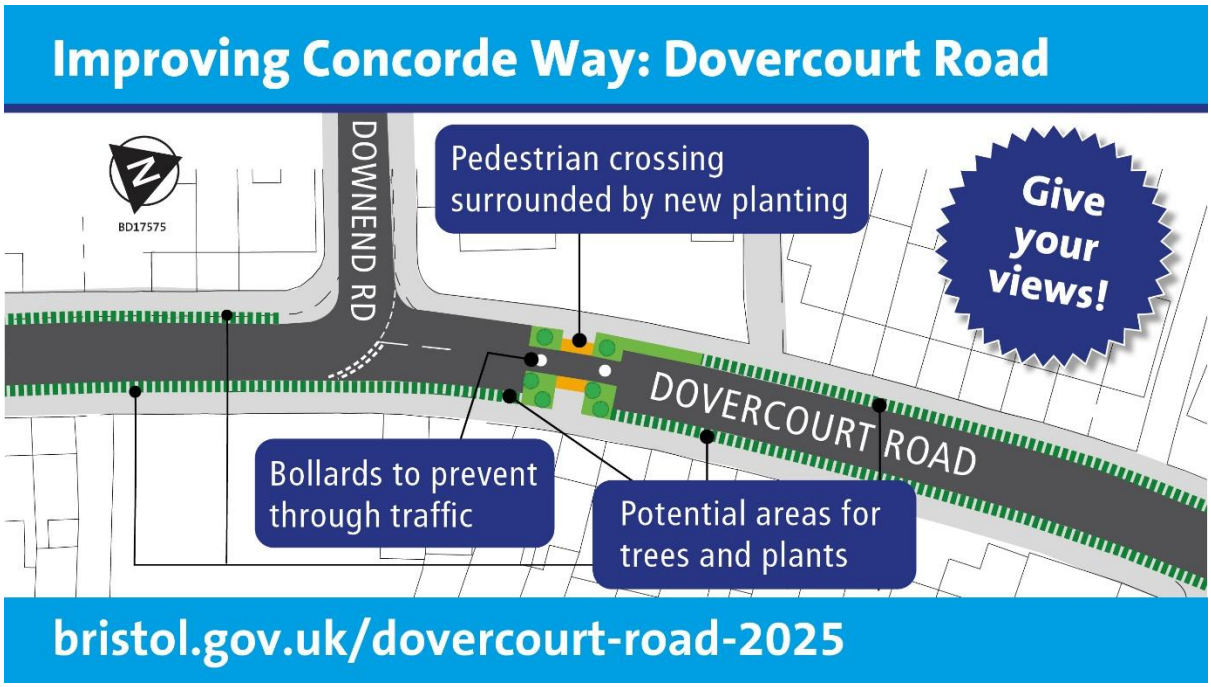
# Improving Concorde Way

## Dovercourt Road consultation 2025

Proposals to make Dovercourt Road, Petherbridge Way and Constable Road safer to walk and cycle along and to reduce through traffic using Dovercourt Road.

**Stage 3 consultation report**

October 2025



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# 1 Executive summary

Concorde Way runs from the city centre to Cribbs Causeway through St Paul's, St Werburgh's, Ashley Down and Lockleaze. It is one of Bristol's key walking and cycling routes.

Between 8 July and 1 September 2025, Bristol City Council asked for feedback on plans to make a section of Concorde Way, that travels along Dovercourt Road, a safer and more pleasant environment for everyone.

This follows on from an earlier round of engagement in 2022 when the council asked for suggestions on how to improve Concorde Way through Lockleaze, where many people said that Dovercourt Road felt unsafe to cycle on. Subsequent traffic counts showed that nearly 2,000 vehicles travel on the road on most days, which is considered high for an on-road cycling route.

Having considered a number of options for the route, the council proposed:

- A **traffic filter** on Dovercourt Road using **bollards** in the road to prevent through traffic while allowing access to pedestrians and cyclists
- Four **raised crossing points** at the Dovercourt Road and Constable Road junction, on Dovercourt Road at the entrance to Muller Road Recreation Ground, on Dovercourt Road by the path towards Brook Bridge, and on Petherbridge Way next to Brook Bridge
- Planting **street trees** along Dovercourt Road
- A **zebra crossing**, **speed cushions and double yellow lines** on Constable Road
- **Shared use pavements** on Constable Road and Petherbridge Way

Plans of the proposals can be found in appendix 3.

Further improvements are planned on Dovercourt Road as part of the Goram Homes development of the former Dovercourt Depot. These will include two additional crossing points and improvements to tactile paving on Dovercourt Road and Downend Road.

## 1.1 How we consulted

The team used a number of consultation tools to share the proposals and encourage people to complete the survey, including:

- An online survey, held at the shortened link **www.bristol.gov.uk/dovercourt-road-2025**. Other formats were available on request and paper surveys were available at Lockleaze Hub
- Letters sent to local addresses
- Postcards given out at a drop-in event, when going door-to-door, and to Lockleaze Hub
- Plans of proposals online and printed at the drop-in event
- Lamppost banners in the local area
- Social media posts and adverts targeted at the local area
- A press release on Bristol City Council's Newsroom website
- An email to local and citywide stakeholders

Copies of the various consultation materials can be found in the appendix.

## 1.2 Results

An online survey was hosted from Tuesday 8 July to Monday 1 September 2025 at **www.bristol.gov.uk/dovercourt-road-2025**. Residents of Dovercourt Road were also invited to

complete a separate 'Tree request form' survey at the end of the main survey. This enabled the team to gauge interest and collect contact information for residents who were interested in having a tree planted on the road outside their house.

A total of 763 responses were received to the survey, plus an additional 136 to the Dovercourt Road tree request form survey.

Responses from key stakeholders were received. More information can be found in section 5.3.

A summary of key results is shown below. A full breakdown of the results can be found in section 5.

- 763 responses were received to the main survey.
    - 169 (22.87%) stated that they live on or nearby Dovercourt Road, Petherbridge Way or Constable Road
    - 406 (54.94%) stated that they regularly travel along Dovercourt Road, Petherbridge Way or Constable Road

- The main forms of transport used to travel along the route were:
    - car or van as the driver (459 - 61.45%)
    - bicycle or e-bike (376 - 50.33%)
    - walking (370 - 49.53%)
    - car or van as a passenger (170 - 22.76%)

- All measures except for the traffic filter were more strongly liked or liked than strongly disliked or disliked.

- 287 (38.06%) respondents either strongly agreed or agreed with a traffic filter on Dovercourt Road, with 448 (59.41%) strongly disagreeing or disagreeing.
    - 64 (37.8%) of those who live on Dovercourt Road, Petherbridge Way or Constable Road strongly agreed or agreed with the traffic filter proposal, with 98 (57.98%) strongly disagreeing or disagreeing. 4 neither agreed nor disagreed.
    - 75 (26.59%) of those who live nearby to Dovercourt Road, Petherbridge Way or Constable Road strongly agreed or agreed with the traffic filter proposal, with 199 (70.56%) strongly disagreeing or disagreeing
    - 174 (42.86%) of those who regularly travel along Dovercourt Road, Petherbridge Way or Constable Road strongly agreed or agreed with the traffic filter proposal, with 224 (55.17%) strongly disagreeing or disagreeing

- There were concerns raised about proposed shared use pavements, with separated pedestrian and cycling infrastructure being preferred.

- Of residents on Dovercourt Road, 37 (34.4%) would strongly like or like a tree planted in the road outside of their house, with 67 (53.6%) strongly disliking or disliking.

## 2 Background

Concorde Way runs from the city centre to Cribbs Causeway through St Paul's, St Werburgh's, Ashley Down and Lockleaze. It is one of Bristol's key walking and cycling routes.

Between 8 July and 1 September 2025, Bristol City Council asked for feedback on plans to make a section of Concorde Way, that travels along Dovercourt Road, a safer and more pleasant environment for everyone.

This follows on from an earlier round of engagement in 2022 when the council asked for suggestions on how to improve Concorde Way through Lockleaze.

Many people who responded said that Dovercourt Road felt unsafe to cycle on. Subsequent traffic counts showed that nearly 2,000 vehicles travel on the road on most days, which is considered high for an on-road cycling route.

Having considered a number of options for the route, the council proposed:

- A **traffic filter** on Dovercourt Road using **bollards** in the road to prevent through traffic while allowing access to pedestrians and cyclists
- Four **raised crossing points** at the Dovercourt Road and Constable Road junction, on Dovercourt Road at the entrance to Muller Road Recreation Ground, on Dovercourt Road by the path towards Brook Bridge, and on Petherbridge Way next to Brook Bridge
- Planting **street trees** along Dovercourt Road
- A **zebra crossing**, **speed cushions and double yellow lines** on Constable Road
- **Shared use pavements** on Constable Road and Petherbridge Way

Further improvements are planned on Dovercourt Road as part of the Goram Homes development of the former Dovercourt Depot. These will include two additional crossing points and improvements to tactile paving on Dovercourt Road and Downend Road.

# 3 Consultation tools

## 3.1 Online survey

An online survey was hosted from Tuesday 8 July to Monday 1 September 2025 at [www.bristol.gov.uk/dovercourt-road-2025](www.bristol.gov.uk/dovercourt-road-2025).

The survey was designed to be compatible with accessibility aids including screen readers. Paper copies, translations and other formats were available upon request.

The survey was split into the following sections:

- Petherbridge Way
- Dovercourt Road – south section
- Dovercourt Road – central section
- Dovercourt Road – north section
- About you

Residents of Dovercourt Road were also invited to complete a separate 'Tree request form' survey at the end of the main survey. This enabled the team to gauge interest and collect contact information for residents who were interested in having a tree planted on the road outside their house. This was held as a separate survey so that the personal information provided in the 'About you' section of the main survey could not be linked to the identifiable information provided in the 'Tree request form' survey.

Alternative formats were available on request and paper copies were held at Lockleaze Neighbourhood Trust's The Hub on Gainsborough Square, Lockleaze.

## 3.2 Communications

### Letters

A total of 645 letters were sent to all addresses on Dovercourt Road, Downend Road, October Lane, Downend Park, Elmore Road, Chedworth Road, Berry Lane and Petherbridge Way and some addresses on Muller Road, Filton Avenue, Lockleaze Road and Constable Road.

A copy of the letter can be found in appendix 1.

### Postcards

Postcards were distributed via door-knocking/letter dropping as below.

A copy of the postcard can be found in appendix 2.

### Plans of proposals

Plans of the proposals were created to present the proposals in an accessible way. These can be found in appendix 3.

### Lamppost banners

Tri-fold banners were displayed on lampposts along the length of Dovercourt Road. They gave an overview of the proposals and a link and QR code to access the survey. The lamppost wraparound banner design can be found in appendix 4.

## Social media

Social media posts and an advert targeted at the local area were put out throughout the engagement period., encouraging people to complete the survey. The asset used on social media can be found in appendix 5.

The social media posts had a high level of engagement shown below.

| **Facebook posts** | | | |
|---|---|---|---|
| Post dates (2025) | Views | Comments | Clicks |
| 8 July | 7,627 | 49 | 43 |
| 21 July | 16,954 | 32 | 199 |
| 6 August | 7,825 | 112 | 37 |
| 18 August | 14,327 | 60 | 100 |
| 26 August | 11,427 | 46 | 31 |
| 1 September | 1,873 | 1 | 4 |
| **Total** | **60,033** | **300** | **414** |

| **Twitter posts** | | | |
|---|---|---|---|
| Post dates (2025) | Views | Shares | Loves |
| 8 July | 783 | 0 | 0 |
| 21 July | 1,112 | 2 | 2 |
| 6 August | 1,478 | 1 | 2 |
| 18 August | 1,502 | 1 | 2 |
| 26 August | 1,000 | 1 | 2 |
| 1 September | 897 | 1 | 0 |
| **Total** | **6,772** | **6** | **8** |

| **Instagram story** | | |
|---|---|---|
| Story date (2025) | Views | Clicks |
| 26 August | 986 | 16 |

| **Facebook and Instagram (Meta) adverts** | | |
|---|---|---|
| Dates (2025) | Views | Clicks |
| Between 15 July and 1 September | 31,300 | 2,152 |

The social media advert had an overall click-through-rate of 7%, which is high. This means that 7% of people who viewed the advert also clicked on the link to the survey.

