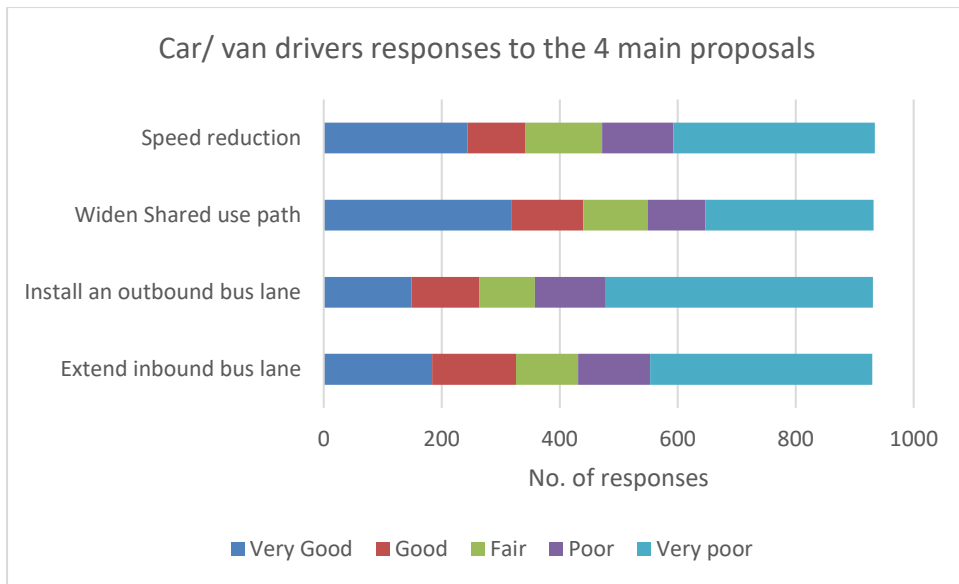
When comparing bus users with the 4 main proposals most responses show that they think all proposals are 'very good'. The majority of Park and Ride users rate the extension of the inbound bus lane, widening the shared use path, and reducing the speed as either 'very good', 'good', or 'fair'.

Bus User	Extend inbound bus lane	%	Install an outbound bus lane	%	Widen Shared use path	%	Speed reduction	%
Very Good	88	48.4	76	41.8	101	55.5	88	48.4
Good	30	16.5	30	16.5	18	9.9	26	14.3
Fair	16	8.8	20	11.0	24	13.2	21	11.5
Poor	17	9.3	12	6.6	15	8.2	14	7.7
Very poor	31	17.0	44	24.2	24	13.2	33	18.1
<b>Answered</b>	<b>182</b>		<b>182</b>		<b>182</b>		<b>182</b>	

Park & Ride user	Extend inbound bus lane	%	Install an outbound bus lane	%	Widen Shared use path	%	Speed reduction	%
Very Good	54	26.1	43	20.9	84	41.2	55	26.7
Good	40	19.3	26	12.6	38	18.6	43	20.9
Fair	27	13.0	26	12.6	22	10.8	35	17.0
Poor	29	14.0	32	15.5	24	11.8	24	11.7
Very poor	57	27.5	79	38.3	36	17.6	49	23.8
<b>Answered</b>	<b>207</b>		<b>206</b>		<b>204</b>		<b>206</b>	

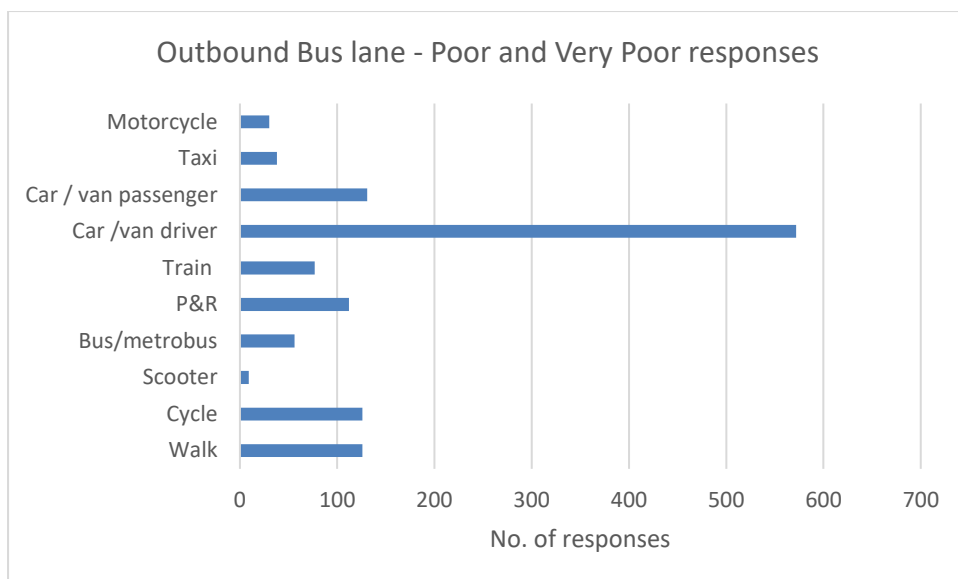
When comparing responses from those who drive a car or van it showed that the majority thought the inbound and outbound bus lane and speed reduction proposals were 'very poor'. However, the expansion of the shared use path was equal between 'very good' and 'good' compared to 'poor' and 'very poor'.

Car/ Van driver	Extend inbound bus lane	%	Install an outbound bus lane	%	Widen Shared use path	%	Speed reduction	%
Very Good	184	19.8	149	16.0	319	34.2	244	26.1
Good	142	15.3	115	12.4	121	13.0	98	10.5
Fair	105	11.3	94	10.1	109	11.7	130	13.9
Poor	122	13.1	119	12.8	98	10.5	121	13.0
Very poor	377	40.5	454	48.8	285	30.6	341	36.5
<b>Answered</b>	<b>930</b>		<b>931</b>		<b>932</b>		<b>934</b>	



When you compare those who thought the outbound bus lane was ‘poor’ and ‘very poor’ with the mode of travel you can see that the highest percentage belongs to car / van drivers followed by car / van passengers.

Mode of travel	Outbound Bus lane - poor and very poor	
	No. of responses	Percentage
Walk	126	9.9
Cycle	126	9.9
Scooter	9	0.7
Bus/metrobus	56	4.4
P&R	112	8.8
Train	77	6.0
Car /van driver	572	44.8
Car / van passenger	131	10.3
Taxi	38	3.0
Motorcycle	30	2.3
<b>Answered</b>	<b>1277</b>	



### Geographical responses for 4 main proposals

When you compare responses from specific geographical areas compared to the four key proposals e.g., Hotwells and Clifton areas (BS8 postcode) you find that most residents who responded think the in and out bound bus lanes are 'very good' or 'good' and that the widening of the shared use path and the speed reduction are 'very good'.

BS8 postcode	Extend inbound bus lane	%	Install an outbound bus lane	%	Widen Shared use path	%	Speed reduction	%
Very Good	69	39.7	63	35.4	100	55.6	96	53.3
Good	35	20.1	35	19.7	18	10.0	13	7.2
Fair	17	9.8	24	13.5	21	11.7	19	10.6
Poor	9	5.2	8	4.5	10	5.6	15	8.3
Very poor	44	25.3	48	27.0	31	17.2	37	20.6
<b>Answered</b>	<b>174</b>		<b>178</b>		<b>180</b>		<b>180</b>	

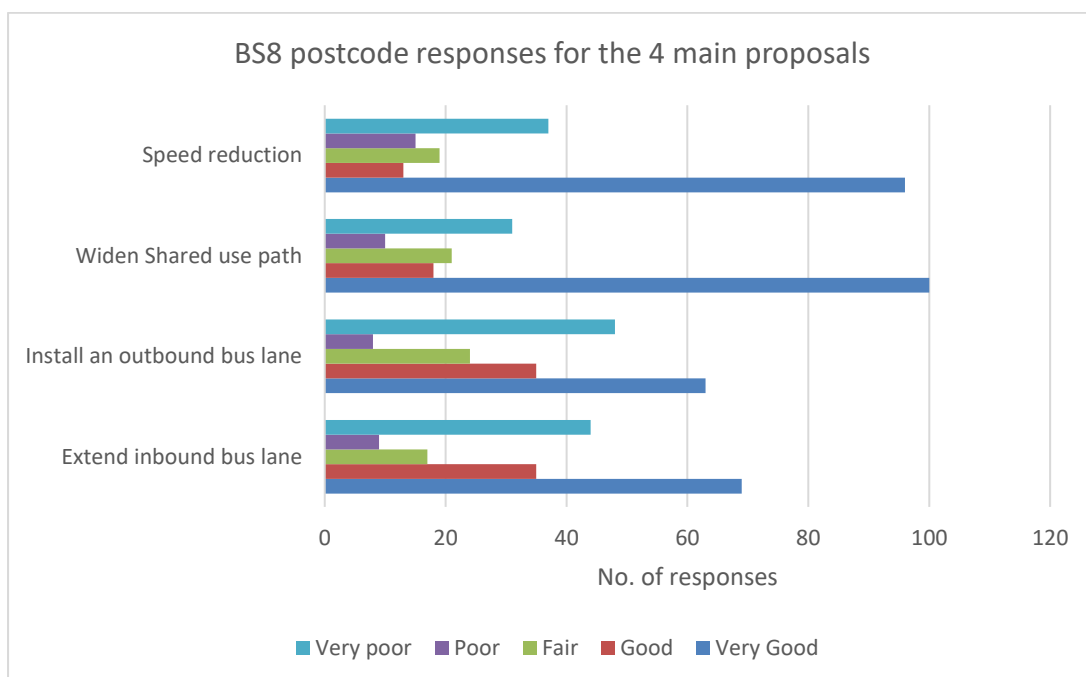
For the BS9 postcode area (Sea Mills and Stoke Bishop areas) the respondents had a similar response to the inbound bus lane but there was a higher level of 'poor' and 'very poor' responses for the outbound bus lane. As in other areas there were more 'very good' and 'good' responses for widening the shared use path and the reduction in speed.

