

# Charlton Road Walking and Cycling Improvement Survey Report

March 2024

## Charlton Road Road layout improvements HAVE YOUR SAY



**Contents**

1. Summary ..... 3

2. Background..... 5

2.1 Consultation on the walking and cycling improvements on Charlton Road ..... 5

2.2 Objectives of consultation and communications..... 6

3. Consultation Tools..... 6

3.1 Community Survey ..... 7

3.2 Survey launch..... 8

4. Results..... 8

4.1 Stakeholder responses..... 8

4.2 Survey Results..... 9

## **1. Summary**

Between Monday 11 March 2024 and Sunday 21 April 2024 Bristol City Council asked residents, businesses, and anyone else who uses Charlton Road to comment on the proposed walking and cycling improvements.

### **How we engaged**

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

- Posters were put up in the local area to raise awareness of the survey
- Letters were sent out to 939 households in the local area with a link to the survey and with contact details for the team
- Online survey was compatible with word reader software
- Local stakeholders and community groups were asked to help raise awareness of the survey
- Promoted the survey via online social media platforms which appeal to different age ranges

### **Stakeholders**

Responses were received from the police on this consultation and Sustrans forwarded their response to a South Gloucestershire Council consultation as it related to Bristol YTL Arena travel habits and parking needs survey.

### **Survey**

A total of 196 completed responses to the survey have been captured using the online Smart Survey platform over the consultation period.

Of the responses the headline findings are:

- Cycleway/ shared use space - people are not in favour of the shared space use or the two way cycle route next to a pavement due to safety concerns. This area has an older population and people think it would be unsafe to have the two groups in proximity. People are also concerned about access to the bus stop and shops.
- Allotments - There are also concerns about lack of parking for the allotments. There are over 50 plots in the allotments and where will those people park if there are parking restrictions? There are concerns for the dementia group who use the site and how they will access it.
- Shops - People worry about access to the shops and where people are going to park with parking restrictions. Will they be enforced? How will the shops be serviced with the cycleway in front of it?

The responses to the questions are summarised below:

#### **Section 1**

- 65.4% of responses through the zebra crossing replacing the traffic island at Charlton Road junction by the mini roundabout was 'very good and good'. Whereas 39.6% of responses

thought the short section of shared use on the south corner by zebra crossing was 'very good and good' compared to 44.3% who thought it was 'poor and very poor'.

- 69.2% of responses thought retaining the existing pavement behind the two-way cycleway was 'very good and good'. Whereas 46.2% of responses thought the 3m wide two-way cycleway on the south side of Charlton Road was 'poor and very poor' compared to 40.7%, so the opinions were divided.
- 54.6% of responses thought the parking restrictions on the south side of Charlton Road by the cycleway were 'good and very good' and 47.3% thought the raised table in the road on Briarside Road was 'good and very good'. 19.4% of responses thought it was neither good nor poor.

## Section 2

- 55.1% of responses thought the 2.5m waiting area by existing bus stop was 'very good and good'.
- Opinions are divided on the crossing point over cycleway from pavement to the waiting area for bus stop with 44.6% of responses saying, 'very good and good' and 40.3% saying 'poor and very poor'.
- 47.6% of responses thought the raised table in the road at Charlton Mead Drive was 'very good and good' compared to 35.8% who thought it was 'poor and very poor'.

## Section 3

- 46.4% of responses thought the end of the two-way cycleway leading into the shared use space near Binden Drive was 'poor and very poor' whereas only 33.9% thought it was 'good and very good'.
- 46.7% of responses thought the 3m shared use space was 'poor and very poor'.
- 48.4% of responses thought the parking restrictions on the south side of Charlton Road was 'good and very good' compared to 33.2% who thought it was 'poor and very poor'.
- The same number of responses thought the raised tables for four roads in this section was 'very good' and 'very poor', but overall, 48.1% thought they were 'good and very good'.

## **2. Background**

The YTL Arena is expected to open by 2026 and Bristol City Council, South Gloucestershire Council and National Highways (who manage and operate the adjacent M5 motorway) are working together to plan for the impact that this new development will have for local people. The work is specifically looking at parking and traffic implications and how best these can be mitigated and managed.

A survey held on the South Gloucestershire website and signposted from the Bristol consultation hub was conducted from 23 January to Monday 6 March 2023 asking local people about their travel patterns, parking requirements and what concerns they have in relation to the arena development and what they would like to see done.

Over 550 people responded and nearly 100 were residents in Bristol. People primarily shared issues about traffic concerns and parking was seen as a secondary issue.

Proposed plans include a traffic management system to keep the transport network running smoothly, as well as additional parking restrictions and improved walking and cycling routes in the following areas:

- Within Bristol, Charlton Road, between Pen Park Road roundabout and Charlton Gardens and the South Gloucestershire boundary;
- Within South Gloucestershire, the A38, between the new Cribbs Patchway New Neighbourhood access and the Filton roundabout;
- Filton Avenue, between the A38 and the A4174 Avon Ring Road; and,
- A4174 Avon Ring Road, between Filton Avenue and Concorde Way.

The proposed Traffic Management improvements include the following elements:

- Improved signage and wayfinding to the YTL Arena.
- Two A38 southbound bus stops will also be relocated.
- The use of new infrastructure and smart technology to integrate the following:
  - Linking of traffic signalised junctions;
  - Giving buses priority at traffic signals;
  - Using CCTV to facilitate efficient crowd management;
  - Diverting traffic efficiently via Variable Message Signs; and,
  - Expansion of existing communications infrastructure and traffic signal systems upgrades and coordination.