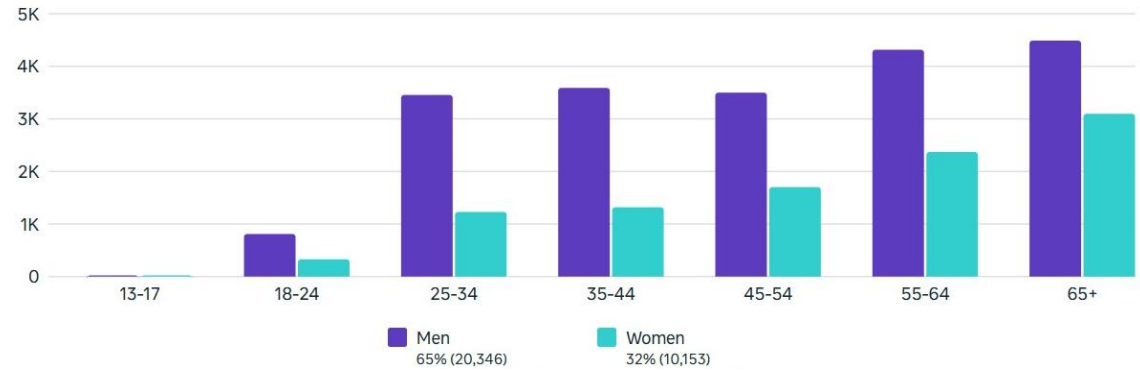
Total social media engagement:

- 99,091 views
- 2,582 clicks

Age and gender information is collected by Meta for Facebook and Instagram adverts and shown below.

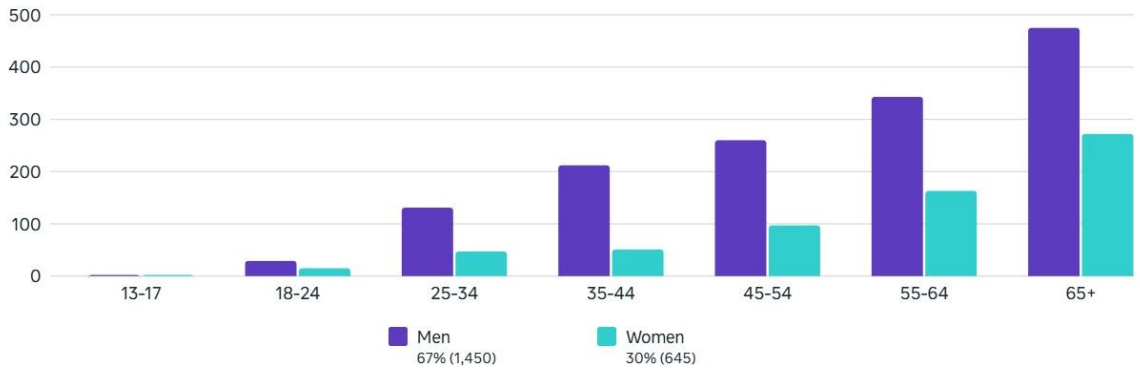
### Views (Facebook and Instagram adverts)

The adverts were viewed by more men than women, although both groups had an increasing number of views at older ages.




### Clicks (Facebook and Instagram adverts)

More men than women clicked on the link of the advert, although both groups had an increasing number of clicks at older ages.




## Press release

A press release was posted on the Bristol City Council Newsroom website on Tuesday 8 July 2025 and can be found in appendix 6.

## Stakeholder email

An email was sent to 49 local and citywide stakeholders to notify them of the proposals and encourage them to complete the survey.

# 4 How we consulted

## 4.1 Door-knocks

During the engagement period, members of the team attempted to speak to all residents of Dovercourt Road and a section of Downend Road, to explain the proposals and encourage them to complete the survey.

These were on:

- Tuesday 23 July 2025
- Wednesday 6 August 2025
- Wednesday 12 August 2025

The team successfully spoke to 168 residents, 19 of whom completed the survey on the doorstep. 81 households were not available at the time of the door-knock and were left with a postcard.

## 4.2 Drop-in session

The team was invited by Lockleaze Neighbourhood Trust to hold a drop-in session, which was held on Monday 18 August 2025 at Old St James Church in Lockleaze.

The session was also attended by Lockleaze ward Councillor David Wilcox, who also sits on the Transport and Connectivity Committee.

The team spoke to around 40 people.

# 5 Results

An online survey was hosted from Tuesday 8 July 2025 to Monday 1 September 2025 at [www.bristol.gov.uk/dovercourt-road-2025](www.bristol.gov.uk/dovercourt-road-2025).

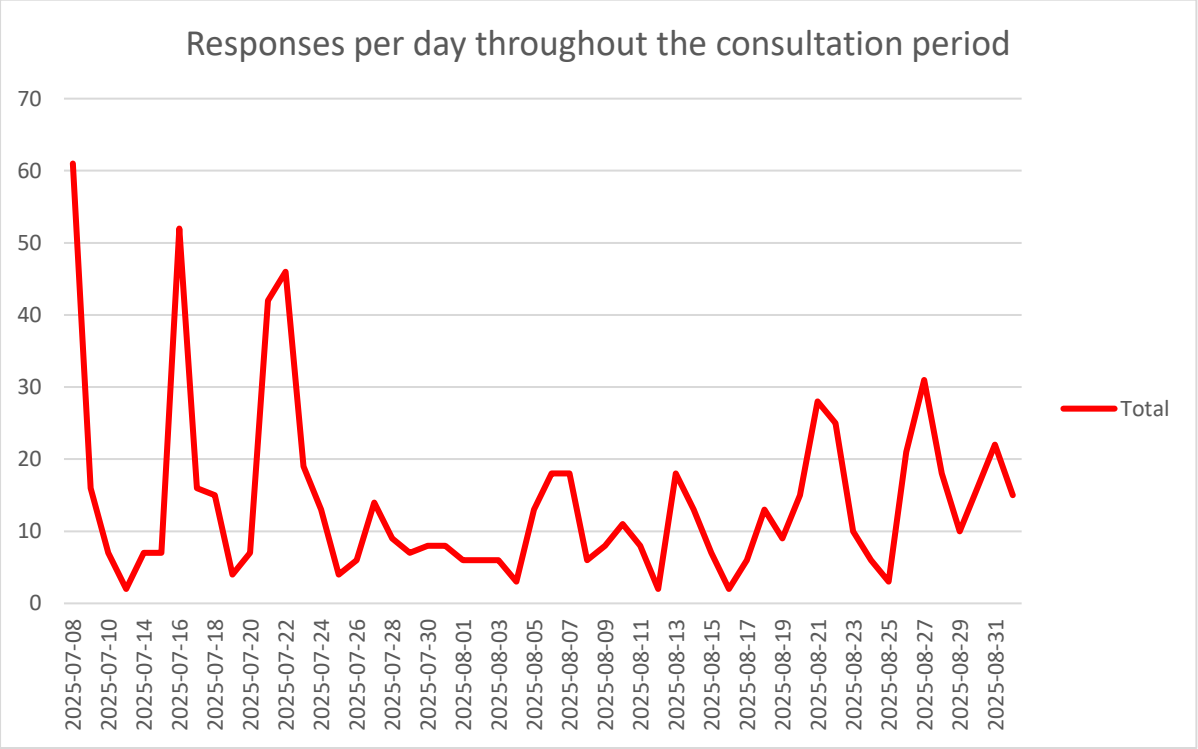
Residents of Dovercourt Road were also invited to complete a separate 'Tree request form' survey at the end of the main survey. This enabled the team to gauge interest and collect contact information for residents who were interested in having a tree planted on the road outside their house. This was held as a separate survey so that the personal information provided in the 'About you' section of the main survey could not be linked to the identifiable information provided in the 'Tree request form' survey.

Results are shown below.

## 5.1 Improving Concorde Way: Dovercourt Road consultation

The survey received a high level of interest with 763 completed.

Responses came in fairly consistently throughout the consultation period:




Some of the peaks align with social media posts promoting the survey and door-knocks in the area:

- 8 July 2025 – Facebook and Twitter posts
- 21 July 2025 – Facebook and Twitter posts
- 23 July 2025 – Dovercourt Road door-knock
- 6 August 2025 – Facebook and Twitter posts
- 6 August 2025 – Dovercourt Road door-knock
- 12 August 2025 – Dovercourt Road door-knock
- 18 August 2025 – Facebook and Twitter posts
- 26 August 2025 – Facebook and Twitter posts
- 1 September 2025 – Facebook and Twitter posts

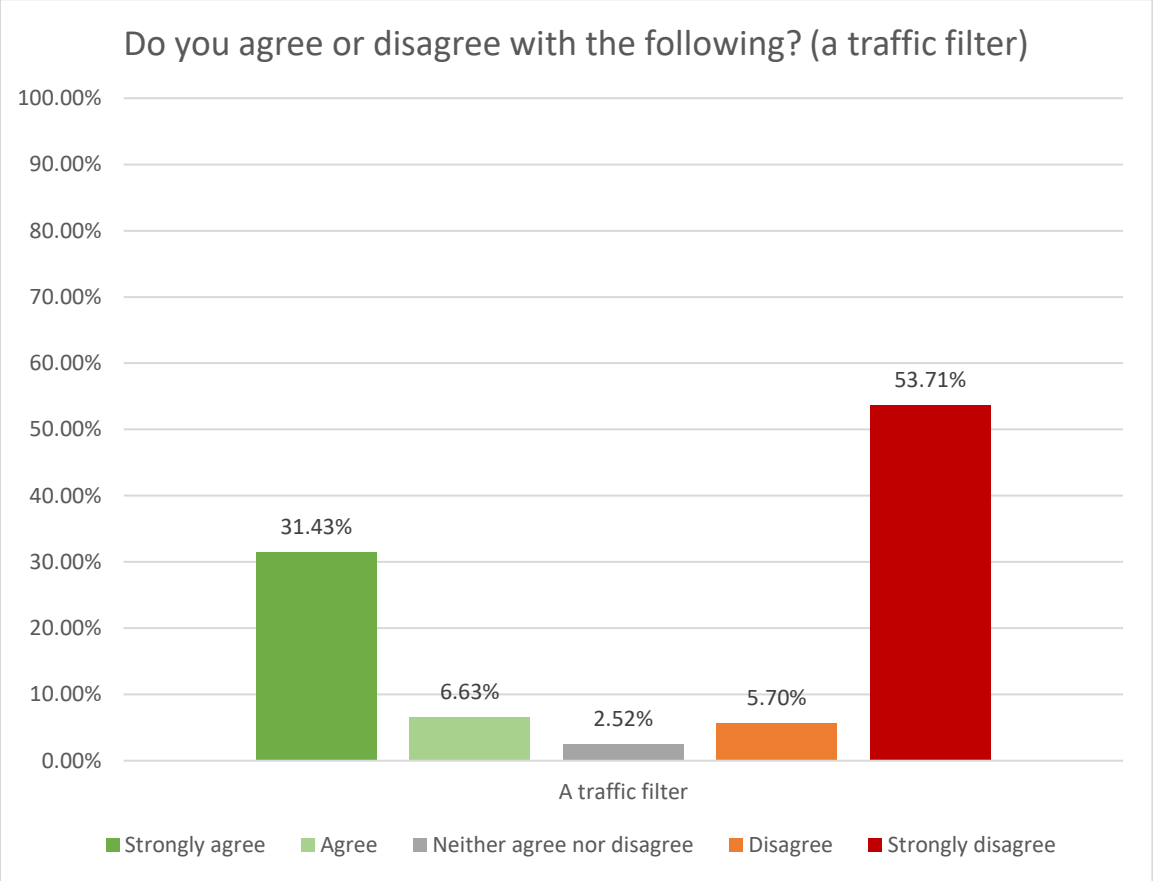
Q1. Do you agree or disagree with the proposals for Petherbridge Way?

| Answer Choices | Strongly agree | Agree | Neither agree nor disagree | Disagree | Strongly disagree | Response Total |
|---|---|---|---|---|---|---|
| Widening the footway and making it shared use | 34.05% 255 | 17.49% 131 | 9.35% 70 | 10.28% 77 | 28.84% 216 | 749 |
| Removing the painted cycle lane and wands so the footway can be widened | 33.07% 247 | 17.80% 133 | 11.65% 87 | 11.38% 85 | 26.10% 195 | 747 |
| Double yellow lines to prevent parking | 45.01% 338 | 14.65% 110 | 7.86% 59 | 6.79% 51 | 25.70% 193 | 751 |
| Raised crossing point on Petherbridge Way next to Brook Bridge | 37.92% 284 | 20.69% 155 | 14.95% 112 | 5.74% 43 | 20.69% 155 | 749 |
| | | | | | answered | 755 |
| | | | | | skipped | 8 |

Q2. Do you agree or disagree with the following proposals for Dovercourt Road?