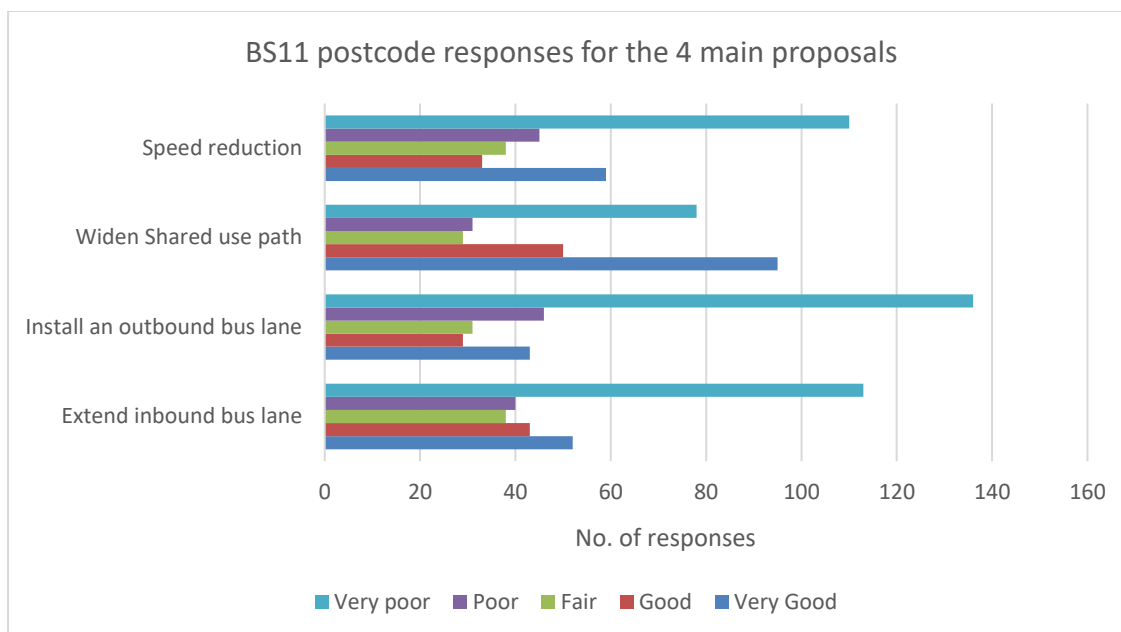
BS9 postcode	Extend inbound bus lane	%	Install an outbound bus lane	%	Widen Shared use path	%	Speed reduction	%
Very Good	89	27.5	67	20.7	150	46.3	117	36.2
Good	62	19.1	48	14.8	43	13.3	49	15.2
Fair	31	9.6	29	9.0	33	10.2	54	16.7

Poor	43	13.3	45	13.9	29	9.0	33	10.2
Very poor	99	30.6	135	41.7	69	21.3	70	21.7
<b>Answered</b>	<b>324</b>		<b>324</b>		<b>324</b>		<b>323</b>	

For the BS11 postcode (Shirehampton area) over half of the respondents voted for 'poor' and 'very poor' for both the inbound and outbound bus lanes and the speed reduction but the widening of the shared use path was the opposite with 50% noting a 'very good' and 'good' response.

BS11 postcode	Extend inbound bus lane	%	Install an outbound bus lane	%	Widen Shared use path	%	Speed reduction	%
Very Good	52	18.2	43	15.1	95	33.6	59	20.7
Good	43	15.0	29	10.2	50	17.7	33	11.6
Fair	38	13.3	31	10.9	29	10.2	38	13.3
Poor	40	14.0	46	16.1	31	11.0	45	15.8
Very poor	113	39.5	136	47.7	78	27.6	110	38.6
<b>Answered</b>	<b>286</b>		<b>285</b>		<b>283</b>		<b>285</b>	





The notable trend when looking at geographical responses is that the closer the respondents live to the centre of the city the more people responded with 'very good' and 'good' for the proposals. However, the further you travel towards the boundary of the city the trend shows more responses showing 'poor' and 'very poor'.

#### Why they are travelling with the 4 main proposals.

When comparing the 'why they are travelling' with the 4 key proposal the data shows that those who are travelling for work think the inbound and outbound bus lanes and speed reduction are 'very poor' and 'poor' (same as though who travel by car or van). However, they think the widening of the shared use path is 'very good' and 'good'.

Those who travel to work	Extend inbound bus lane	%	Install an outbound bus lane	%	Widen Shared use path	%	Speed reduction	%
Very Good	132	24.4	114	20.9	202	37.1	161	29.5
Good	81	15.0	61	11.2	66	12.1	50	9.2
Fair	59	10.9	58	10.6	62	11.4	69	12.6
Poor	65	12.0	66	12.1	59	10.8	72	13.2
Very poor	203	37.6	246	45.1	156	28.6	194	35.5
Answered	540		545		545		546	

Those who travel for leisure purposes are more positive about the inbound and outbound bus lanes with most responses thinking these are 'very good' and 'good'. The speed reduction and widening of the shared use path are also positive.

Those who travel for leisure	Extend inbound bus lane	%	Install an outbound bus lane	%	Widen Shared use path	%	Speed reduction	%
Very Good	201	36.9	179	33.0	284	51.8	241	44.0
Good	114	21.0	101	18.6	67	12.2	70	12.8
Fair	55	10.1	50	9.2	55	10.0	69	12.6
Poor	49	9.0	51	9.4	45	8.2	54	9.9
Very poor	125	23.0	162	29.8	97	17.7	114	20.8
Answered	544		543		548		548	

### Do you have any other comments or suggestions for the overall route?

		Response Percent	Response Total
1	Open-Ended Question	100.00%	1043
		answered	1043
		skipped	395

1038 comments were left from the 1043 respondents, and these were categorised into the following multiple topics. Comments left often covered more than one topic so the total number categorised is 1683 comments:

Topic	Number of responses
Motorists	262 comments
Cycling	103 comments
Walking	30 comments
HGVs/ freight route	10 comments
Inbound bus lane	219 comments
Outbound bus lane	148 comments
Footway / shared use path	124 comments
Speeding	179 comments
Segregated cycle route	239 comments
Crossings	41 comments
Other	328 comments

The main observations were from people not wanting motorists targeted by the proposal and any impact on congestion. There were also high number of comments about the bus lanes. The



outbound bus lane was not very well supported but the inbound bus lane was more positive. A lot of those who responded about walking and cycling liked the idea of the widened shared use path but also wanted cyclists separated from walkers. In the 'other' category there were lots of comments about leave it alone and use the funding for other transport initiatives like fixing pot holes.

Below is a summary of the comments received in each category:

<b>Motorists</b>	
<b>Summary of comments</b>	Motor vehicles must have priority over pedestrians and cyclists as these bring goods and services to and from the city. Close the Bridge Valley Road junction to outbound traffic to improve traffic flow in to the city or through to the Long Ashton bypass. This is a main artery route for industry from Bristol to Avonmouth, it must be sustainable for heavy vehicles/lorries etc, that's why it was originally built! Don't start altering this main route. Do something to ease congestion, not compound it.

<b>Cycling</b>	
<b>Summary of comments</b>	Cycle route surface needs improving and regular road sweeping. Current cycle shared path is very narrow at several points, and this is due to overgrown vegetation and the encroachment of ground and roots over the tarmac surface. It would benefit having a cycle lane alongside the bus lane inbound rather than cyclist having to cross over to use the shared space path on the other side of the carriageway.

<b>Walking</b>	
<b>Summary of comments</b>	It needs to be more pedestrian friendly with more street furniture, trees and less traffic. Zebra crossings and opportunities for people coming along the harbourside to cross safely over the road to get to Clifton. An extra bench along the path for walkers would be great. It's quite a long walk without a break if you're not an experienced walker! Walking this route is a very niche activity.

<b>HGVs/ freight route</b>	
<b>Summary of comments</b>	To reduce congestion and improve air quality prevent HGVs using the Portway. Freight transport is not considered. Will affect many businesses small and large in Avonmouth. Freight movements will be challenging given the reduced availability of road-space and the vertical and horizontal road alignment.

<b>Inbound bus lane</b>	
<b>Summary of comments</b>	No point having 24 hour bus lanes, when you don't have lots of 24 hour buses. The inbound traffic where its one lane there is constant traffic. Seems pointless to have a bus lane for a bus that runs once an hour and inconvenience 1000's of

	<p>people. Already a bus lane inbound. There is no need for 24 hour bus lane. It is only at peak times it is needed at all. Whilst I generally support bus lanes, they often end up being the most appropriate place for cyclists to ride, which causes additional issues. Remove the bus route as hardly enough buses use it and the road is always congested with just one lane going towards Bristol. Inbound 24hr lane is the priority along whole route where possible, needs to ensure no roadside parking which would limit effectiveness.</p>
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<b>Outbound bus lane</b>	
<b>Summary of comments</b>	<p>There is so rarely a queue for the outbound - why add a bus lane? It will just cause more traffic problems. Replace proposed outbound bus lane with a cycle lane. Are there going to be 24 hr buses? If not, why put the restriction on? There is no need for an outbound bus lane. The traffic doesn't slow or queue to a point where a bus is held up. You don't need an outbound 24hr bus lane, traffic usually flows well, even at rush hour, on the proposed option.</p>

<b>Shared use footpath</b>	
<b>Summary of comments</b>	<p>Better surface on path is more important than width. The footpath on the inbound side between Roman way and the rail bridge is totally overgrown to the extent that no-one would realise its presence. Why is the footpath widening even needed? Hardly anybody uses it currently. Waste of time. Ensuring vegetation is cut back all year round on the footpaths particularly around the Riverleaze bus stop. The number of cyclists &amp; pedestrians doesn't warrant a penny of expenditure. Need good quality, smooth surface for cycle routes. Current shared path is so unpleasantly bumpy, it's almost impossible to use southbound.</p>

<b>Speeding</b>	
<b>Summary of comments</b>	<p>Reducing the speed limit along the route may increase safety and a wider path for pedestrians and cyclists might be beneficial. Vehicles regularly exceed the existing 40mph &amp; 50mph limits. Speed enforcement will need some thought. Why can't the speed limit be reduced from 40 to 30 through the most residential part of the Portway near the Shirehampton train station? Changing the speed limit to 40mph is good. Currently, there is a small section that is 50mph, but it is confusing to know why. Motorists then think that the whole of the Portway is 50mph. Reducing the speed limit is an insane idea. This speed reduction would be beneficial for noise reduction, pollution, and the safety of cyclists/pedestrians in this residential area of Bristol.</p>

<b>Segregated cycle path</b>	
<b>Summary of comments</b>	It would be great to improve the shared pedestrian/cycle path so that better segregation can be achieved. Consider implementing better cycling infrastructure, including a protected lane along part of the route. Shared-use paths are not good enough. Cyclists should have segregated cycle tracks. Proper segregation of cycle traffic from both pedestrians and motor vehicles would be better than just shared use

<b>Crossing</b>	
<b>Summary of comments</b>	Zig zag path needs better protection for walkers, runners, dog walkers that use it. It is ridiculous that as a pedestrian you must step out into a bus lane or main road with pounding 50mph vehicles hurtling towards you. It would be good if there were some pedestrian crossings - either lights or zebras - across from sea walls public car park. Crossing into the nature reserve because entrance to public footpath has no access only running across 4 lanes on blind corner. We need to ensure crossing points across junctions are safe as several have no crossing measures and drivers often do not understand that they should give way to those moving straight. Urge the installation of paving & a mid-way refuge where the Fairyland Path meets the Portway.

<b>Other</b>	
<b>Summary of comments</b>	Comments on the CAZ. Leave alone. Use money from the project to fix pot holes. Love this idea – great step towards sustainable transport in Bristol. Stop targeting motorists. Improve the Park and Ride and people would use the buses. What happens if there is an accident on the motorway and this is the diversion route?

#### 4. Area 1 - Portway Roundabout to the west of Park Road

<b>3. Thinking about these possible improvements how would you rate them:</b>						
	<b>Very good</b>	<b>Good</b>	<b>Fair</b>	<b>Poor</b>	<b>Very poor</b>	<b>Response Total</b>
New inbound 24 hour bus lane resulting in the removal of 26 parking spaces from Woodwell Road bus stop to 372 Portway	21.6% (287)	13.9% (185)	13.0% (173)	11.6% (154)	40.0% (532)	1331
Portview Road - add a new raised table at this junction	23.5% (306)	18.8% (244)	22.8% (297)	8.3% (108)	26.5% (345)	1300

### 3. Thinking about these possible improvements how would you rate them:

	Very good	Good	Fair	Poor	Very poor	Response Total
West Town Road - upgrade existing traffic signals	27.3% (354)	26.0% (338)	24.9% (323)	5.2% (68)	16.6% (215)	1298
Barrow Hill Road - remove the right turn filter lane, although the turn would still be allowed	15.5% (199)	16.2% (208)	23.2% (298)	15.7% (202)	29.5% (380)	1287
Station Road - add a new raised table	23.2% (298)	18.3% (235)	23.8% (305)	9.7% (124)	25.0% (321)	1283
Hung Road - add a new toucan crossing	30.4% (393)	23.8% (307)	23.5% (304)	5.3% (69)	17.0% (219)	1292
Hung Road - remove the existing on-carriageway cycle lanes and advanced stop lines	17.4% (221)	18.3% (233)	26.2% (333)	14.1% (179)	23.9% (304)	1270
Hung Road - permit buses to travel straight ahead in the left turn lanes	23.4% (301)	22.4% (288)	21.8% (281)	9.9% (127)	22.5% (290)	1287
Woodwell Road - proposed toucan crossing	28.8% (370)	23.5% (302)	25.7% (330)	5.1% (65)	16.8% (216)	1283
Woodwell Road - add a new raised table	23.1% (296)	18.6% (238)	23.0% (294)	10.0% (128)	25.4% (325)	1281
					answered	1336
					skipped	102

### 4. Do you have any other comments or suggestions for this section of the route?

	Response Percent	Response Total
1 Open-Ended Question	100.00%	569
		answered
		569

**4. Do you have any other comments or suggestions for this section of the route?**

	Response Percent	Response Total
	skipped	869

569 comments were left from the 1336 respondents, and these were categorised into the following multiple topics. Comments left often covered more than one topic so the total number categorised is 897 comments:

Topic	Number of responses
Traffic flow	85 comments
Parking	68 comments
Cycle Lane	177 comments
Walking	42 comments
Crossings	52 comments
Speed	22 comments
Buses and bus lane	93 comments
Junction	56 comments
Raised tables	48 comments
Safety	47 comments
Objections	90 comments
Other	91 comments

The main observations recorded for this area are questions about the need for a 24hr bus lane inbound and outbound when there are not 24 hr bus services. There is a lot of support for a segregated cycle lane and questions about why the advanced stop lines and on road cycle lane is being removed. The issue of the loss of parking for 26 vehicles – where will they park now? Many feel the traffic flows nicely along this route so why are these proposals coming forward? Most people like the idea of raised tables but are concerned about the removal of the filter lane from a safety perspective at Barrow Hill Road.

Below is a summary of the comments received in each category:

<b>Traffic Flow</b>	
<b>Summary of comments</b>	There should be no unnecessary obstructions to traffic on the A4. We don't get any traffic issues apart from the Bridge Valley Road end. Why force it to single lane gridlock? Traffic in this location is already low causing no hinderance to current bus traffic. Underused cycle/footpath already available on "river side" of road so no need to add to this. None of this is necessary the road and traffic runs smoothly here already. Leave it alone it's a waste of money because fix something that's not broken instead try and think about the flow of traffic. Creating longer stretches of single lane carriageway just means standing traffic next to our houses creating more air pollution. Will only cause traffic chaos.

	<p>Prioritize cars. Buses just get in the way. And there's never any passengers on them. The impact of the changes on other vehicles is completely ignored in the explanation. Without this assessment it is impossible to assess your proposed changes properly. Makes journeys slower stopping and increases pollution.</p>
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<b>Parking</b>	
<b>Summary of comments</b>	<p>The removal of parking spaces will encourage people to park on the grass verge and this will ruin the aesthetics of the area. The verge would need to be properly converted into parking spaces but this in turn will mean the loss of trees and is not acceptable. Perhaps allow parking on the grass verges which would make more space on the roads for a cycle lane/bus lane. Houses along the section where it is proposed to remove parking spaces do not all have driveways. Where are they supposed to park? And remove residents parking 24 hours a day on a road where there is no 24 hour demand for public transport is shameless. Loss of spaces for 26 private vehicles is worth it to benefit 1000s of bus passengers. Buses are not delayed at all on this section so no justification for the cost of a bus lane and removal of parking places. Assuming the loss of parking spaces will result in increased parking in the roads behind the Portway, this is going to make things difficult for everyone to park, particularly with the chaos of parents collecting and dropping off at shire school plus all the minibuses for the special needs school.</p>

<b>Cycle lane</b>	
<b>Summary of comments</b>	<p>No segregated biking infrastructure! Why would you remove cycle lane if trying to make it easier for people to move around? Only in favour of removing cycle lanes if there is fully segregated cycle path on the pavement. Segregation of cycles at all places if possible. Hung Road you must make clear what provision is there for cyclists when you remove the lane? Why is there no mention of cycling provision along this section, other than the removal of cycle lanes &amp; ASL? Only remove on-road cycle lanes if adequate, wide and continuous cycle path is provided outside the road surface. Allowing buses to travel straight in left turn only filters seems dangerous. Particularly to cyclists who are vulnerable road users and confusing for drivers. Please consider cyclist safety. Cyclists need either a cycle lane or marked areas to cross carriageways/turn. Don't understand the need to remove advanced stop lines. Cyclists should be given priority at side roads so that vehicles turning off the main road need to wait to allow cyclists to pass. Replace the cycle lane with a fully segregated one. In favour of removing on carriageway cycle lanes but they would need to be replaced by properly segregated cycle track or at very least a shared use path. We</p>

	need more segregated cycle lanes, not less. Hung Road - remove the existing on-carriageway cycle lanes and advanced stop lines: this is fine if the cycle path on the pavement is widened/improved. Amend plan to segregate cyclists and pedestrians/joggers to avoid conflicts. Not clear as to the benefits of removing cycle lanes and advanced stop lines.
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<b>Walking</b>	
<b>Summary of comments</b>	It would be better to have a segregated cycle lane and separate walking route. Pavements are already wide enough. There is not enough footfall to require widening. Where shared use paths cannot be avoided there should be in place measures to prevent reckless high speeds by cyclists who endanger pedestrians. Where possible pedestrian and cycle paths should be totally separated by physical methods. All cyclists and scooters should be always on pavements. Pedestrians need to get used to this to reduce the unnecessary collisions that occur when used on the road. Think a lot of these proposals are aimed at pedestrians, and it's just unrealistic to think people would walk along the Portway. Object to the shared footway and cycle path - it is too dangerous for pedestrians.

<b>Crossing</b>	
<b>Summary of comments</b>	The footbridge could be refurbished but that's not massively important. Countdown timers on the signal crossings could be beneficial just like at the crossings by temple meads train station. In favour of new pedestrian crossings which are suitable for people of all needs. Zebra Crossings are always better than Toucans. Upgrades to the traffic crossing absolutely make sense.

<b>Speed</b>	
<b>Summary of comments</b>	Lower the speed limit! 40 down to 30. Heavy traffic even at 40 splitting a community. if lower speed limits are introduced then fixed speed cameras should be installed. This section of the A4 should also be reduced to 30mph residents and their children should be able to cross safely. Making this area 30mph rather than 40mph will keep traffic moving, reduce noise and pollution and feel better for pedestrians and cyclists. It should be 30 mph all the way through and not just from just after Station road. Slowing traffic speed and improving pedestrian safety is excellent

<b>Bus lane</b>	
<b>Summary of comments</b>	24hr bus lanes are unnecessary on routes without 24 hour buses. Inbound fine, outbound not needed. Why do we even need a 24 hour bus lane - how many people use buses

	<p>between 11 at night and 6 in the morning. Creating longer stretches of single lane carriageway just means standing traffic next to our houses creating more air pollution. Buses move freely along this section of the Portway. Ideally there should be a dedicated bus lane and (shared) pedestrian and cycle path to both flow sides of the Portway (or any other route). The inbound bus lane here only makes some sense. Bus lane outbound will make little difference, it is not needed. Buses are not delayed at all on this section so no justification for the cost of a bus lane and removal of parking places. 24hr bus lanes are not required as you now also have the new rail station at the P&amp;R. Bus lanes are helpful where there is traffic congestion and waiting traffic. This is at the end of the Portway going past Bridge Valley Road and under the suspension bridge. Putting more bus lanes in where there has never been slowed traffic is a waste of time and money. The EXISTING bus lanes are totally empty most of the time and even when in use the buses/taxis are often empty. Whereas the road next to the bus lane is crammed with stationary traffic.</p>
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<b>Junction issues</b>	
<p><b>Summary of comments</b></p>	<p>Need filter light for right turn from Portway to Hung Road in both directions. The Barrow Hill Road right turn filter lane is heavily misused (drivers using this lane until the turn then cutting left) so it makes sense to remove. Port View Road has a problem with cars turning right to go into town instead of turning left, down the Portway, round the roundabout and back up. Allowing buses to travel straight in left turn only filters seems dangerous particularly to cyclists who are vulnerable road users and confusing for drivers. Removing right turn signal will make turns very time consuming, causing bunch up with rear traffic. Dedicated signal improves road safety, removing chances for wrong guesses. In principle the removal of the right filter lane to Barrow Hill Road but still allow the turn, with the risk of stacked traffic in the main carriageway, sounds like a bad idea. Leave Hung Road junction alone or will block up traffic coming from housing estates both side of this junction. A filter light turning onto Hung Road would be welcomed for both directions.</p>

<b>Raised Tables</b>	
<p><b>Summary of comments</b></p>	<p>Raised tables on 40mph roads will cause lots decelerating and acceleration which will increase air pollution. Surely there should be raised junctions at all minor roads entering the Portway? Barrow Road, Burnham Road and others that aren't named should have raised junctions. Hopefully a raised table at Port View Road will prevent cars turning right out of Port View Road on the Portway. Raised tables to let pedestrians cross safely is a very good idea. Raised tables will</p>



	add noise issues to the residents living in proximity. Love raised tables, these should be used more often - physically forcing cars to slow down and come up to pedestrians' level (instead of the other way around) makes things safer for everyone and is often a much more effective way of managing traffic than other methods (e.g., traffic lights, stop signs).
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<b>Safety</b>	
<b>Summary of comments</b>	Hung Road is a dangerous junction cars are always pulling out on other vehicles. Retained parking spaces will create pinch points for cyclists which is very dangerous. If you remove the right hand turn markings into Barrow Hill Road, there will be serious accidents especially if you are not familiar to the area. Removal of filter lanes increases risk of collision with traffic stopped in the road and must be stopped. Removing the right turn filter lane, feel could endanger drivers turning right from being rear ended, particularly as the carriageway would be narrowed.