| Answer Choices | Strongly agree | Agree | Neither agree nor disagree | Disagree | Strongly disagree | Response Total |
|---|---|---|---|---|---|---|
| A traffic filter (road narrowing and bollards) to prevent motor vehicles travelling through. People could continue to walk, wheel and cycle through the traffic filter | 31.43% 237 | 6.63% 50 | 2.52% 19 | 5.70% 43 | 53.71% 405 | 754 |
| Raised crossing point by entrance to Muller Road Recreation Ground | 35.54% 268 | 20.82% 157 | 11.67% 88 | 3.85% 29 | 28.12% 212 | 754 |
| Raised crossing point by the cycle and pedestrian path leading to Brook Bridge | 34.26% 258 | 18.59% 140 | 14.21% 107 | 5.05% 38 | 27.89% 210 | 753 |
| | | | | | answered | 757 |
| | | | | | skipped | 6 |

Traffic filter breakdown





transport.engagement@bristol.gov.uk

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Q3. What is your preferred location for the traffic filter (road narrowing and bollards)?

| Answer Choices | | | Response Percent | Response Total |
|---|---|---|---|---|
| 1 | Option 1 - near 116 and 188 Dovercourt Road |  | 24.33% | 182 |
| 2 | Option 2 - near 208 Dovercourt Road |  | 15.51% | 116 |
| 3 | Neither option |  | 60.16% | 450 |
| | | | answered | 748 |
| | | | skipped | 15 |

Q4. Do you agree or disagree with the following proposals for Dovercourt Road?

| Answer Choices | Strongly agree | Agree | Neither agree nor disagree | Disagree | Strongly disagree | Response Total |
|---|---|---|---|---|---|---|
| A raised crossing point across the whole junction of Dovercourt Road / Constable Road / Lockleaze Road | 38.33% 289 | 18.30% 138 | 9.95% 75 | 6.37% 48 | 27.06% 204 | 754 |
| A Zebra crossing on Constable Road near the junction with Dovercourt Road / Lockleaze Road | 40.85% 308 | 29.58% 223 | 10.48% 79 | 2.12% 16 | 16.98% 128 | 754 |
| Speed cushions on Constable Road to maintain safe vehicle speeds | 41.36% 311 | 21.81% 164 | 10.77% 81 | 5.32% 40 | 20.74% 156 | 752 |
| Double yellow lines on Constable Road to prevent parking | 34.35% 259 | 16.05% 121 | 12.86% 97 | 8.22% 62 | 28.51% 215 | 754 |
| Widening the footway (pavement) and making it shared use for cycles and pedestrians | 32.67% 247 | 17.46% 132 | 10.71% 81 | 9.26% 70 | 29.89% 226 | 756 |
| | | | | | answered | 757 |
| | | | | | skipped | 6 |

## Q5. What level of street trees and associated loss of parking would you prefer?

In this question, a total of 59.7% of respondents supported street trees and planting in some form whereas 40.29% of respondents did not.

| Answer Choices | | | Response Percent | Response Total |
|---|---|---|---|---|
| 1 | A large number of trees (around 140 trees). This would result in the loss of around 50 on-street parking spaces. |  | 27.39% | 206 |
| 2 | A medium number of trees (around 70 trees). This would result in the loss of around 25 on-street parking spaces. |  | 17.15% | 129 |
| 3 | A small number of trees (around 10 trees). This would result in the loss of around 10 on-street parking spaces. |  | 15.16% | 114 |
| 4 | No new trees and no loss of on-street parking spaces |  | 40.29% | 303 |
| | | | answered | 752 |
| | | | skipped | 11 |

## Q6. Do you have any other comments or suggestions about the proposals?

Free text analysis was carried out of all written responses to this question and categorised below.

There were 483 written responses to this question but many contained multiple categories.

| **Supportive** (202 total)<br>All responses that were in support of the measures proposed in the area. | | | | | |
|---|---|---|---|---|---|
| Category | Description | Total count | Live on Dovercourt Road | Live near Dovercourt Road | Travel on Dovercourt Road |
| Supportive of trees | Responses in support of the proposed trees. Reasons included providing shade and shelter and improving air quality. | 60 | 21 | 24 | 31 |
| No reason given | General comments of support without detail. | 39 | 6 | 15 | 27 |
| Supportive of improving road safety | Responses that believed the proposed measures would improve road safety. | 30 | 6 | 12 | 22 |

| | | | | | |
|---|---|---|---|---|---|
| Supportive of traffic calming | Responses that believed the proposed measures would calm traffic. | 23 | 7 | 8 | 16 |
| Supportive of reducing speeding | Responses that believed the proposed measures would reduce unsafe vehicle speeds. | 22 | 7 | 7 | 16 |
| Supportive of proposed traffic filter | Responses that specifically supported the traffic filter proposal as a means of reducing traffic volumes. | 15 | 5 | 4 | 8 |
| Supportive of reducing number of vehicles using Dovercourt Road as a shortcut | This relates to reducing the number of vehicles using Dovercourt Road as a shortcut but not necessarily with a traffic filter. Other suggestions included signage. | 13 | 4 | 5 | 9 |

**Unsupportive** (493 total)
All responses that were against the measures proposed in the area.

| Category | Description | Total count | Live on Dovercourt Road | Live near Dovercourt Road | Travel on Dovercourt Road |
|---|---|---|---|---|---|
| Traffic displacement | Responses that raised concern about traffic being displaced onto other roads in the area, including Lockleaze Road, Filton Avenue and Muller Road. | 128 | 31 | 68 | 70 |
| Loss of parking | Responses raised concern about a loss in parking because of the proposed trees. | 78 | 38 | 26 | 26 |
| Lack of need | Responses that stated there was no need for the proposed measures, usually because they believed there was no issue with speeding, road safety, or volumes of traffic. | 56 | 14 | 26 | 27 |
| Cost | Responses that were concerned that the proposals would be costly and that money could be better spent on other things. | 44 | 4 | 20 | 25 |
| Shared use pavements | Responses that were not in support of the proposed shared use pavements, usually due to the conflict between cyclists and pedestrians | 43 | 1 | 21 | 28 |

| | | | | | |
|---|---|---|---|---|---|
| No reason given | General comments not in support of the project with no detail. | 30 | 2 | 13 | 19 |
| Longer vehicle routes | Responses raising concern about the increased length of vehicle journeys if a traffic filter was installed. | 29 | 10 | 18 | 17 |
| Accessibility | Responses raising concern that not everyone can walk or cycle and that the longer routes would disproportionately impact those reliant on driving. Also concern about shared use pavements for people who are Blind, Deaf or have other sensory impairments. | 25 | 6 | 10 | 11 |
| Impact on businesses | Concern that proposals (mostly the traffic filter) would negatively impact businesses through loss in passing trade, delivery issues etc. | 25 | 7 | 13 | 13 |
| Unsupportive of trees | Responses against the proposed trees for reason of tree root and maintenance issues. | 19 | 5 | 6 | 13 |
| Issues for large vehicles | Concern that large vehicles would have trouble navigating the area. | 8 | 3 | 2 | 4 |
| Proposals would be bad for cyclists | Responses concerned that proposals would be bad for cyclists, including shared use pavements and raised crossing points which would introduce an uphill incline. | 8 | 0 | 0 | 7 |

**Suggestions** (141 total)
Responses that included suggestions for the project.

| Category | Description | Count |
|---|---|---|
| Segregated cycling infrastructure | Suggestions for segregated cycling infrastructure on Dovercourt Road or elsewhere. | 32 |
| Additional traffic calming | Suggestions for traffic calming in additional places, such as on adjoining roads (Elmore Road, Chedworth Road and Downend Road) or elsewhere on Dovercourt Road. | 32 |
| Matchday parking scheme | Suggestions to introduce a matchday parking scheme which would prioritise local parking on matchdays at both the Memorial Ground and/or Gloucestershire Cricket Club. | 18 |
| Signs or markings | Suggestions to include additional signage or road markings for wayfinding or road safety reasons. | 12 |

| | | |
|---|---|---|
| Off road route | Suggestions to reconsider an off-road route alongside the railway, behind the east side of Dovercourt Road. | 12 |
| Alternative traffic filter locations | Suggestions for alternative traffic filter locations than the two options in the survey. This included Downend Road, Camborne Road and other locations on Dovercourt Road. | 9 |
| Muller Road crossing | Suggestions to improve the crossing over Muller Road. | 9 |
| Additional raised crossing points | Suggestions for additional raised crossing points at different locations. | 6 |
| Dropped kerbs | Suggestions for new dropped kerbs. | 4 |
| Sustainable Urban Drainage (SUDs) | Suggestions to introduce SUDs to capture rainwater and reduce flooding. | 2 |
| Petherbridge Way vehicle access to new development | Suggestion to build a new road from Petherbridge Way to the Goram Homes development. This has previously been suggested by the community as part of the Goram Homes consultations. | 2 |

| **Other** (81 total)<br>Other themes that came up. | | |
|---|---|---|
| Category | Description | Count |
| Vehicle dwellers | Responses that raised concerns about vehicle dwellers, including the people living in vehicles on Petherbridge Way. This includes both concerns that vehicle dwellers would park on the proposed shared use pavement on Petherbridge Way and wider issues. | 35 |
| Placement of trees | Responses on the location of trees e.g. not planting in front of driveways. | 13 |
| Elmore and Chedworth Road | Responses mentioning issues on Elmore or Chedworth roads | 11 |
| Access to the rear of properties on the north side of Downend Road | Comments on how traffic filter option 1 would split the front and rear access of properties on the north side of Downend Road. | 9 |
| Muller Road / Filton Avenue junction | Concerns raised about the Muller Road and Filton Avenue junction including traffic light timing. | 5 |

## About you

Q7. What is your full postcode?

| Ward names | Number of postcodes within wards |
|---|---|
| Ashley | 31 |
| Avonmouth & Lawrence Weston | 3 |
| Bedminster | 3 |
| Bishopston & Ashley Down | 61 |
| Bishopsworth | 10 |
| Brislington East | 2 |
| Central | 2 |
| Clifton | 1 |
| Clifton Down | 2 |
| Cotham | 3 |
| Easton | 1 |
| Eastville | 4 |
| Filwood | 1 |
| Frome Vale | 2 |
| Henbury & Brentry | 4 |
| Hengrove & Whitchurch Park | 1 |
| Horfield | 43 |
| Hotwells & Harbourside | 2 |
| Knowle | 1 |
| Lawrence Hill | 7 |
| Lockleaze | 389 |
| Redland | 11 |
| Southmead | 3 |
| Southville | 2 |
| St George Central | 1 |
| St George Troopers Hill | 1 |
| Stoke Bishop | 1 |
| Westbury-on-Trym & Henleaze | 5 |
| Windmill Hill | 2 |
| **Total** | **599** |

A total of 164 respondents did not provide a postcode, an invalid postcode, or a postcode outside of Bristol.

Q8. Which of the following best describes you? (Select all that apply)

| | Answer Choices | | Response Percent | Response Total |
|---|---|---|---|---|
| 1 | I live on Dovercourt Road, Petherbridge Way or Constable Road |  | 22.87% | 169 |
| 2 | I live near Dovercourt Road, Petherbridge Way or Constable Road |  | 38.16% | 282 |
| 3 | I own a business on Dovercourt Road, Petherbridge Way or Constable Road |  | 1.49% | 11 |
| 4 | I work on Dovercourt Road, Petherbridge Way or Constable Road |  | 2.71% | 20 |
| 5 | I am a regular visitor to Dovercourt Road, Petherbridge Way or Constable Road |  | 25.98% | 192 |
| 6 | I regularly travel along Dovercourt Road, Petherbridge Way or Constable Road |  | 54.94% | 406 |
| 7 | I am responding on behalf of a voluntary group, community group or social enterprise |  | 1.35% | 10 |
| 8 | Other (please specify): |  | 6.63% | 49 |
| | | | answered | 739 |
| | | | skipped | 24 |

Analysis of “other” responses (38):

| Other | | |
|---|---|---|
| Category | Description | Count |
| I live near Dovercourt Road, Petherbridge Way or Constable Road | These written responses fit within the multiple choice categories given. | 13 |
| I work on Dovercourt Road, Petherbridge Way or Constable Road | | 1 |
| I am a regular visitor to Dovercourt Road, Petherbridge Way or Constable Road | | 8 |

| | | |
|---|---|---|
| Irrelevant response | | 5 |
| Live elsewhere in Bristol | | 4 |
| Used to live in the area | | 3 |
| Moving to the area soon | | 1 |
| Works nearby | | 1 |

Q9. How often do you travel along Dovercourt Road, Petherbridge Way or Constable Road?

| Answer Choices | | | Response Percent | Response Total |
|---|---|---|---|---|
| 1 | 5 or more times a week |  | 51.01% | 379 |
| 2 | 3 or 4 times a week |  | 19.92% | 148 |
| 3 | Twice a week |  | 10.63% | 79 |
| 4 | Once a week |  | 7.81% | 58 |
| 5 | At least once a month |  | 6.73% | 50 |
| 6 | Less than once a month |  | 3.63% | 27 |
| 7 | Never |  | 0.27% | 2 |
| | | | answered | 743 |
| | | | skipped | 20 |

Q10. What is your main reason for using Dovercourt Road, Petherbridge Way or Constable Road?

| Answer Choices | | | Response Percent | Response Total |
|---|---|---|---|---|
| 1 | Travelling to or from work |  | 38.10% | 285 |
| 2 | Travelling to or from education |  | 4.41% | 33 |
| 3 | Travelling to or from leisure or social activities |  | 25.40% | 190 |
| 4 | Travelling to or from shopping or retail |  | 13.24% | 99 |
| 5 | I don't use Dovercourt Road, Petherbridge Way or Constable Road |  | 0.67% | 5 |
| 6 | Other (please specify): |  | 18.18% | 136 |
| | | | answered | 748 |
| | | | skipped | 15 |

Analysis of "other" responses (313):

| **Other** | | |
|---|---|---|
| Category | Description | Count |
| Travelling to or from leisure or social activities | These written responses fit within the multiple choice categories given. | 79 |
| Travelling to or from work | | 87 |
| Travelling to or from shopping or retail | | 42 |
| Doesn't use Dovercourt Road, Petherbridge Way or Constable Road | | 1 |
| Travelling to or from education | | 24 |
| Irrelevant response | | 15 |
| To access home on Dovercourt Road, Petherbridge Way or Constable Road | | 28 |
| All reasons | | 20 |
| To go to further transport | | 2 |
| To help others | | 5 |
| Use as a shortcut when there is traffic on other roads | | 1 |
| Other | | 9 |

Q11. What forms of transport do you usually use on Dovercourt Road, Petherbridge Way or Constable Road? (Please select any you usually use)

| Answer Choices | Response Percent | Response Total |
|---|---|---|
| Walking | 49.53% | 370 |
| Bicycle or e-bike | 50.33% | 376 |
| Scooter or e-scooter | 5.49% | 41 |
| Bus | 7.76% | 58 |
| Car or van as the driver | 61.45% | 459 |
| Car or van as a passenger | 22.76% | 170 |
| Taxi | 7.76% | 58 |
| Motorcycle | 2.41% | 18 |
| Other (please specify): | 1.61% | 12 |
| | answered | 747 |
| | skipped | 16 |

Analysis of "other" comments (18):

| **Other** | | |
|---|---|---|
| Category | Description | Count |
| Walking | These written responses fit within the multiple choice categories given. | 6 |
| Bicycle or e-bike | | 1 |
| Scooter or e-scooter | | 1 |
| Car or van as the driver | | 3 |
| Car or van as a passenger | | 1 |
| Mobility scooter or wheelchair | | 4 |
| Irrelevant response | | 2 |

Q12. What is your age?

| | Answer Choices | | Response Percent | Response Total |
|---|---|---|---|---|
| 1 | 0 to 10 |  | 0.54% | 4 |
| 2 | 11 to 15 |  | 0.13% | 1 |
| 3 | 16 to 17 |  | 0.54% | 4 |
| 4 | 18 to 24 |  | 4.43% | 33 |
| 5 | 25 to 34 |  | 18.79% | 140 |
| 6 | 35 to 44 |  | 27.25% | 203 |
| 7 | 45 to 54 |  | 19.60% | 146 |
| 8 | 55 to 64 |  | 14.63% | 109 |
| 9 | 65 to 74 |  | 8.59% | 64 |
| 10 | 75 to 84 |  | 1.88% | 14 |
| 11 | 85 or older |  | 0.54% | 4 |
| 12 | Prefer not to say |  | 3.09% | 23 |
| | | | answered | 745 |
| | | | skipped | 18 |

Q13. Do you consider yourself to be a disabled person?

| | Answer Choices | | Response Percent | Response Total |
|---|---|---|---|---|
| 1 | Yes |  | 12.05% | 90 |
| 2 | No |  | 79.52% | 594 |
| 3 | Prefer not to say |  | 8.43% | 63 |
| | | | answered | 747 |
| | | | skipped | 16 |

Q14. What is your ethnic group?

| | Answer Choices | Response Percent | Response Total |
|---|---|---|---|
| 1 | Asian or Asian British | 3.52% | 26 |
| 2 | Black, Black British, Caribbean or African | 1.08% | 8 |
| 3 | Gypsy, Roma or Traveller | 0.27% | 2 |
| 4 | Mixed or multiple ethnic groups | 1.90% | 14 |
| 5 | White British | 71.68% | 529 |
| 6 | Other White Background | 5.01% | 37 |
| 7 | Prefer not to say | 14.36% | 106 |
| 8 | Other (please specify): | 2.17% | 16 |
| | | answered | 738 |
| | | skipped | 25 |

Q15. What is your religion/faith?

| | Answer Choices | Response Percent | Response Total |
|---|---|---|---|
| 1 | No religion | 56.66% | 417 |
| 2 | Buddhist | 1.09% | 8 |
| 3 | Christian | 19.43% | 143 |
| 4 | Hindu | 0.14% | 1 |
| 5 | Jewish | 0.14% | 1 |
| 6 | Muslim | 1.77% | 13 |
| 7 | Pagan | 0.95% | 7 |
| 8 | Sikh | 0.00% | 0 |
| 9 | Prefer not to say | 17.66% | 130 |

| | | | | |
|---|---|---|---|---|
| 10 | Other (please specify): |  | 2.17% | 16 |
| | | | answered | 736 |
| | | | skipped | 27 |

Five “other” responses included “Taoist” (1), “Orthodox” (1) and “no religion” (3).

Q16. What is your sex?

| Answer Choices | | | Response Percent | Response Total |
|---|---|---|---|---|
| 1 | Female |  | 39.13% | 288 |
| 2 | Male |  | 47.69% | 351 |
| 3 | Prefer not to say |  | 12.36% | 91 |
| 4 | Other (please specify): |  | 0.82% | 6 |
| | | | answered | 736 |
| | | | skipped | 27 |

Q17. Do you consider yourself to have a gender identity different from your sex recorded at birth?

| Answer Choices | | | Response Percent | Response Total |
|---|---|---|---|---|
| 1 | Yes (e.g., trans or non-binary) |  | 1.52% | 11 |
| 2 | No |  | 85.95% | 624 |
| 3 | Prefer not to say |  | 12.53% | 91 |
| | | | answered | 726 |
| | | | skipped | 37 |

Q18. What is your sexual orientation?

| Answer Choices | | | Response Percent | Response Total |
|---|---|---|---|---|
| 1 | Bi |  | 3.17% | 23 |
| 2 | Gay/Lesbian |  | 3.03% | 22 |
| 3 | Heterosexual / Straight |  | 67.72% | 491 |
| 4 | Prefer not to say |  | 23.45% | 170 |
| 5 | I use another term (please specify): |  | 2.62% | 19 |
| | | | answered | 725 |
| | | | skipped | 38 |

Q19. Are you pregnant or have you given birth in the last 26 weeks?

| Answer Choices | | | Response Percent | Response Total |
|---|---|---|---|---|
| 1 | Yes |  | 3.02% | 22 |
| 2 | No |  | 85.58% | 623 |
| 3 | Prefer not to say |  | 11.40% | 83 |
| | | | answered | 728 |
| | | | skipped | 35 |

Q20. Are you a carer?

| Answer Choices | | | Response Percent | Response Total |
|---|---|---|---|---|
| 1 | Yes |  | 12.36% | 90 |
| 2 | No |  | 76.10% | 554 |
| 3 | Prefer not to say |  | 11.54% | 84 |
| | | | answered | 728 |
| | | | skipped | 35 |

Q21. Are you a refugee or asylum seeker?

| Answer Choices | | | Response Percent | Response Total |
|---|---|---|---|---|
| 1 | Yes |  | 0.41% | 3 |
| 2 | No |  | 89.04% | 650 |
| 3 | Prefer not to say |  | 10.55% | 77 |
| | | | answered | 730 |
| | | | skipped | 33 |

Q22. Please tell us what effect, if any, the proposals would have you because of your protected characteristics.

The protected characteristics defined in the Equality Act 2010 are:

- age
- disability
- gender reassignment
- being married or in a civil partnership
- being pregnant or on maternity leave
- race including colour, nationality, ethnic or national origin
- religion or belief
- sex
- sexual orientation

| Answer Choices | Response Percent | Response Total |
|---|---|---|
| Very negative effect | 16.77% | 112 |
| Slightly negative effect | 6.89% | 46 |
| No effect | 63.17% | 422 |
| Slightly positive effect | 3.89% | 26 |
| Very positive effect | 9.28% | 62 |
| | answered | 668 |
| | skipped | 95 |

Analysis of how proposals would affect respondents because of their protected characteristics (102):

| **Positive impact** (total 23) | | |
|---|---|---|
| Category | Description | Count |
| Positive impact – general comment | Responses stating that proposals would be beneficial because of their protected characteristics but not providing any more detail. | 3 |
| Positive – age | Responses stating that proposals would be beneficial for older and younger people, often for road safety reasons. | 9 |
| Positive – disability | Responses stating that proposals would be beneficial for Disabled people. Some of the responses included reference to Disabled people who were unable to drive and that the proposals would make their journeys safer. | 6 |

| | | |
|---|---|---|
| Positive – gender | Responses stating that proposals would be beneficial for women for reasons of improved road safety and personal safety. | 3 |
| Positive – maternity | Responses stating that the proposals would improve road safety for pregnant people and parents with young children. | 2 |
| Positive – religion | Response stating that proposals would make it safer to travel actively to places of worship. | 1 |
| Positive – sex | Responses stating that proposals would make it safer for women and girls to travel actively, in terms of road safety and personal safety. | 2 |

| **Negative impact** (total 54) | | |
|---|---|---|
| Category | Description | Count |
| Negative impact – general comment | Responses stating that proposals would have a negative impact because of their protected characteristics but not providing any more detail. | 13 |
| Negative – age | Responses stating that the proposals would negatively impact younger and older people with fewer transport choices and more reliant on a car. | 7 |
| Negative – disability | Responses stating that the proposals would negatively impact disabled people because of a higher reliance on cars, the proposed shared use pavements, need to provide care and mental health reasons. | 24 |
| Negative - gender | Response stating that the proposed loss of parking would result in parking further away, increasing the distance required to walk and personal safety risk. | 1 |
| Negative – maternity | Responses stating that proposals would negatively impact pregnant people and new parents due to difficulties in accessing care because of longer vehicle routes. | 2 |
| Negative – race | Response stating that proposals would negatively impact people because of their race. | 1 |
| Negative – religion | Response stating that proposals would negatively impact people because of their religion. | 1 |

Q23. We want to make our surveys as good as possible. Please tell us if you agree or disagree with the following statements.

| Answer Choices | Strongly agree | Agree | Neither agree nor disagree | Disagree | Strongly disagree | Response Total |
|---|---|---|---|---|---|---|
| There is enough information for me to answer the questions | 28.65% 208 | 46.56% 338 | 15.29% 111 | 6.20% 45 | 3.31% 24 | 726 |
| The questions make it easy for me to give my views | 27.80% 201 | 43.57% 315 | 16.87% 122 | 8.58% 62 | 3.18% 23 | 723 |
| The survey meets my accessibility needs | 31.56% 226 | 39.94% 286 | 22.77% 163 | 1.96% 14 | 3.77% 27 | 716 |
| | | | | | answered | 729 |
| | | | | | skipped | 34 |

Analysis of reasons why respondents disagreed or strongly disagreed (84):

| Category | Description | Count |
|---|---|---|
| Clearer plans | Want the plans of proposals to be clearer with more local context or landmarks. | 15 |
| Want to comment on all questions rather than one free-text box at the end | Responses that were written but fit into this multiple-choice option. | 13 |
| More options | Request for alternative options to be proposed rather than just the traffic filter. | 6 |
| More paper surveys/in-person events | Request for more events to explain the proposals and opportunity for feedback to be given by paper or other means. | 5 |
| Problems with terminology used | Issues with the term ‘traffic filter’ and some of the wording. | 4 |