<b>Objections</b>	
<b>Summary of comments</b>	Waste of money. Leave the route as is. These changes are to the detriment of most road users. Leave it alone it's a waste of money, why fix something that's not broken instead try and think about the flow of traffic. Stop wasting money, it won't improve anything. Leave it as it is so that motorists can use this arterial route to move quickly in and out of the city

<b>Other</b>	
<b>Summary of comments</b>	Don't know the area well enough to comment. Have no comments. Really like the ideas. Lack of understanding for the local area. Council do not know what they are doing. The council are useless. Plant trees to reduce noise and pollution. Remove the CAZ.

5. Area 2 – West of Park Road to northwest of Riverleaze

**5. Thinking about these possible improvements how would you rate them:**

	Very good	Good	Fair	Poor	Very poor	Response Total
Park Road - tactile paving and narrowing of this junction	24.9% (321)	21.7% (280)	17.9% (231)	11.5% (149)	24.0% (310)	1291
Valerian Close - new raised table	23.0% (295)	20.7% (265)	22.4% (287)	9.7% (124)	24.2% (310)	1281
Sylvan Way - new inbound bus lane in the middle lane with general traffic using two remaining lanes, one for left turn and one for straight on	22.7% (297)	17.8% (234)	13.3% (175)	9.2% (121)	36.9% (484)	1311
Sylvan Way - proposed Outbound bus lane in the furthest lane with general traffic using the two remaining lanes, one for straight on and one for the right turn	22.4% (294)	17.1% (224)	12.0% (157)	10.2% (134)	38.3% (502)	1311
					answered	1324
					skipped	114

**6. Do you have any other comments or suggestions for this section of the route?**

		Response Percent	Response Total
1	Open-Ended Question	100.00%	538
		answered	538
		skipped	900

538 respondents left a comment, and these were categorised into the following multiple topics. Comments left often covered more than one topic so the total number categorised is 751 comments:

Topic	Number of responses
Traffic flow	104 comments
Cycle Lane	134 comments

Walking	27 comments
Crossings	18 comments
Speed	13 comments
Buses and bus lane	149 comments
Junction	24 comments
Raised tables	18 comments
Safety	17 comments
Vegetation	20 comments
Objections	145 comments
Other	82 comments

The main observations are the number of comments objecting to the proposals and in particular the outbound bus lane. More specific comments about this area focus on the narrowing of Park Road which has mixed comments. This is the start of the village and there concerns about the volume of traffic using it and the narrowing making is unsafe. However, others think it will make the junction safer and like the raised table on Valerian Close. There were also comments on vegetation and how people want to see more and want to ensure no trees are being lost with this proposal. Lots of comments on the shared use path and the need to widen it in this section.

Below is a summary of the comments received in each category:

<b>Traffic Flow</b>	
<b>Summary of comments</b>	Do not reduce two lanes of traffic to one to create a bus lane. This will increase the daily queues on the Portway to backlog even further so it's pointless. Outbound traffic already free flowing, no need for bus lane at any time of day. Inbound traffic caused by Bridge Valley road junction and reduction of inbound Portway from 2 lanes to 1 after Roman Way. Sylvian Way is an important route. It works well enough. Getting it wrong would cripple the area and adjacent roads. It's not broken, nothing to fix. Traffic flow for Sylvian Way and beyond is bad now, so dedicated bus lanes will increase issues that are being currently faced, unless 2 lane traffic is managed correctly further up the Portway. This stretch is very busy, and the current method maximise traffic flow which is ideal. These proposals at Sylvian way will create another bottle neck and cause traffic to build up at peak times - more pollution, frustration and potentially danger as a result.

<b>Cycle lane</b>	
<b>Summary of comments</b>	This is a major cycling route. Any junctions need to have priority for bikes. No more stop-and-give-way-at-every-single-junction cycle paths please. For cyclist this is a bad section especially for any one with tricycles. Lack of continuous pedestrian/cycle path priority over valerian close is dangerous and will lead to left hook collisions. Existing provision for cyclists from the Portway cycleway onto Park Road for heading to the Avonmouth Bridge cycle path is awful - must bump over verge/kerbs. Agree with widening the path for cyclists and pedestrians especially close to Sylvian way,

	and a bit better lighting around sylvan way would make that stretch safer to use at night. Significant concern over cycle provision at Sylvan Way Junction. If inbound cyclists are to be 'encouraged' to use the 'shared footpath' as is implied by the lack of cycle lane markings on the junction, then better provision needs to be provided for cyclists that are continuing the Portway. Brambles and overhanging branches are the greatest problem for cyclists here. Proper segregation of cycle traffic from both pedestrians and motor vehicles would be better than just shared use.
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<b>Walking</b>	
<b>Summary of comments</b>	Shared use path is narrow and uneven in this section. Also, much of the vegetation needs cutting back as it overhangs the path especially alongside the playing field. Entrance to Valerian Close could be clearer about priority for those on shared use footway. Pathways widening along the horseshoe section. Dangerous for pedestrians current as too close to the Road. Removing laybys for pavement space is good. Consider removing all parking on this section and reallocating the space to walking and cycling or grass verges. The pavements should be kept clear of greenery to make sure they are wide enough for cyclists and pedestrians to pass easily.

<b>Crossing</b>	
<b>Summary of comments</b>	It is difficult for pedestrians to cross the A4 near Valerian Close. Could an additional crossing be added, or the speed limit reduced to make this easier? A crossing is needed from the golf course gate to the other side of the Portway - or pavement to take you from the golf course to the junction to cross over safely. Why not add a toucan crossing at the Sylvan Way junction also - across Portway and then across Sylvan Way as well?

<b>Speed</b>	
<b>Summary of comments</b>	If you want to add a bus lane and widen the path/cycle lanes, you need to reduce the speed limit in residential areas to 30mph. Reduce speed limit. Speed limit should be 40 or lower on entire route. Ideally, privately owned cars would be removed altogether from the Portway. More traffic/speed cameras and reduction in noise.

<b>Buses and bus lane</b>	
<b>Summary of comments</b>	A new bus lane will create so much more traffic in that already congested area. As a regular bus user not needed waste of money. Will the bus stop on Woodwell Road bus

	<p>stop still be there? Bus frequency and reliability needs to be dramatically improved across the City, but I don't believe The Portway is particularly significant. The 24 hour element of the plan makes no sense as night and early morning use is not a problem. Interchange needs improvement between the Portway park and ride service 9. Let lorries use the bus lane. Some on-street parking provision will be removed to make way for the bus lane – a challenge for those affected and displacing that parking to other places. There must be adequate signage to make road users aware of the bus lanes. The outbound bus lane should have a lower priority as it is not funnelling traffic into a constrained Road space (as opposed to the inbound bus lane).</p>
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<b>Junction issues</b>	
<b>Summary of comments</b>	<p>Traffic currently turning left on Sylvan Way on the inbound city side of the road already runs the risk of large vehicles such as buses from colliding with those in that left lane as they continue straight on in this middle lane. The proposal will not work unless that junction is widened to allow this to happen safely. The plans for the Park Road junction are not good enough and disappointing. This is a major, busy junction and the first access point to the village. The timing on the Sylvan way lights should be altered to allow the easier flow of vehicles into town. Park Road junction should not be restricted in width. The right turn lane in to Park Road is insufficient in length and already blocks The Portway as existing. This should be longer.</p>

<b>Raised Tables</b>	
<b>Summary of comments</b>	<p>Several the junctions between Avonmouth and Sea Mills will have “raised platforms”. This means pedestrians crossing the road at these junctions stay at the footway level, they do not step down to the road level; BUT all traffic goes up and down a bump! Raised tables need to have short steep ramps if drivers are to notice they are there at all. Additionally, they should clearly be the same surface as the pavement and one that is distinct from the road, so it is clear drivers are going across the pavement and yield to pedestrian priority. Raised junction on Park Road with clear markings giving priority to pedestrians and cyclists on the Portway.</p>

<b>Safety</b>	
<b>Summary of comments</b>	<p>Bus lanes that split the road are confusing and dangerous if people are in the wrong lane and cut across traffic. Better lighting around sylvan way would make that stretch safer to use at night. Cycle path next to parking cars on the road needs to be very clearly marked for drivers to get in their cars and starting to drive to be aware of approaching cyclists -</p>

	maybe a different surface for the parking spaces plus slightly different level. Narrowing of Park Road junction is dangerous.
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<b>Vegetation</b>	
<b>Summary of comments</b>	The trees at Portway Park and ride are excellent & should be retained. Already feels like an inner city dual carriageway, would think about the aesthetic more e.g., central verge with planting! Removal of verges reduces green space and must be avoided. Will trees be cut down where it says, 'existing verge removed'. Vegetation clearance alone will not provide enough width for a suitable shared path.

<b>Objections</b>	
<b>Summary of comments</b>	Not sure the bus lanes are needed here as traffic is not too bad. Could be a waste of money. Leave it alone you messed up enough. Sylvan lane needs to flow. Please don't restrict it further. These proposals are totally impractical and will mostly result in gridlock/ slower journeys for most users. Leave it alone. These proposals are totally impractical and will mostly result in gridlock. More wasting money on things that don't need doing.

<b>Other</b>	
<b>Summary of comments</b>	See previous comments, No comments or don't know. Improve access between National Trust land either side of the Portway where there is a gate. Better cleaning of shared paths. better lighting on paths. improved drainage of path by Manor Farm as path gets flooded in one section. Removing the layby is bad news for those with health problems who need to take frequent rests/leg stretches when travelling, there should be somewhere to stop for a break before entering the motorway or shortly after leaving it.