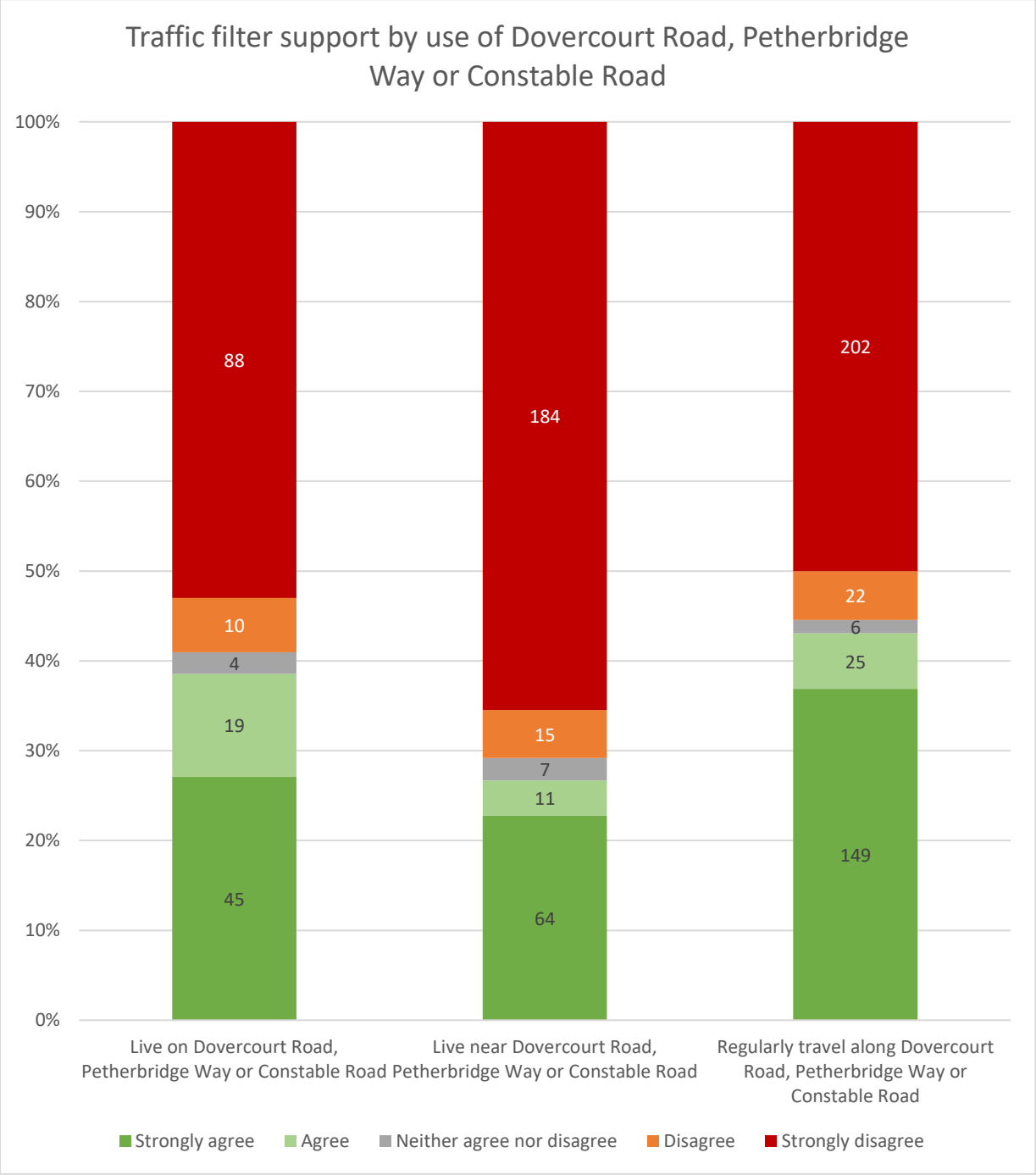
## Analysis of results by groups

This section focuses particularly on the proposed traffic filter which was the most unpopular proposal.

Support for traffic calming elements was fairly consistent across all groups.

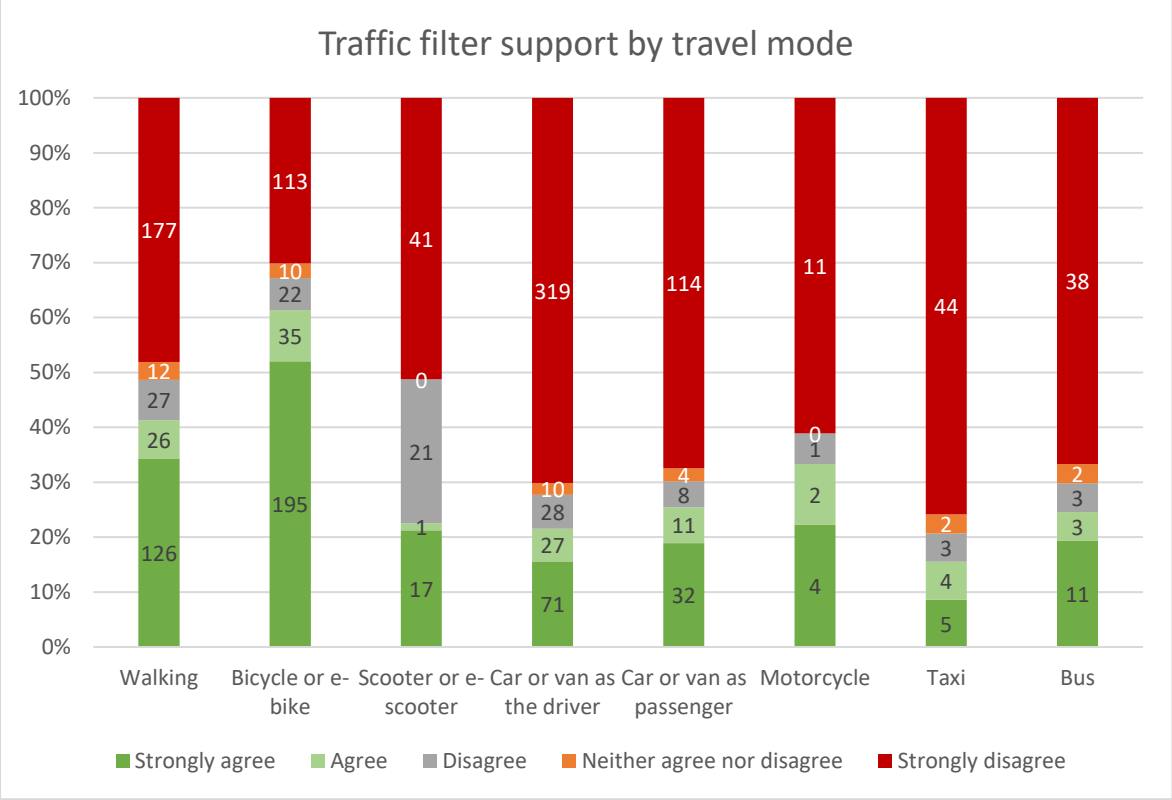
### Use of Dovercourt Road, Petherbridge Way or Constable Road

Support for the traffic filter differed between how respondents used Dovercourt Road, with the least support from those who live near Dovercourt Road, Petherbridge Way or Constable Road and little support from those who live on Dovercourt Road, Petherbridge Way or Constable Road or regularly travel along Dovercourt Road, Petherbridge Way or Constable Road.



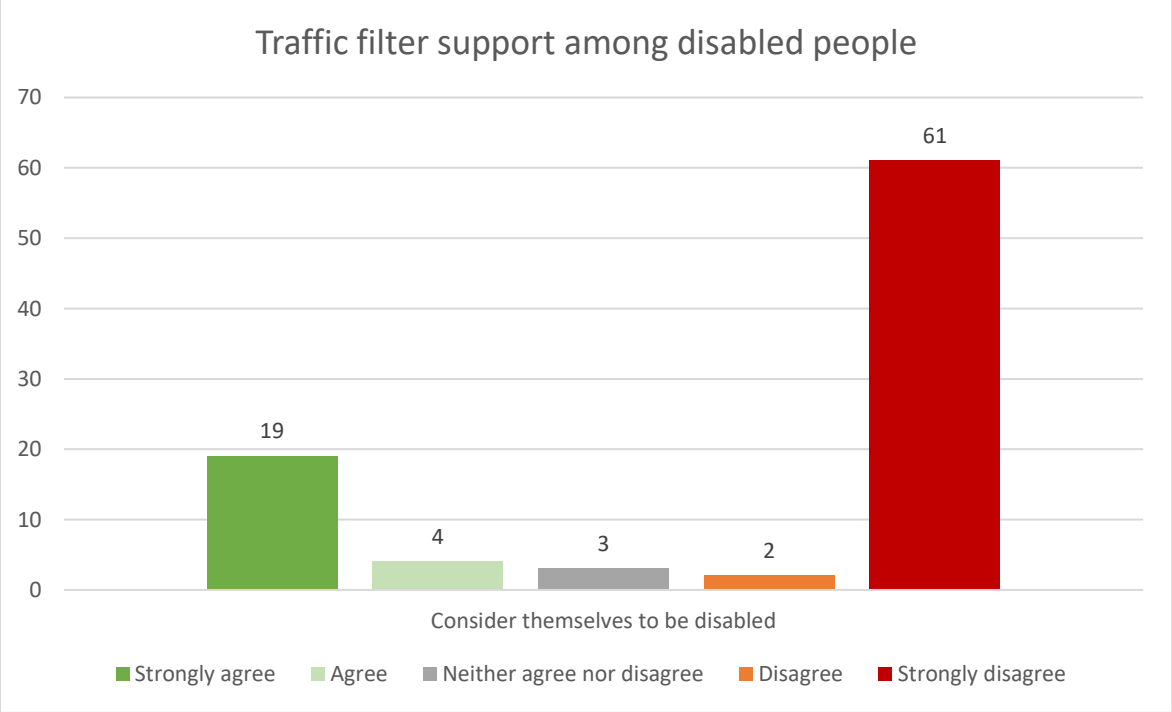
## Travel mode

Those who cycle on Dovercourt Road, Petherbridge Way or Constable Road supported the traffic filter more than not but all other groups did not.




## Disabled people

23 disabled people supported a traffic filter whereas 63 did not.



## 5.2 Tree request form (Dovercourt Road)

There were 136 responses to this survey. 99 addresses provided were on Dovercourt Road and 37 were elsewhere.

There were four questions to collect personal contact information that the team will use to contact the residents in case of a tree being proposed outside of their homes. These have not been included in this report to maintain anonymity.

### Q5. Would you like or dislike a tree planted on the road outside of your home?

| Answer Choices | | | Response Percent | Response Total |
|---|---|---|---|---|
| 1 | Strongly like |  | 29.60% | 37 |
| 2 | Like |  | 4.80% | 6 |
| 3 | Neither like nor dislike |  | 12.00% | 15 |
| 4 | Dislike |  | 13.60% | 17 |
| 5 | Strongly dislike |  | 40.00% | 50 |
| | | | answered | 125 |
| | | | skipped | 11 |

### Q6. Do you have a driveway?

| Answer Choices | | | Response Percent | Response Total |
|---|---|---|---|---|
| 1 | Yes |  | 64.46% | 78 |
| 2 | No |  | 35.54% | 43 |
| | | | answered | 121 |
| | | | skipped | 15 |

### Q7. Do you own your home or property?

| Answer Choices | | | Response Percent | Response Total |
|---|---|---|---|---|
| 1 | Yes |  | 82.93% | 102 |
| 2 | No |  | 17.07% | 21 |
| | | | answered | 123 |
| | | | skipped | 13 |

### Q8. Please tell us if there is anything else you think we should know that could affect placing a tree in the road in front of your property

69 comments were received.

| Category | Count |
|---|---|
| Property has a driveway | 19 |
| Utilities outside of house, including water pipes, lampposts etc | 8 |
| Lighting including sunlight and street lighting being blocked by trees and associated personal safety impacts | 7 |
| Damage to properties by tree roots | 6 |
| Maintenance concerns | 4 |
| Road safety concerns including visibility | 4 |
| Need on-street parking (equalities concerns) | 4 |
| Need on-street parking (business concerns) | 4 |
| Consideration needed on tree species | 1 |

## 5.3 Stakeholder responses

### Bristol Walking Alliance (BWA)

Bristol Walking Alliance agreed with the need to improve this section of the Concorde Way but specifically disagreed with the proposed introduction of shared use pavements.

Shared use pavements were proposed by this project on Petherbridge Way and Constable Road.

#### Shared use pavements

BWA raise that there should be sufficient space for segregated cycle tracks rather than widening pavements and making them shared use. They raised concerns that commuter cyclists will conflict with pedestrian traffic at school time.

BWA raise that LTN 1/20 states:

*In urban areas, the conversion of a footway to shared use should be regarded as a last resort. Shared use facilities are generally not favoured by either pedestrians or cyclists, particularly when flows are high. It can create particular difficulties for visually impaired people. Actual conflict may be rare, but the interactions between people moving at different speeds can be perceived to be unsafe and inaccessible, particularly by vulnerable pedestrians. This adversely affects the comfort of both types of user, as well as directness for the cyclist.*

If it can be shown that there is insufficient space for segregation, BWA recommends a minimum width of 4 metres should be provided to reduce conflict between pedestrians and cyclists and that a white line delineation should not be used, in accordance with LTN 1/20.

#### Petherbridge Way

BWA raised an existing lack of space and wayfinding between the Muller Road crossing and Brook Bridge. They also said the existing shared use pavement on the east side of Muller Road, after the toucan crossing, is only 3m wide which puts pedestrians and cyclists in conflict in a highly trafficked section of the route.

BWA support using the south side of Petherbridge Way for walking and cycling infrastructure which avoids the need to cross at the junction with Muller Road.

Recommendations:

- a raised crossing point on Petherbridge Way at the entrance to the car park to protect walking and cycling on the shared use pavement
- making the proposed crossing point on Petherbridge Way, leading to Brook Bridge, diagonal to avoid the telecommunications mast on the pavement on the opposite side.

### Dovercourt Road

BWA support:

- the proposed traffic filter to reduce motor traffic which would encourage cyclists not to use the pavement. BWA has no opinion on where the traffic filter should be placed.
- the proposed raised crossing points but believe the need for these will be less after traffic volumes are reduced.
- planting as many trees as possible, specifically large enough to provide shade and shelter for pedestrians and improve air quality.

### Constable Road

BWA support:

- the proposed raised crossing points at the junction of Dovercourt Road and Constable Road
- the proposed zebra crossing on Constable Road

Recommendations:

- segregated cycle infrastructure instead of shared use pavements. If not feasible, the shared use pavements should be at least 4 metres wide. Ensure this provision extends to the existing toucan crossing at the Bonnington Walk section
- provision, such as road markings and dropped kerbs, to indicate how cyclists should transition from Constable Road to Dovercourt Road to prevent cyclists using the pavement on Dovercourt Road

## Bristol Cycling Campaign (BCyC)

Bristol Cycling Campaign welcome plans to improve Concorde Way, especially the traffic filter but are concerned about shared use pavements, some junctions, and missing cycle priority in places.

BCyC state that the proposals highlight the need for a long term city-wide cycling strategy. This could address severances along Concorde Way and prepare the route for future integration to other areas, e.g. Lockleaze and Gloucester Road.

### Petherbridge Way

BCyC state that the proposed shared use pavement does not meet the core design principles set out in LTN 1/20. If a segregated cycle path is not possible, the shared use pavement should be at least 4 metres wide.

Recommendations:

- installing a two-way cycle track between the Muller Road crossing and proposed Brook Bridge raised crossing point (where the pavement is proposed to be widened and made shared use)

- providing cycle priority at the raised crossing point onto Brook Bridge

### Proposed traffic filter

BCyC support the proposed traffic filter to significantly reduce the volume of traffic using Dovercourt Road which would increase perceived and actual safety. This is in line with Bristol's commitment to zero road deaths and serious injuries by 2030.

### Constable Road

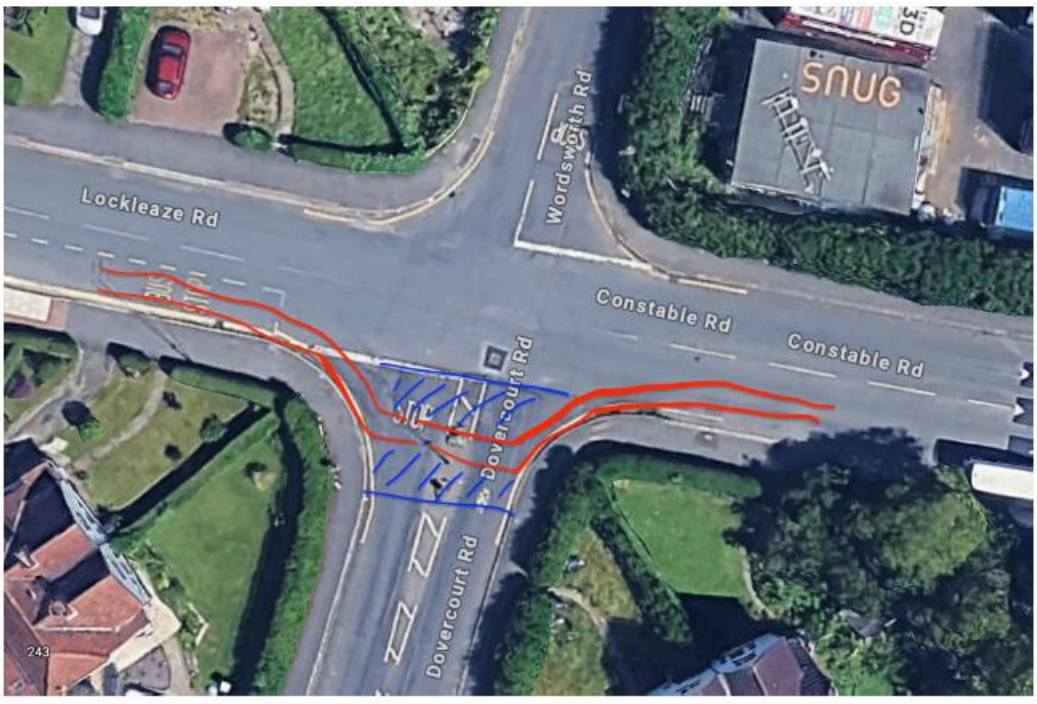
BCyC state that the proposed raised crossing point covering the whole junction would be an improvement.

The location of the proposed shared use pavement on Constable Road is awkward and would require cyclists travelling north on Dovercourt Road to cross over the junction onto the pavement. In the other direction, cyclists may also choose to stay on the pavement on Dovercourt Road if there is a lack of a comfortable transition.

BCyC propose a bent out cycle track junction (see figure 2). A city-wide cycling strategy would help the design of this if links are proposed to Gloucester Road or Lockleaze.

BCyC also state that shared use pavements on Constable Road would not be suitable and that a two-way cycle track with a minimum 3m width would be safer for both pedestrians and cyclists. If this is not possible, shared use pavements should be a minimum of 4m wide.

**FIGURE 1: A 'BENT OUT' CROSSING AT THE CONSTABLE ROAD AND DOVERCOURT ROAD JUNCTION**

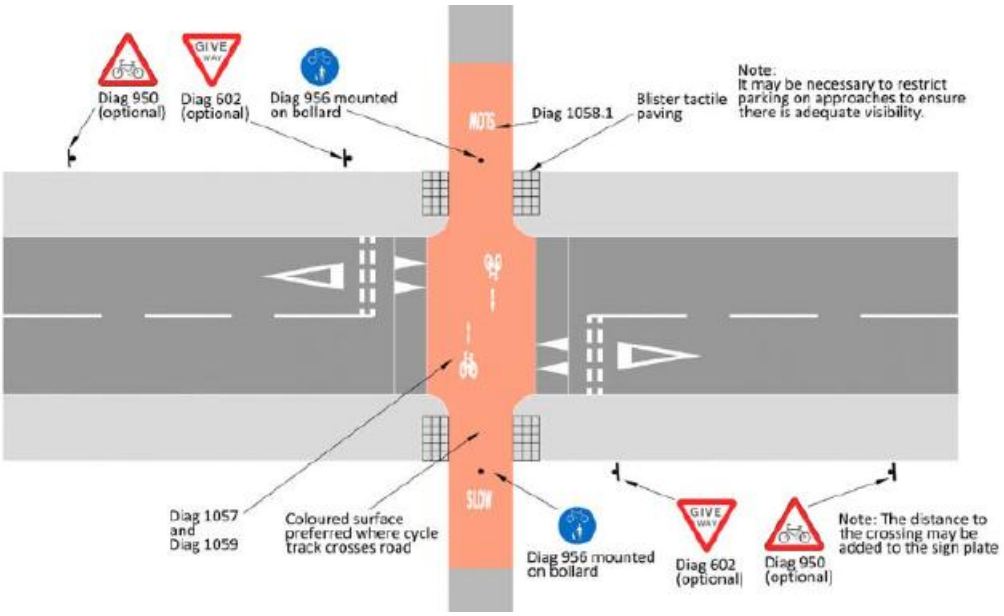



*A 'bent-out' crossing would improve the proposed transition between Constable and Dovercourt Rd. Cycle path in red and raised table in blue, allowing cyclists to join and leave the cycle path and make the conflict point visually clear to drivers.*

## Raised crossing points

Raised crossing points should have priority for cyclists with give way markings for motor vehicles to be safe and comfortable.

**FIGURE 2: CYCLE PRIORITY RAISED CROSSING POINT**




## Street trees

BCyC support the planting of street trees on Dovercourt Road to provide shade and shelter and to improve road safety and slow vehicle speeds.

## Muller Road crossing

The crossing at Muller Road is difficult to use as a pedestrian or cyclist. The crossing needs to be redesigned to realise the benefits of this project and BCyC look forward to this being included as part of the next phase of Muller Road works.

## Dovercourt Convenience Store (212 Dovercourt Road, BS7 9SL)

A letter was received from the owners of Dovercourt Convenience Store on Dovercourt Road. The letter raised concern about:

- potential loss of trade, both from passing trade and customers driving to the shop, if the traffic filter were installed
- vehicle access for deliveries to the shop
- vehicle access to Muller Road Recreation Ground by families who drive there and park on Dovercourt Road
- vehicle access to Silva Care supported housing
- the potential for displaced traffic on Lockleaze Road which is already congested and has a school and health centre on it

The letter questioned the traffic count data showing over 2,000 vehicles a day as they believe the road is quieter.

They were also confused as to why an off-road route could not be built behind the shops as this would be better for all users.

The owner stated that they have served the community for 35 years and that if the traffic filter were to go ahead, they would have to close their shop. They stated they are supportive of traffic calming and trees.

### Kimling (214 Dovercourt Road, BS7 9SL)

Kimling did not provide a consultation response however initiated a petition against the proposed traffic filter.

# 6 Appendix

## 6.1 Appendix 1 – Letter

(Address)

| | |
|---|---|
| **Reply to** | Transport Engagement |
| **Email** | transport.engagement@bristol.gov.uk |
| **Our Ref** | Concorde Way July 25 |
| **Date** | 07/07/2025 |

Dear Occupier,

**Have your say: Improving Concorde Way walking and cycling route along Dovercourt Road**

We are seeking feedback on new proposals to make the Dovercourt Road section of Concorde Way safer to walk, wheel and cycle along.

Concorde Way runs from the city centre to Cribbs Causeway through St Pauls, St Werburghs, Ashley Down, Lockleaze and Stoke Gifford. It is one of Bristol's key walking and cycling routes.

When we asked people about their experience of Concorde Way through Lockleaze in 2022, many people told us that Dovercourt Road had too much traffic and not enough space for pedestrians and cyclists. Subsequent traffic counts showed that around 2,000 vehicles travel on Dovercourt Road on most days, which is high for an on-road cycling route.

We have investigated creating a possible off-road route in Lockleaze alongside the railway. However, landownership issues, the loss of trees, and the cost of a new bridge across the railway makes this unviable.

We are now proposing a series of changes to make Dovercourt Road safer to walk and cycling along, including:

- a **traffic filter** on Dovercourt Road using **bollards** in the road to prevent through traffic while allowing access to pedestrians and cyclists
- 4 **raised crossing points** at the Dovercourt Road/Constable Road junction, on Dovercourt Road at the entrance to Muller Road Recreation Ground, on Dovercourt Road by the path towards Brook Bridge, and on Petherbridge Way next to Brook Bridge
- Planting **street trees** along Dovercourt Road
- A **zebra crossing** and **speed cushions** on Constable Road
- **Shared use pavements** and **double yellow lines** on Constable Road and Petherbridge Way

Further changes are planned on Dovercourt Road as part of the Goram Homes development of the former Dovercourt Depot. This includes two extra crossing points and improvements to tactile paving on Dovercourt Road and Downend Road.

**Transport Engagement team**
P O Box 3399
Bristol
BS1 9NE

**Adam Crowther**
Head of City Transport

**Website**
www.bristol.gov.uk

**Have your say**

Find out more and give your views on our proposals through an online survey running from **7 July to 1 September 2025** at **bristol.gov.uk/dovercourt-road-2025.**

While the survey is live, travel advisors will also be knocking on the doors in the area to talk through the plans.