## 6. Area 3 – Northwest of Riverleaze to just south of Roman Way

<b>7. Thinking about these possible improvements how would you rate them:</b>						
	<b>Very good</b>	<b>Good</b>	<b>Fair</b>	<b>Poor</b>	<b>Very poor</b>	<b>Response Total</b>
Convert the inbound cycle lane to a bus lane	16.6% (214)	17.2% (222)	19.1% (246)	13.6% (176)	33.5% (432)	1290
Riverleaze - new toucan crossing	30.4% (389)	23.0% (295)	23.8% (305)	4.3% (55)	18.5% (237)	1281

**7. Thinking about these possible improvements how would you rate them:**

	Very good	Good	Fair	Poor	Very poor	Response Total
Riverleaze – widen the pavement to the east of the junction	28.3% (361)	21.8% (278)	19.0% (243)	8.1% (103)	22.8% (291)	1276
Bristol Manor Farm - new raised table	25.7% (327)	19.9% (254)	20.8% (265)	8.6% (109)	25.0% (319)	1274
Roman Way - new raised table	24.8% (316)	20.0% (255)	20.2% (257)	9.3% (119)	25.6% (326)	1273
Roman Way - Realignment of the junction by converting the current crossing to a single stage crossing and narrowing the footway to create two new traffic lanes	21.7% (274)	21.3% (269)	22.2% (280)	11.0% (139)	23.8% (301)	1263
Hadrian Close - new raised table at the junction	24.2% (307)	19.7% (249)	21.8% (276)	9.6% (121)	24.8% (314)	1267
Hadrian Close - relocated bus stop to the west and provide additional pavement width	24.7% (314)	24.0% (305)	23.0% (292)	7.4% (94)	20.8% (264)	1269
					answered	1317
					skipped	121

**8. Do you have any other comments or suggestions for this section of the route?**

	Response Percent	Response Total
1 Open-Ended Question	100.00%	467
		answered
		467
		skipped
		971

467 respondents left a comment, and these were categorised into the following multiple topics. Comments left often covered more than one topic so the total number categorised is 644 comments:

Topic	Number of responses
Traffic flow	40 comments
Cycle Lane	157 comments
Walking	50 comments
Crossings	54 comments
Speed	18 comments
Buses and bus lane	94 comments
Junction	24 comments
Raised tables	36 comments
Vegetation	11 comments
Objections	79 comments
Other	81 comments

The same theme runs through this area as the others in that people are concerned about the outbound bus lane and keeping traffic moving. The main theme for this area was the removal of the on carriageway cycle lane and no provision for a segregated cycle lane. Some felt the shared use path would not be safe enough for the users. The more specific comments focused on the junctions and raised tables. Some felt the traffic would have to slow down so much to turn into a side road due to the raised tables that this could a safety hazard to fast traffic on the main road. There were mixed feelings about the Hadrian Close bus stop being moved and the existing verge being reduced to add to the footway. Some felt the bus stop would now be too far from the station and bus stop.

Below is a summary of the comments received in each category:

Traffic Flow	
Summary of comments	These 'improvements' will slow traffic flow and increase queues significantly as traffic waits next to empty bus lanes. The big issue is the noise from traffic which affects lots of houses. Can the quality of the road surface be improved? That's the biggest priority- much more important to local people than the tinkering proposed. This is an arterial traffic route. Outbound traffic in this area is never congested and a bus lane is superfluous. Slower traffic means increased time with engines running thus far more pollution. Keep two lanes where there are already two lanes for traffic.

Cycle lane	
Summary of comments	Not in favour of removing cycle lane and having to mix with pedestrians. Separate cycle lanes separated from the road that do not get interrupted through residential car parking spaces on the road. The cycle path junction of Hadrian Close is currently very hard and dangerous to navigate. It states on-carriage way to be removed but you should be aiming to cycle the whole of the Portway safely. Every effort should be made to take the cycle track out of the bus lanes. Lack of



	<p>continuous pedestrian/cycle path priority over Hadrian Close and Bristol Manor Farm FC access is dangerous and will lead to collisions. For cyclists and walkers not turning off to Hadrian Close a continued cycle lane and pavement markings across the junction to reflect the new Highway code about priority to these going straight on at a side road junction is needed.</p>
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<b>Walking</b>	
<b>Summary of comments</b>	<p>Why is the Riverleaze junction so wide? The desire line for pedestrians is not followed because of it being far too wide. Roman Way - narrowing the footway to create two new traffic lanes is bad. Pavement should be segregated for pedestrians and bikes rather than simply widened. As a walker it would be good to turn right at the end of Roman Way and have some safe footway to get to Sea Mills. Footpath on inbound lane from south of bus stop to rail bridge should be cleared of vegetation etc and reinstated. Pavements are wide enough already. Pavement from Riverleaze to Roman Way is very narrow especially over the Trym Bridge. So, widening it is welcome news especially as it is the only walking route from Roman way to essential services in Sea Mills like school, doctors' surgery and Church / community activities. The pavements are wide enough; keep the grass/trees. Resurfacing and/or levelling out to mitigate tree routes would be nice.</p>

<b>Crossing</b>	
<b>Summary of comments</b>	<p>Needs a better crossing by Manor Farm bus stop. Toucan crossings should be in two stages wherever possible reducing waiting times for traffic. Making the crossing at Roman Way a single stage is a very good idea. Pelican crossing at Riverleaze is needed. The proposed outbound bus stop relocation puts it too far from the crossing - people will try to cross at the bus stop. Make all crossings rapidly responsive to pedestrian and cyclist requests, rather than waiting long intervals. Single stage crossings are welcome. A crossing at Riverleaze would be an improvement -particularly for 'bus passengers crossing from the outbound stop.</p>

<b>Speed</b>	
<b>Summary of comments</b>	<p>Speed restrictions / traffic calming along entirety of Roman Way. We need some way of slowing traffic before the turning onto Roman Way, perhaps a speed camera or bumps. Make it very clear of the speed limit change from the Portway to Hadrian Close. In favour of having one speed for the entire route and not just up and down. This whole section (and the one before) should be made 30mph, particularly if a signalized crossing is proposed.</p>

<b>Bus lane</b>	
<b>Summary of comments</b>	<p>The inbound bus lane at Riverleaze and Roman Way should have markings to prevent left turning vehicles from cutting across cyclists using the bus lane. This existing bus lane is the only bus lane that makes sense. However, it does not need to be a 24 hour bus lane. Relocating the Hadrian Close bus stop is a huge improvement and essential. Additional widening may be necessary alongside this bus stop if possible. The bus stop serves the station and allows people to avoid walking into Sea Mills from needing to cross the Portway at all by using Hadrian Close and Sea Mills Lane. This bus stop has only just been rebuilt what a waste to move it! Moving the bus stop further away from the crossing at Roman Way is a dangerous move. Many passengers alighting from the No 9 P&amp;R bus outbound need to cross the Portway at the traffic lights to walk into Roman Way, Sabrina Way and Horseshoe Drive. Outbound traffic and the lack of need for a bus lane in that direction still applies. There isn't a congestion or delay problem in that direction, and the bus lane just after Hung Road towards the P&amp;R car park already allows the bus to bypass any traffic congestion that might occur as two lanes are forced to one in a Northbound direction.</p>

<b>Junction issues</b>	
<b>Summary of comments</b>	<p>Narrow the Sylvan way junction to allow a left turn filter from Sylvan way onto the Portway as this is a bottle neck. Turning on to Portway (in car) from Sea Mills station (going west) is currently not great due to the poor visibility of the junction and having to pull out into the bus stop to be able to see. Roman Way is a very dangerous turn, in part related to the CAZ restrictions later; it is the last safe turn off the Portway before the CAZ except for the hazardous left hand turn at Bridge Valley Road. Hadrian Close turnoff outbound, with plenty of filter lane available in place of bus lane approaching the junction, if a bus lane is to be installed, to avoid last minute cut across or harsh braking in a main traffic lane as a bus pass on the inside. At Hadrian Close traffic joining the Portway will need to block the bus lane to be able to join the traffic flow of the Portway. This will block buses and have an impact on the pedestrian crossing. The deceleration lane for those turning into the gym and Bristol manor farm seems to be reduced which I believe will introduce a potentially dangerous accident black spot.</p>

<b>Raised Tables</b>	
<b>Summary of comments</b>	<p>The raised table should be coloured the same as the shared use path to make it clear cyclists/pedestrians have priority across the junction. Raised tables have the potential for</p>

	<p>causing accidents. Please do not add raised tables here. This will increase noise pollution for residents. Why is there no raised table for Riverleaze if the on road cycle lane is being removed? This will make the turning more extreme, which in turn will make it more dangerous to make the turn as it will need to be done a much slower speed out of the fast moving traffic. A raised table will further increase the challenge of using this junction. Table tops at side roads are a good idea. The current junction at Roman Way is already a difficult junction for road users. It is very narrow, and traffic needs to slow considerably often braking late to make the turn. A raised table here would make an already difficult manoeuvre more hazardous.</p>
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<b>Vegetation</b>	
<b>Summary of comments</b>	<p>There is a lot of fantastic vegetation on the verges of the Portway. As much of this as possible should be retained as it's an important habitat. The verge at Hadrian Close does not need to be reduced it's a welcome bit of green space. Not enough trees in this section. Vegetation clearance alone will not provide enough width for a suitable shared path.</p>

<b>Objections</b>	
<b>Summary of comments</b>	<p>Waste of money. Do nothing and leave it as it is. The bus lanes are not needed or wanted. Stupid idea. Terrible planning decisions in the council but it would make a substantial difference if the people proposing these plans tried cycling/walking/public transport for a week and see what it is like to use these awful suggestions.</p>

<b>Other</b>	
<b>Summary of comments</b>	<p>The proposals will make the Roman ruins even worse to visit, it should have a dedication viewing area with a large pavement. Fix the roads. No comments. Don't know. Against anything that restricts traffic flow due to pollution – need to reduce exhaust fumes. Ideally, privately owned cars would be removed altogether from the Portway. Please consider the residents more with these ideas as the residents are not being accommodated. The road drainage is very poor on this section now. The design should be human-centred not motor traffic-focussed if anything like Sustainable Travel is to become reality in Bristol.</p>

## 7. Area 4 – South of Roman Way to the north of Bridge Valley Road

9. Thinking about these possible improvements how would you rate them:						
	Very good	Good	Fair	Poor	Very poor	Response Total
Tree pits along the south of the Portway	37.0% (487)	19.7% (259)	17.3% (228)	7.7% (102)	18.3% (241)	1317
New toucan crossing for access to Sea Walls car park	34.2% (452)	21.0% (278)	20.3% (268)	6.4% (85)	18.1% (240)	1323
Change in speed limit travelling inbound (southeast) from 50mph to 40mph	35.2% (474)	12.9% (174)	11.0% (148)	9.4% (127)	31.5% (424)	1347
					answered	1355
					skipped	83

10. Do you have any other comments or suggestions for this section of the route?			
		Response Percent	Response Total
1	Open-Ended Question	100.00%	497
		answered	497
		skipped	941

497 respondents left a comment, and these were categorised into the following multiple topics. Comments left often covered more than one topic so the total number categorised is 693 comments:

Topic	Number of responses
Traffic flow	33 comments
Cycle Lane	123 comments
Walking	20 comments
Crossings	64 comments
Speed	138 comments
Buses and bus lane	88 comments
Vegetation	117 comments
Objections	46 comments

Other	64 comments
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The theme of traffic flow remains high with people wanting to reduce any restrictions to general traffic and people not supporting the outbound bus lane. There were more comments on cycling, but these were more focussed on the condition of the shared use path e.g., maintenance, removal of sign poles and resurfacing to counter the effect of tree roots. Many people wanted a new bus stop by the Sea Walls car park and liked the new proposed crossing point. Comments about speed were very balanced with some liking the reduction and others not in support.

Below is a summary of the comments received in each category:

<b>Traffic Flow</b>	
<b>Summary of comments</b>	Invest time into looking into improving all traffic flow into and out of the city not just a small number of buses who after you have got them out of the city create moving roadblocks through lack of proper bus stops. Let traffic flow, don't restrict it and cause a car park of cars and lorries on tick over. This should allow rapid movement of cars. This is an arterial traffic route from motorway to south Bristol.

<b>Cycle lane</b>	
<b>Summary of comments</b>	Pedestrians and cyclists should not use the same space. Cyclists should have a separate enclosed lane and not use the paths or roads. Prefer that there were better footpaths on both sides of the road. This would encourage more to cycle into the centre. Where shared use paths cannot be avoided there should be in place measures to prevent reckless high speeds by cyclists who endanger pedestrians. Where possible pedestrian and cycle paths should be totally separated by physical methods. Electric vehicles should not be permitted on the shared use paths. Presumably widening the shared cycle lane would also include resurfacing although this is not explicitly mentioned? Remove and reposition sign poles that are in the middle of cycle path so that cyclists don't collide with them. With an improved cycle path on the south side, this would suggest this may be a safer and more pleasant cycling experience. Cyclists should be encouraged to use shared pavement. It is tricky cycling with pedestrians and empty tree pits in this area, equally the pavement is already quite wide and good for cycling. It does narrow in places so it would be good to somehow have a consistent width.

<b>Walking</b>	
<b>Summary of comments</b>	There is a path coming down from the downs, near Bridge Valley Road, joining the Portway several hundred metres up from the Bridge Valley Road junction, towards Sea Walls. Attempting to cross the Portway from the exit of the path is a nightmare. Footpath between the Gulley and Sea Walls car park. Currently lots of climbers and walkers are forced onto

	<p>the bus lane, or to cross the road twice (once with no island). disappointed not to see a proposal to better pedestrian access to the path known as the "New Zig Zag" immediately north of Bridge Valley Road. There are a couple of footpath exits from Sneyd Nature Reserve which bring you very abruptly out onto the bus lane heading into the centre. The footpath, which begins at the top of Bridge Valley Road and descends beside it for about half its length, discharges its pedestrians directly on to the busy Portway. This is dangerous.</p>
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<b>Crossing</b>	
<b>Summary of comments</b>	<p>Safe crossing for pedestrians seems reasonable, even though there is extremely low need. Sea Walls Car Park holds very few cars and so its use will be very low. which will hopefully mean travelling along this route will only infrequently be impeded. Sea Walls crossing welcome as pedestrians currently must run across the Portway from the shared path to access it. The new crossing is a good idea, however access from the bottom of the Gulley to the car park and crossing needs to be improved (after walking down the Gulley there's no good access to other paths at present). More pedestrian crossings are always a good idea. A crossing near Sneyd Park nature reserve would be welcome.</p>

<b>Speed</b>	
<b>Summary of comments</b>	<p>Install average speed camera system along full route in both directions to ensure that traffic adhere to new lower limits. Why reduce speed on a non-residential part of Bristol? Changing the speed limit to 40mph is very good. Enforce new 40mph limit with cameras.</p>

<b>Buses and bus lane</b>	
<b>Summary of comments</b>	<p>You do not need a 24 hour outbound bus lane. New bus lanes would only serve to constrict the carriageway and cause more congestion and misery. Why have a 24 hour bus lane where the bus service does not run for 24 hours? There aren't any jams on the outbound stretch at any time of the day so why oh why are you seeking to create them with another bus lane that sees 4 buses an hour!</p>

<b>Vegetation</b>	
<b>Summary of comments</b>	<p>One of the problems with trees along the A4 is a chronic and severe lack of maintenance. The road is narrowed by over growing vegetation, including trees. Leaf fall is not cleared so soil build up at road and footpath edges reduces width and blocks drains. Tree roots have severely damaged the structure of the footpath leaving it dangerously uneven in</p>

	places. As well as adding new trees presume the existing will be retained - both are good. Love the idea of more trees, apart from the problems their roots cause for cyclists along paths.
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<b>Objections</b>	
<b>Summary of comments</b>	Waste of money. Not needed. Save the money. The whole scheme will just add to pollution. These proposals are totally impractical and will result in gridlock/ slower journeys for most users. Not everyone can use bikes - workers, older people, disabled people, families- would all be negatively affected.

<b>Other</b>	
<b>Summary of comments</b>	Remove the CAZ from the Portway. Charging parking for Sea Walls car park would be fair and reduce car numbers. Fix the manholes on the outbound direction immediately after the central reservation begins (where the train enters the tunnel). The surface is failing over time and every vehicle is stressing and getting stressed by the degraded/poor manhole installation. Cycle storage for Sea Walls car park is desperately needed and a bus stop. Address the drainage problems along the entire length of the Portway from Riverleaze onwards towards Hotwells. Big fan of these changes.

## 8. Area 5 – North of Bridge Valley Road to Hotwell Road (before Cabot Way / Bennet Way)

<b>11. Thinking about these possible improvements how would you rate them:</b>						
	<b>Very good</b>	<b>Good</b>	<b>Fair</b>	<b>Poor</b>	<b>Very poor</b>	<b>Response Total</b>
Change of speed limit from 50mph to 40mph to the north of Bridge Valley Road	35.2% (480)	13.9% (189)	11.7% (159)	9.0% (123)	30.2% (411)	1362
Possible viewing area for Clifton Suspension Bridge	30.4% (409)	20.9% (282)	20.5% (276)	8.0% (108)	20.2% (272)	1347
Change speed limit from 40mph to 30mph after the underpass under Clifton Suspension Bridge	33.7% (457)	11.2% (152)	12.7% (172)	12.0% (163)	30.4% (413)	1357
Widen carriageway to allow for informal loading	17.0% (225)	19.2% (253)	28.1% (371)	14.5% (191)	21.3% (281)	1321

**11. Thinking about these possible improvements how would you rate them:**

	Very good	Good	Fair	Poor	Very poor	Response Total
Remove an inbound traffic lane to provide space for bus lane and loading bay, while retaining one inbound traffic lane for general traffic	22.6% (301)	15.5% (207)	9.8% (131)	11.4% (152)	40.6% (541)	1332
Permit buses to travel straight ahead in the left lane at Bridge Valley Road	26.8% (355)	20.5% (271)	19.8% (262)	8.2% (109)	24.6% (326)	1323
Upgrade traffic signals at Bridge Valley Road	34.0% (447)	25.0% (329)	21.1% (278)	3.6% (48)	16.3% (214)	1316
					answered	1371
					skipped	67

**12. Do you have any other comments or suggestions for this section of the route?**

	Response Percent	Response Total
1 Open-Ended Question	100.00%	552
		answered
		552
		skipped
		886

552 respondents left a comment, and these were categorised into the following multiple topics. Comments left often covered more than one topic so the total number categorised is 828 comments:

Topic	Number of responses
Traffic flow	112 comments
Cycle Lane	129 comments
Walking	38 comments
Crossings	55 comments
Speed	83 comments
Buses and bus lane	100 comments
Junction	14 comments



Vegetation	23 comments
Viewing platform	71 comments
Loading area	53 comments
Objections	68 comments
Other	82 comments

One of the key themes from this area was the requirement for a crossing by the zig zag path. There were mixed views on the viewing platforms with some worried about antisocial behaviour whereas others supported the plan and thought it would help with tourists. There was also confusion over the informal loading bay with some not sure what that would look like and why it was needed.

Below is a summary of the comments received in each category:

<b>Traffic Flow</b>	
<b>Summary of comments</b>	Close access to Bridge Valley Road for outbound traffic, remove left turn from inbound Portway to Bridge Valley Road. When this was closed a few years ago traffic in this area was greatly reduced. This area already suffers from traffic queues in rush hour. Introducing another bus lane there will be detrimental to traffic flow and result in more emissions. Not everyone can use cycles or public transport to get into city. Traffic slows significantly around Bridge valley road and the underpass, traffic moving above 30mph is rare. The signals for Bridge Valley Road need to focus on moving traffic along the Portway. Close Bridge Valley Road to improve traffic flow or make one way with left turn only. A better idea would be to remove the traffic lights for vehicles coming down Bridge Valley Road on to the Portway and them having their own lane when joining the Portway. This would reduce traffic in the area and would have a minimal cost.

<b>Cycle lane</b>	
<b>Summary of comments</b>	It would be better to have a segregated cycle lane and separate walking route. No proper segregation of cycling provision. Super important for all parts of cycle paths: please clean them regularly! This section of cycle path / pavement requires significantly more frequent cleaning. It is littered with gravel / glass / litter from the road. The shared pedestrian and cycle pavement between Cumberland basin and under suspension bridge has some nasty obstacles and some bottle necks where it gets dangerously narrow (particularly opposite the entrance to Bristol Rocks Railway). Needs a continuous cycle route segregated from motor traffic, including buses, and walkers.

<b>Walking</b>	
<b>Summary of comments</b>	Better pedestrian access around this whole area. It's a nightmare for anyone trying to walk from Bridge Valley Road or further north to the harbour itself. This route would encourage more walking if it was improved and involves a lot

	of industrial and heritage of Bristol. The plants on the footpath under the suspension bridge are frequently overgrown and encroach on the pavement. This creates a very narrow passing point. This needs considerably better maintenance as widening is not proposed. The proposed widening of the footpath is an excellent idea.
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<b>Crossing</b>	
<b>Summary of comments</b>	Would be beneficial if there could be improvements to a crossing for Zig Zag steps. One idea missing from this section would be a pedestrian crossing to the zigzag path. We offer encounter tourists making the dangerous jaunt across on quite a blind bend. Adding a pedestrian crossing at the bottom of the zig zag paths is critically important. This public footpath ends directly on the Portway with appalling visibility and with no safe way of crossing!