If you have any questions or comments in the coming weeks, or would like this information, or the survey in another language, Braille, audio, large print, easy English, BSL video or CD rom or plain text, please contact us:

- Email: transport.engagement@bristol.gov.uk
- Call: 0117 903 6449 and leave a message
- Write to: Concorde Way, Transport Engagement, PO BOX 3399, 100 Temple Street, Bristol BS1 9NE

**Active travel support**

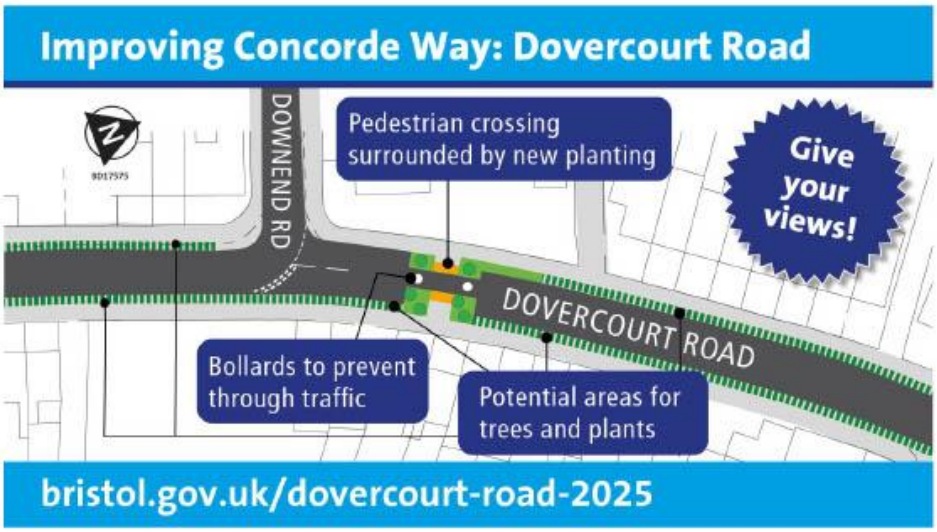
We offer **free** support to businesses and individuals to help you travel more sustainably, including borrowing a bike or an e-bike, accessing business grants, one-to-one cycle training, route planning, electric vehicle and charging points advice and more.

Find out more at **travelwest.info/businesses/bristol** for businesses and **travelwest.info/communities** if you are an individual or community group.

You can also visit **www.travelwest.info** and **www.betterbybike.info** for more information about how to travel around the region and for journey planners.

Kind regards,

Transport Engagement
Bristol City Council




**Transport Engagement team**
P O Box 3399
Bristol
BS1 9NE

**Adam Crowther**
Head of City Transport

**Website**
www.bristol.gov.uk

## 6.2 Appendix 2 – Consultation postcard

Front side

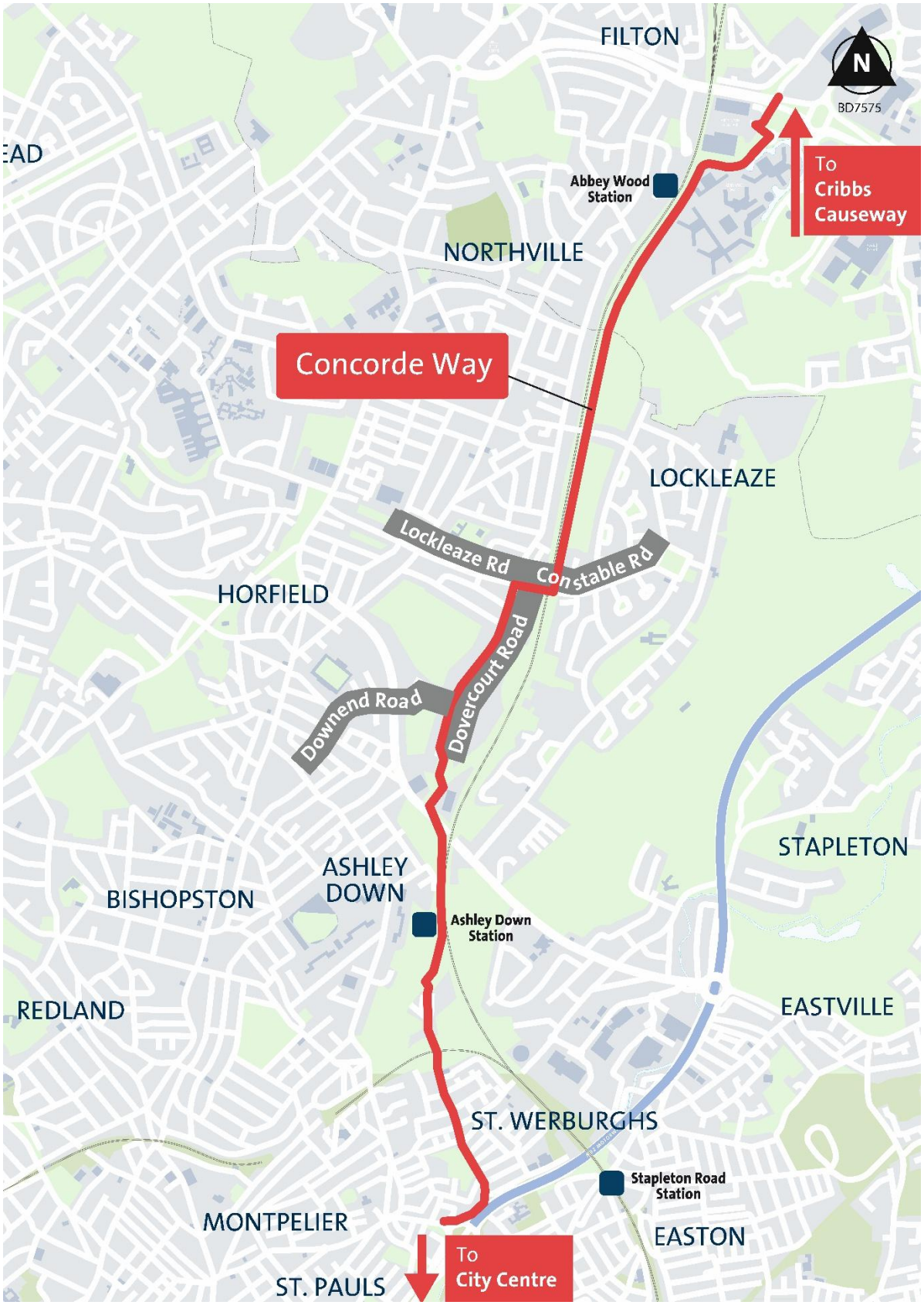



Rear side



## 6.3 Appendix 3 – Plans of proposals

Concorde Way overview map

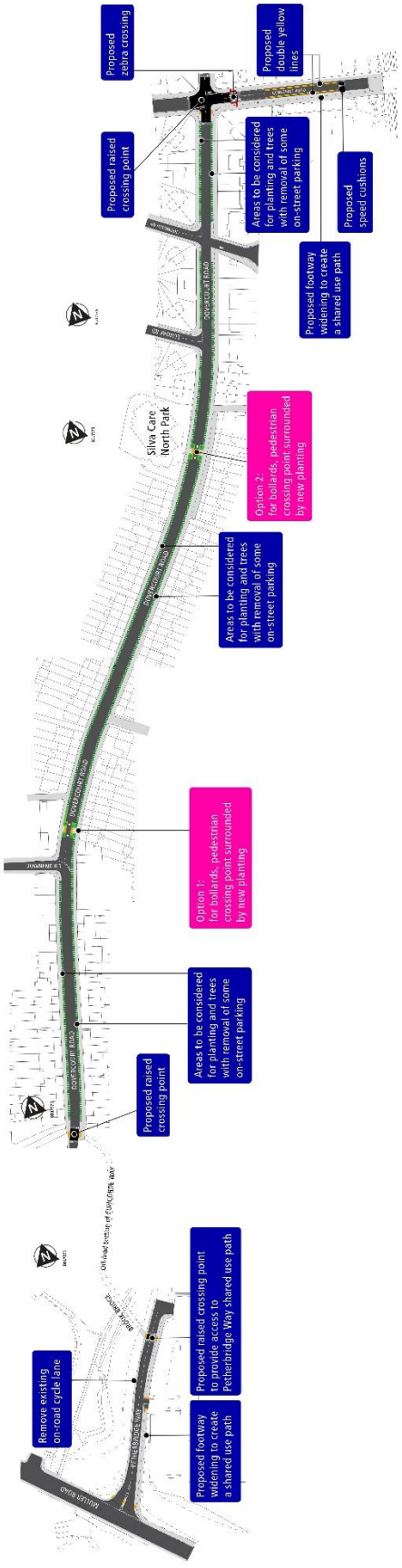





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Petherbridge Way, Dovercourt Road and Constable Road proposals overview plan

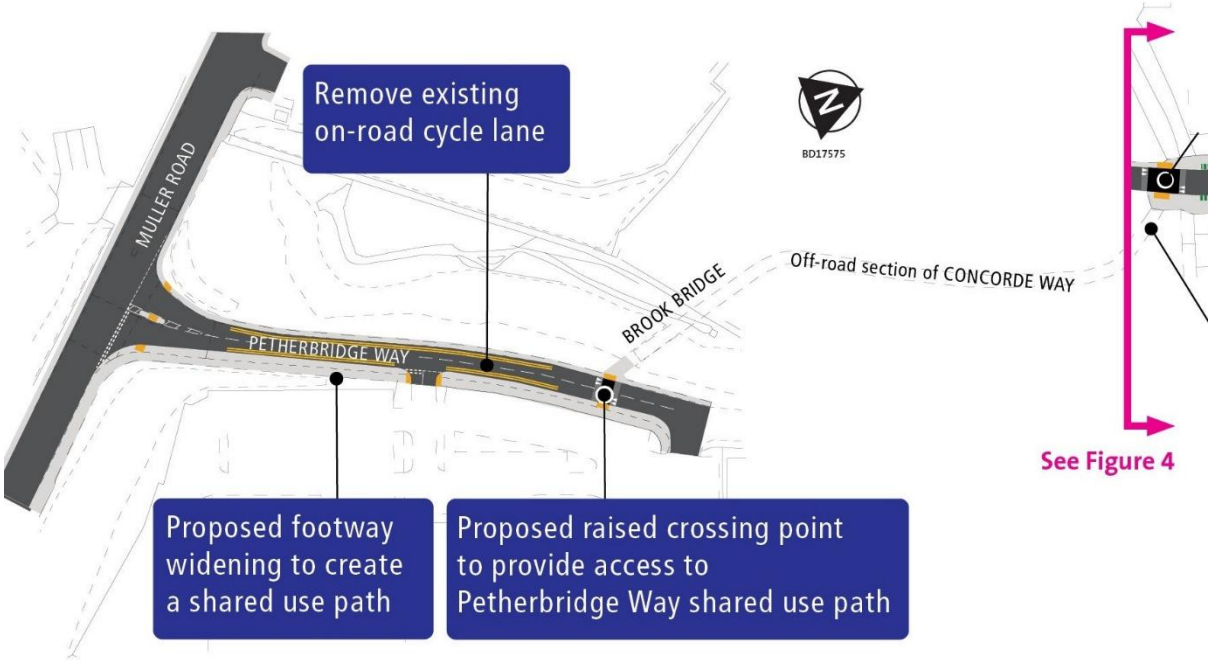





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Petherbridge Way proposals plan




Dovercourt Road proposals plan – south section

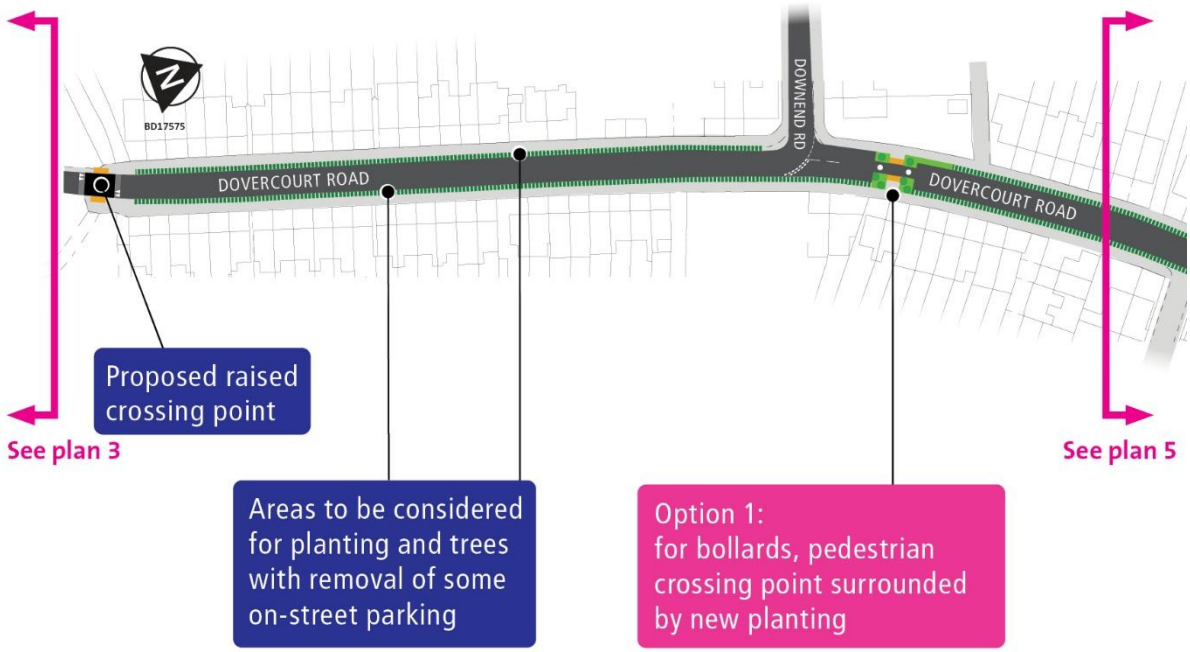



**Figure 4: Dovercourt Road proposals - south section**


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Dovercourt Road proposals plan – central section