<b>Speed</b>	
<b>Summary of comments</b>	Reducing the speed should help with the dreadful traffic noise. It really is unacceptably loud now particularly as the road surface deteriorates and sinks. Speed limit reduction to 30mph should happen at the Bridge Valley Road junction rather than just after the underpass as drivers may not see the change in speed as clearly if located straight after the underpass on a bend. Slower speeds means more pollution and will result in more accidents as it will be permanently congested with people stop/starting all the time.

<b>Bus lane</b>	
<b>Summary of comments</b>	Inbound bus lane is senseless, don't do that, doesn't do anything, just adds to road confusion when merging back in. A continuous bus lane into Hotwells would be ideal, however, there is very limited space here. A possibility could be a single bus lane for short sections, where space is limited (for example, from The Suspension Bridge to Hotwells). Don't agree with the little strip of Bus lane after the junction, does seem to be a bit pointless when they can get stuck behind left turning cars up Bridge Valley Road.

<b>Junction issues</b>	
<b>Summary of comments</b>	Consider removing the facility for vehicles to turn left from inbound A4 onto Bridge Valley Road. It is an extremely tight turning and many drivers find it difficult to navigate. This would also allow the bus lane to extend to the traffic light stop line inbound and reduce potential for car/bus clashes approaching the lights. Close Bridge Valley Road!

<b>Vegetation</b>	
<b>Summary of comments</b>	The trees would be an excellent thing to add if they do not disrupt the flow of pedestrians and cyclists. More trees to block bus pollution and noise. Current noise levels from traffic have a detrimental effect on residents' well-being. Tree planting could be maximised along the whole route to make it more of an avenue and ensure habitat loss is minimised.

<b>Viewing platform</b>	
<b>Summary of comments</b>	Why have a viewing platform looking up to the bridge. Can be seen easy enough from many locations. Adding tourist spot and trees is a nice addition. The proposed viewing area for the Suspension Bridge will not be used unless it falls within the boundary for the 30mph zone. A viewing area for suspension bridge can also benefit not just locals but visitors and tourists to a view not just from the suspension bridge. Viewing area is not necessary - the road is so busy, noisy, and congested, it is not a pleasant place to stand for a long time.

<b>Loading area</b>	
<b>Summary of comments</b>	This stretch of road needs to be made safer for pedestrians and residents need an area where they can safely load and unload. Loading is essential for us living in St Vincent's Parade because there is no nearby parking whatsoever (including to the rear). It is just so unsafe now for delivery drivers and car-owners. What is informal loading? Too vague

<b>Objections</b>	
<b>Summary of comments</b>	Narrowing of the road for a short length of bus lane that goes nowhere is a complete waste of council money as well as mine. Leave it as it is its fair for all users. None of this is needed or wanted. It is an utter waste of public funds.

<b>Other</b>	
<b>Summary of comments</b>	Remove the CAZ. All good and essential for accessibility. Fix pot holes. Drivers have rights too. It's unclear what is proposed by 'upgrade traffic signals at Bridge Valley Road'. cable car system so that pedestrians/wheelchair users etc can travel from Cumberland Basin up to Clifton and Redland and into the town centre - cable cars have transformed other cities which have big hills etc

## 9. Area 6 – Hotwell Road to Jacobs Wells Road Roundabout

### 13. Thinking about these possible improvements how would you rate them:

	Very good	Good	Fair	Poor	Very poor	Response Total
Raised table at the Granby Hill junction	25.4% (326)	20.4% (261)	21.3% (273)	10.1% (129)	22.8% (292)	1281
Dropped kerbs / tactiles at Clifton Vale and Ambra Vale	29.7% (386)	25.3% (329)	25.3% (329)	4.5% (58)	15.1% (196)	1298
Tactile paving at the junction for Joy Hill	28.9% (370)	25.9% (331)	25.1% (321)	4.8% (61)	15.4% (197)	1280
Existing echelon parking to be converted into parallel parking to provide space for a new bus lane	24.8% (320)	17.2% (222)	18.9% (244)	10.1% (130)	29.0% (375)	1291
Upgrade traffic signalised crossing to a toucan crossing	31.4% (406)	24.5% (317)	22.5% (291)	5.6% (72)	16.0% (207)	1293
Convert a two stage crossing into one by the Harbour House and The Mardyke	29.6% (382)	21.9% (283)	21.7% (280)	8.0% (103)	18.8% (242)	1290
Proposed parallel crossing on Merchants Road leading to The Pump House and waterfront walkway	32.4% (417)	22.8% (294)	22.0% (283)	6.5% (84)	16.3% (210)	1288
					answered	1320
					skipped	118

### 14. Do you have any other comments or suggestions for this section of the route?

	Response Percent	Response Total
1 Open-Ended Question	100.00%	383
		answered
		383
		skipped
		1055

383 respondents left a comment, and these were categorised into the following multiple topics. Comments left often covered more than one topic so the total number categorised is 517 comments:

Topic	Number of responses
Traffic flow	30 comments
Parking	41 comments
Cycle Lane	130 comments
Walking	27 comments
Crossings	57 comments
Speed	22 comments
Bus lane	56 comments
Raised tables	14 comments
Vegetation	6 comments
Objections	68 comments
Other	66 comments

There were a lot of comments about loss of parking and the fact there is not much in the area, and this is needed for residents, students and local businesses. Many worried about the impact on bus lanes in this area on traffic flow and feel this is the worst part of the area for congestion. Quite a few people would like to see 20mph in this area, but others felt there are already good crossing facilities for pedestrians and cyclists and would like the speed limit left alone. Some felt the raised table for Granby Hill was not needed as it is a steep hill and traffic already drive up this road slowly.

Below is a summary of the comments received in each category:

Traffic Flow	
<b>Summary of comments</b>	Removing lanes will generate huge traffic queues and pollution. Maintain the existing system and repair the potholes. The whole scheme in general will increase congestion and reduce air quality due to traffic sitting in jams and pumping out fumes. This is the worst part. Will make traffic very bad as there is a significant reduction in capacity. This area is a high speed one way vehicle system from the 1960s. It is extremely dangerous for pedestrians and cyclists and causes noise and air pollution. There is no cycle access to Clifton coming from the city because the one way system blocks access. This seems like a missed opportunity as the width of vehicle carriageways in this area is excessive and the spaces are dominated by multiple lanes of vehicles moving at speed.

Parking	
<b>Summary of comments</b>	Very little parking available in this area already we do not need to have more removed for the bus route. Where will displaced parking go? Are you replacing it? Taking away parking again when not needed. Removal of parking would be detrimental to the area. Student flats require loading and unloading. Parking/loading should be retained but reduced in length and limited times restricting loads during peak travel

	times to minimize congestion/risk but also to ensure no impact on delivery access for local businesses including Esso, Spar and local public houses of the area.
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<b>Cycle lane</b>	
<b>Summary of comments</b>	Seems to be little provision for cyclists heading into the city here. Merchants Road needs contra flow for northbound cyclists. This section has very poor connectivity on a bicycle. Not clear which way is the best way to cycle and usually must integrate with fast moving traffic. Would be ideal if Merchants Road had a cycle lane running opposite to traffic. What happens to the cyclists who have cycled along the Portway at this point? Please make sure a cycle lane in both directions is put in on Merchants Road - cyclists are forced to cycle on the pavement or go quite a long way round via Bristol Gate to reach the Hotwell Road.

<b>Walking</b>	
<b>Summary of comments</b>	The proposed widening of the existing footway on the traffic island appears unnecessary - or are pedestrians expected to accommodate cyclists? Footways all seem to be wide enough for the volume of pedestrians. Hotwell Road could have a much wider pavement and less road space - prioritise buses, pedestrians and cyclists over cars. The pavement been the pedestrian crossing outside the Merchants Arms and Clifton Vale is very narrow and uneven for wheelchair users and should be widened.

<b>Crossing</b>	
<b>Summary of comments</b>	Better crossing needed from cycle path at Plimsoll bridge to Dowry Square. Single stage crossings much better. Like the addition of a crossing at the Pump House to make crossing faster/safer although crossing here is not generally an issue currently so the work/cost does not seem particularly beneficial and could be quite disruptive to traffic flow (particularly when the main swing bridge is open). Toucan crossing needs to have as much time for pedestrians as for cars

<b>Speed</b>	
<b>Summary of comments</b>	A consistent speed limit for the entire length of Hope Chapel Hill - it currently switches from 20 at the top to 30 at the bottom. The speed limit to be reduced from 30 to 20mph. A speed camera is required outbound at Rownham Mead leading to the left hand corner at the Merchant Arms with the aim to prevent further high speed crashes. Consider 20mph here to moderate impacts of traffic on residential communities.

<b>Buses and Bus lanes</b>	
<b>Summary of comments</b>	More bus lanes will cause more traffic chaos on this narrower section of road. The dispersive nature of the bus lane again just makes this idea pointless. It's such a short distance that has never had an issue. Traffic will get worse because of these bus lane introductions which is not going to benefit most travellers and will make it worse for most. This section has always had issues in terms of buses being late/delayed and incidents involving pedestrians. A bus lane here can mean faster journeys and pedestrians being safe to cross.

<b>Raised Tables</b>	
<b>Summary of comments</b>	The raised table at Granby Hill needs to include a build-out to ensure pedestrians can see traffic in both directions when waiting on the curb side looking east. Raised tables not worth the huge cost. Raised table sounds dangerous and speed limit already keeps traffic at a safe speed. Raised table needs to give genuine pedestrian priority, e.g., look like a continuous footway. There is no need for a raised table by Granby Hill as it is already easy for pedestrians to cross.











<b>Vegetation</b>	
<b>Summary of comments</b>	More trees along both sides of Hotwell Road. Plant more trees though. That's a good idea. More green infrastructure and trees. Don't forget seating.

<b>Objections</b>	
<b>Summary of comments</b>	The proposals are just random. Leave as is. These changes are to the detriment of most road users. A waste of money that will worsen air quality and increase congestion. You want more housing but less parking? This is ridiculous. There is no need for any of this in this area, you're just wasting money, which would be better spent filling potholes, so cyclists and motorcyclists don't kill themselves, and motorists' cars don't get damaged.

<b>Other</b>	
<b>Summary of comments</b>	This section is where the CAZ SHOULD start, since this is near the city centre, and doesn't disrupt people who just want to use the Portway to get to the airport. All sound like great changes. The area around Merchants Row is horrible to cross currently and always feels dangerous doing so. All these measures are good.

## 10. Active Travel free support

**15. What would encourage you to choose walking, cycling and public transport for more of your everyday journeys? (Tick all that apply):**

			<b>Response Percent</b>	<b>Response Total</b>
1	Borrow a bicycle for free - try cycling before you buy. We can loan you a hybrid (city) or folding bicycle for up to one month, or an electric bike for up to two weeks.		16.64%	117
2	Free cycle training - to improve your skills and ability to cycle confidently whatever your ability, sessions can be tailored for complete beginners, intermediate or advanced levels.		14.94%	105
3	Free basic bicycle maintenance courses – a bike mechanic will help you with basic skills.		19.63%	138
4	Accompanied cycle ride - to find your best route and build your confidence.		9.53%	67
5	Free bus taster tickets – try the bus for free and find a new way of travelling without the car.		26.74%	188
6	Free train taster tickets – try the train and find a new way of travelling faster		30.73%	216
7	Information about car clubs – a perfect for short trip solution. Simply pay by the hour with no extra costs for insurance, fuel, and maintenance costs. Find your nearest car club.		12.94%	91
8	Information about car sharing – you don't even need to own a car, just search for drivers going the same way.		13.09%	92
9	Information about Go Jauntly – walking app that helps you select quiet routes		14.51%	102
10	None of the above		53.20%	374



**15. What would encourage you to choose walking, cycling and public transport for more of your everyday journeys? (Tick all that apply):**

	Response Percent	Response Total
	answered	703
	skipped	735





Just under 50% of those who responded wanted to try one of the active travel offers.

**16. You can sign up to receive information about our free active travel offers by providing your email address below:**

	Response Percent	Response Total
1 Open-Ended Question	100.00%	407
	answered	407
	skipped	1031

11. About you

**17. Which of the following best describes you?**



	Response Percent	Response Total
1 I am a resident along the route 	30.08%	422
2 I am a business owner along the route 	0.93%	13
3 I work along the route 	1.50%	21
4 I regularly travel along this route 	55.31%	776

17. Which of the following best describes you?				
			Response Percent	Response Total
5	I am a taxi / private hire driver		0.00%	0
6	I am a regular visitor to the area		6.56%	92
7	I am responding on behalf of Voluntary Group/ Community Group/Social Enterprise Other (please provide the name):		0.29%	4
8	Other (please specify):		5.35%	75
			answered	1403
			skipped	35

Over 80% of the respondents either live or use the route regularly.








18. What is your main form of transport you usually use along this route? (Tick all that apply)				
			Response Percent	Response Total
1	Walk		28.44%	399
2	Bicycle (ebike)		36.35%	510
3	Scooter (e-scooter)		2.35%	33
4	Bus/Metrobus		13.11%	184
5	Park & Ride		14.83%	208
6	Train		12.26%	172
7	Car / Van driver		66.93%	939
8	Car / Van passenger		14.47%	203
9	Taxi		3.64%	51

**18. What is your main form of transport you usually use along this route? (Tick all that apply)**






			Response Percent	Response Total
10	Motorcycle		3.14%	44
11	Other (please specify):		4.21%	59
			answered	1403
			skipped	35

67% of respondents are car drivers, 36% are regular cyclists and 28% walk along the route.








**19. How often do you usually use the A4 Portway?**

			Response Percent	Response Total
1	Daily		25.11%	352
2	Several times a week		31.10%	436
3	At least once a week		22.54%	316
4	At least once a month		14.91%	209
5	Once every few months		4.35%	61
6	A few times a year		1.64%	23
7	Never		0.36%	5
			answered	1402
			skipped	36

## 20. What is your main reason for using the A4 Portway?

			Response Percent	Response Total
1	Travelling to or from work		39.16%	547
2	Travelling to or from education settings		2.15%	30
3	Travelling to or from leisure / social activities		39.37%	550
4	Travelling to or from shopping / retail		7.44%	104
5	Other		11.88%	166
			answered	1397
			skipped	41

## 21. What is your age?




			Response Percent	Response Total
1	0-10		0.00%	0
2	11-15		0.00%	0
3	16-17		0.14%	2
4	18-24		3.28%	46
5	25-34		15.12%	212
6	35-44		21.47%	301
7	45-54		19.33%	271
8	55-64		19.12%	268
9	65-74		13.98%	196






21. What is your age?				
			Response Percent	Response Total
10	75-84		3.92%	55
11	85 +		0.21%	3
12	Prefer not to say		3.42%	48
			answered	1402
			skipped	36

22. Do you consider yourself to be a disabled person?				
			Response Percent	Response Total
1	Yes		7.74%	108
2	No		84.17%	1175
3	Prefer not to say		8.09%	113
			answered	1396
			skipped	42





23. What is your sex?				
			Response Percent	Response Total
1	Female		29.42%	411
2	Male		57.70%	806
3	Prefer not to say		11.95%	167
4	Other (please describe):		0.93%	13

23. What is your sex?			Response Percent	Response Total
			answered	1397
			skipped	41
Other (please describe): (13)				











24. Have you gone through any part of a gender reassignment process, or do you intend to?				Response Percent	Response Total
1	Yes			0.59%	8
2	No			83.16%	1121
3	Prefer not to say			16.25%	219
			answered	1348	
			skipped	90	

25. What is your ethnic group? (please tick one box only)				Response Percent	Response Total
1	Asian / Asian British			1.60%	22
2	Black /African / Caribbean / Black British			0.87%	12
3	Gypsy / Roma / Irish Traveller			0.15%	2
4	Mixed / Multi ethnic group			1.24%	17
5	White British			73.67%	1013

**25. What is your ethnic group? (please tick one box only)**

			Response Percent	Response Total
6	White Irish		1.53%	21
7	White Other		5.38%	74
8	Prefer not to say		13.96%	192
9	Any other ethnic background (please describe):		1.60%	22
			answered	1375
			skipped	63
Any other ethnic background (please describe): (22)				

**26. What is your religion/faith?**

			Response Percent	Response Total
1	No Religion		51.31%	703
2	Buddhist		0.58%	8
3	Christian		26.64%	365
4	Hindu		0.07%	1
5	Jewish		0.22%	3
6	Muslim		0.66%	9
7	Pagan		0.36%	5
8	Sikh		0.15%	2
9	Prefer not to say		18.47%	253
10	Other (please describe):		1.53%	21

**26. What is your religion/faith?**

	Response Percent	Response Total
	answered	1370
	skipped	68
Other (please describe): (21)		

**27. What is your sexual orientation?**

	Response Percent	Response Total
1 Bisexual	2.75%	37
2 Gay Man	3.87%	52
3 Gay Woman / Lesbian	0.82%	11
4 Heterosexual / Straight	65.20%	877
5 Prefer not to say	25.06%	337
6 Other (please describe):	2.30%	31
	answered	1345
	skipped	93

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

	Response Percent	Response Total
1 Yes	0.89%	12
2 No	83.78%	1126
3 Prefer not to say	15.33%	206



28. Are you pregnant or have you given birth in the last 26 weeks?				
			Response Percent	Response Total
			answered	1344
			skipped	94

29. Are you a refugee or asylum seeker?				
			Response Percent	Response Total
1	Yes		0.07%	1
2	No		86.01%	1168
3	Prefer not to say		13.92%	189
			answered	1358
			skipped	80

#### 4.2.2 Drop in sessions

The project team also ran drop in sessions in each area along the route in Shirehampton library, Sea Mills library, Hotwells Primary School and the Portway Park and Ride. These were held during the day and in the evening to ensure people could attend if they were at work in the day:

- Sea Mills Library – 1pm to 5pm, Thursday 12 October
- Shirehampton Library - 1pm to 5pm, Friday 13 October
- Portway Park & Ride – 8am to 12noon, Monday 16 October
- Hotwell Primary School – 6pm to 8pm, Monday 16 October
- Portway Park & Ride – 8am to 12noon, Thursday 19 October

For each drop in session the team presented:

- A3 laminated plans of the six maps.
- Business cards with the short link to the consultation hub

The drop in sessions were planned to be in early weeks to give people time to review the information about the engagement and to come down and talk to the project team if they have any questions.

Active Travel roadshows were also organised alongside the drop in sessions at the Portway Park and Ride site to also encourage people to come down and talk to us about free support to walk, cycle and catch a bus.

In total the team talked to over 150 people at the locations. The sessions were held in the day time both in the week and at weekends to try and talk to a variety of people. These were both informative for the team as this gave people a chance to get involved and talk to officers first-hand about their specific issues. It was also an opportunity to raise awareness of the survey to those who may not have otherwise heard of it or got involved.

The sessions held at the Park & Ride site were particularly useful as the team spoke to users of the existing bus service to see what improvements may be required.

Comments and questions received at the sessions covered things like:

- Majority in support for the footway widening, speed limit reduction, inbound bus lane.
- Some questions around the rationale for the outbound bus lane
- People raised the issue of footbridges and the need to have level crossing as well as these are not accessible.
- Positive comments from bus users on the inbound bus lane but confusion about the outbound bus lane and why it was being proposed.
- Wanted more done at Hung Road junction as it is not safe due to lack of filter lanes and people taking a chance to cross the roads.
- Tourism around the bridge and how this can be enhanced.
- Road safety improvements for the Victorian Houses as your coming in to Hotwells.
- Support for the raised tables over Granby Hill
- More pavements on the 'Gorge side' near the Sea Walls car park and support for the additional crossing point near the Sea Walls car park
- Request for us to email the engagement information to the businesses around Ashton Gate such as Babcock etc.
- Request for the speed limit to be dropped down to 30 mph for the whole of the section through Shirehampton up to Park Road area.
- Space used for the outbound bus lane could be used for the segregated cycle lane this was echoed by the cycling campaign.
- Some concerns that the additional bus lanes could result in more traffic queuing.
- Inbound bus lane could improve the road safety around Riverleaze and Bristol Manor Farm as it removes the lane merging.
- General support for the raised tables, requests to alter road markings that give priority to the people crossing, request for signage that also prioritises the pedestrian movement.

#### **4.2.3 Letters and emails**

Over the course of the engagement exercise the team received 34 emails from people who either had questions or wanted to share their thoughts outside of the survey format.

The general theme of the comments followed similar feedback from the survey in that people questioned the need for an outbound bus lane and in particular the need for it to be 24 hours. The bus service only operates in the day. Others liked the improvements to the widened shared use path but wanted cyclists to be segregated from pedestrians and felt maintenance of the route was an issue with overgrown vegetation and unlevel surfaces.

We did have a response from a local ward member who wanted to ensure the team knew about the 'Hotwell corner' vision and wondered why this area was not included in the consultation. It was explained that the Weston Harbourside project would be looking at this in more detail.