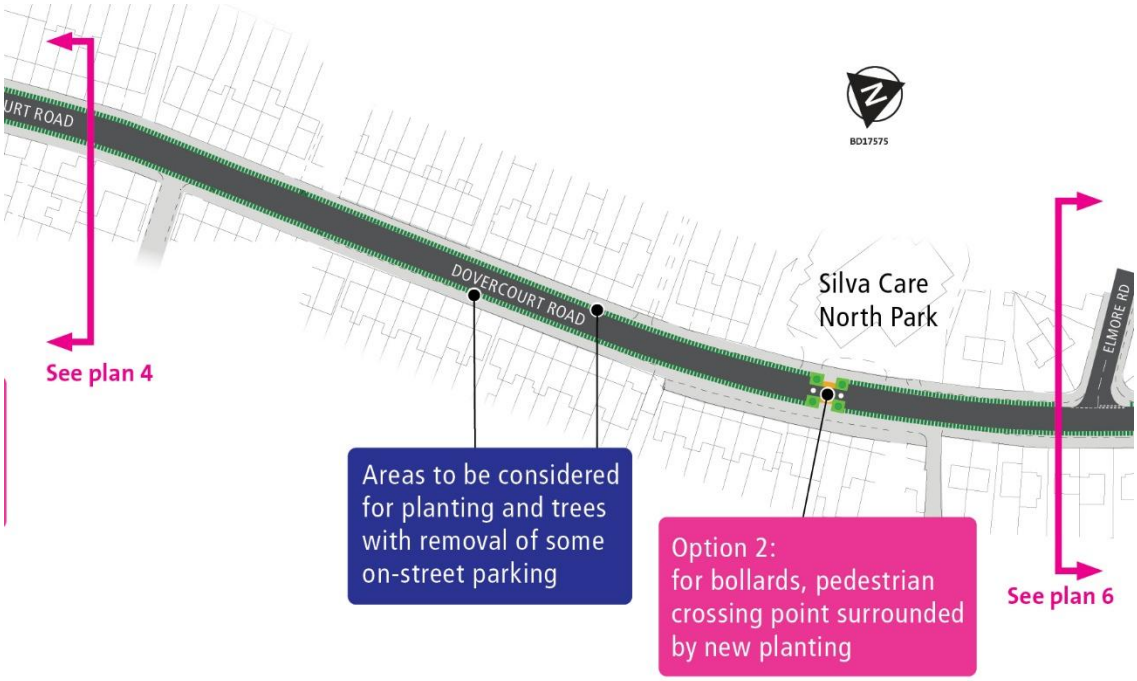



**Figure 5: Dovercourt Road proposals - central section**

Dovercourt Road proposals plan – north section

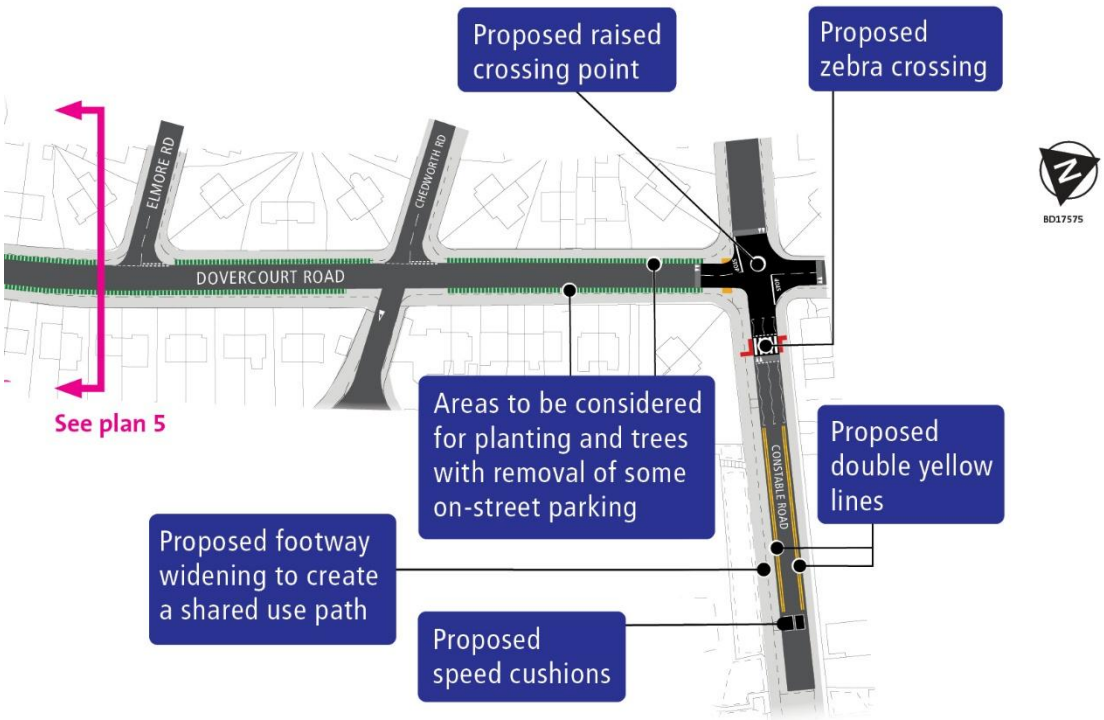



**Figure 6: Dovercourt Road proposals - north section**


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## 6.4 Appendix 4 – Lamppost wraparound



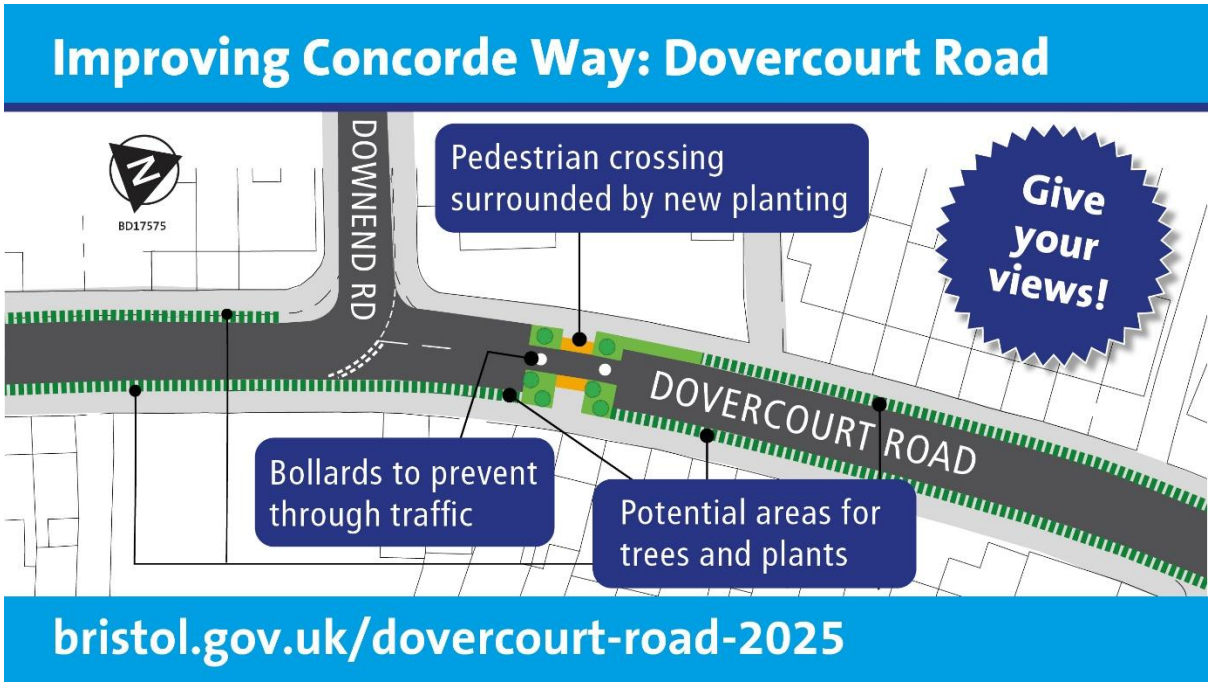


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### 6.5 Appendix 5 – Social media

Social media asset




Example of an advert on Facebook






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## 6.6 Appendix 6 – Press release

# Give your views on proposals to make Concorde Way on Dovercourt Road safer

08 July 2025 at 10:00

This summer, Bristol City Council is asking for feedback on proposals to make the section of Concorde Way walking and cycling route that travels along Dovercourt Road a safer and more pleasant environment for everyone.

This follows on from an earlier round of engagement in 2022 when the council asked for suggestions on how to improve Concorde Way through Lockleaze.

Many people who responded said that Dovercourt Road was too busy with traffic and that there was not enough room for pedestrians and cyclists. Subsequent traffic counts showed that over 2,000 vehicles travel on the road on most days, which is considered high for an on-road cycling route.

Having discounted a possible off-road route, the council is now asking for views on proposals for:

- A traffic filter on Dovercourt Road using bollards in the road to prevent through traffic while allowing access to pedestrians and cyclists.
- Four raised crossing points - three on Dovercourt Road and one on Petherbridge Way
- Planting street trees which would mean reducing on-street parking
- A zebra crossing and speed cushions on Constable Road
- Shared use pavements and double yellow lines on Constable Road and Petherbridge Way

Councillor Ed Plowden, Chair of the Transport and Connectivity Committee, said: "To reduce pressure on our road network, encourage healthy exercise, and prepare for more people living and working in the city, we need more of our residents to embrace active travel. We know routes like Concorde Way are popular as people can walk, wheel and cycle from the city centre all the way to Cribbs Causeway, and many places in between, in a mostly traffic free environment.

"In an ideal world, the whole of Concorde Way would be off-road. We've looked at taking the route off-road through Lockleaze along the railway track. However, we've ruled this option out because it would mean removing dozens of trees, and the majority of residents who responded to our engagement exercise were against this idea. There are also landownership issues to consider and the cost of building a new bridge over the railway, which would be needed to link up the route.

"That's why we are now looking at how we can improve the route along Dovercourt Road. The proposals we're consulting on would make the road quieter and safer by reducing the amount of traffic, adding a zebra crossing nearby, and slowing down vehicles with speed cushions and raised crossing points. We also have the wonderful opportunity to create a green corridor in the area with new trees and planting.

"These are big changes, especially for anyone who lives along Dovercourt Road, so I hope plenty of people get involved and give their views on the proposals by filling in the survey."

The survey is running from Monday 7 July to Monday 1 September 2025 and is available online at www.bristol.gov.uk/dovercourt-road-2025.

This project is being funded by the UK Government as part of the City Region Sustainable Transport Settlement, secured by the West of England Mayoral Combined Authority.

This funding is to help tackle congestion, reduce carbon emissions, and improve the environment, as well as support the growth of the local economy by connecting people to education and jobs. It cannot be used for ongoing road maintenance or on other council services, such as housing or waste collections

### About Concorde Way

Concorde Way is a seven-mile walking and cycling route from Bristol city centre to Cribbs Causeway that travels through St Pauls, St Werburghs, Ashley Down, Lockleaze and Stoke Gifford.

It is a priority corridor in the region's Local Cycling and Walking Infrastructure Plan and is a popular route, offering a mostly traffic-free path that connects the north of the city to the centre, often following railway lines and green corridors.

The route is on-street for cyclists along Dovercourt Road.

### 2022 Concorde Way engagement exercise results

The council carried out an exercise in 2022 that focused on the route through Lockleaze. It found that:

- 469 people said a route that would mean losing trees was a poor or very poor idea. In contrast 177 people responded by saying it was a very good, good or fair idea.
- 205 people said Dovercourt Road was too busy with traffic, while 91 people disagreed.
- 149 people said there was not enough room on Dovercourt Road for pedestrians and cyclists, while 100 people disagreed.