### **2.1 Consultation on the walking and cycling improvements on Charlton Road**

As part of the mitigation package for the YTL Arena the proposals include creating a two way cycleway on the south east side of Charlton Road (the shops and post office side). The proposals also include the introduction of parking restrictions to ensure there is enough space for two-way traffic lanes and the cycle route is not blocked by pavement parking. Most properties have off road parking and the parking by the shops would be retained to ensure local access to these businesses.

The footway on the north west side of Charlton Road will also be reduced in width to allow sufficient width for the proposed two-way cycleway on the south east side and two-way traffic lanes on the road, this will result in the loss of grass verges on the north west side footway. New road and footway construction (mostly on the north east side) will take place to facilitate the proposed two-way cycle route on the south east side.

The cycleway is proposed to run behind both the existing bus stop and the parking lay-by so pedestrians would have to cross over the cycleway to access. However, the proposal will assist crossing by installing tactile paving (a raised surface which alerts visually impaired people to upcoming changes on the street) and dedicated crossing points. The proposal will also install a shared use walk and cycleway where space is constrained at either end of the cycleway.

The proposal includes raised tables in the road at the junctions with residential side roads off the southern east side of Charlton Road. This will mean traffic will have to slow down as they turn into the side roads taking note of cyclists and pedestrians. Vehicles will have to drive over the raised carriageway (much like a speed hump). The raised table creates a continuous level pavement for pedestrians and cyclists, so they do not need to step down into the road.

The aim of the overall project is to encourage more people to feel safe to walk and cycle along Charlton Road and encourage a change in travel behaviour to help mitigate against the possible increase in traffic when the YTL Arena opens.

## **2.2 Objectives of consultation and communications**

The main aim of the consultation exercise was to:

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

The target audiences for this project include stakeholders such as:

- Bristol City Council ward members, Members of Parliament
- Local businesses and traders
- Local people who live on the street or on side roads
- Local resident associations, faith, and community groups
- People working on the street
- People who visit the street

## **3. Consultation Tools**

The team produced different products to support the consultation process and agreed on a survey as the best way to collate views from the community. The products included the survey with a freepost envelope available on request, letters to local properties, postcards, business cards and posters. All the information was provided online and was compatible with word reader software.

The online survey had a shortened link [www.bristol.gov.uk/CharltonroadMarch24](http://www.bristol.gov.uk/CharltonroadMarch24) that was promoted and publicised through social media channels and newsletters. To ensure those who do not have online access were also included the team produced paper copies of the products. See the images of the poster and business card.



The team provided different ways for the public to get in touch if anyone had a comment or required a survey in a different format. They could contact the Transport Engagement team on email at [transport.engagement@bristol.gov.uk](mailto:transport.engagement@bristol.gov.uk), by phone 0117 9036449 or by writing to: Charlton Road, Transport Engagement Team, PO BOX 3399, 100 Temple Street, Bristol, BS1 9NE.

### 3.1 Community Survey

The survey was designed by the team to capture views from residents, businesses and anyone who uses the street to comment on the proposed walking and cycling improvements for Charlton Road. The survey was split into the following sections:

1. Questions about the proposals broken into 3 geographical areas
2. Questions about Active travel free offers
3. Questions about who is responding and travel habits
4. 'About you' details

The first section asked for a full postcode and focused on the proposed improvements for three different sections of the road. Section 1 was Pen Park Road mini roundabout to Briarside Road, Section 2 was Briarside Road to Charlton Mead Drive (by the shops) and Section 3 was Charlton

Mead Drive (by the shops) to Charlton Gardens. The second focused on the active travel offers and asked which offers would help people to choose walking, cycling and public transport for more everyday journeys. The third section asked about the person responding such as who they are eg resident, business, how they travel along the road, how frequently they travel and the last section focused on the demographic details of the respondent so that the team could monitor who responded to the survey.

The survey was launched on Monday 11 March 2024 and closed on Sunday 21 April 2024 which allowed six weeks for comment. The survey was hosted on the consultation hub on the council website and had a shortened link of [www.bristol.gov.uk/charltonRoadMarch24](http://www.bristol.gov.uk/charltonRoadMarch24).

### **3.2 Survey launch**

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

## **4. Results**

The following section will detail the results from stakeholders, community survey and emails / letters submitted during the consultation period.

### **4.1 Stakeholder responses**

The team identified key stakeholders who were contacted via email at the launch of the survey asking for their input on the walking and cycling improvements. The key stakeholders list includes:

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

Responses were received from the police on this consultation and Sustrans forwarded their response to a South Gloucestershire Council consultation as it related to Bristol YTL Arena travel habits and parking needs survey.

#### **Police**

A meeting was held with the police to talk through the arena development to explain all the transport mitigation measures that are being proposed by South Gloucestershire and Bristol City Councils. The focus of the meeting was the walking and cycling improvements proposed for Charlton Road and the police have noted that the potential displacement of parking should be of importance

and that enforcement of waiting restrictions rests with Bristol City Council parking services. They also noted that these proposals will be subject to further statutory consultation in due course.

#### Sustrans

They responded to questions that asked about congestion and delays to driving on roads around the arena and noted they strongly agreed that they are concerned about traffic issues once the arena opens. In response to an open text question asking about traffic in the area they noted that motor traffic is spoiling where we live because our neighbourhoods, towns and cities are organised more for cars than for people. They suggest the local community are involved in each step through collaborative design and community engagement giving them some agency and a sense of ownership in what happens in their area.

Comments about parking were also covered in the survey and they noted that people living close to the arena will be impacted by those outside the area driving to events and looking to park in residential streets. Inconsiderate pavement parking can present a real barrier to people going about their daily lives. Car use and parking should be managed effectively to reduce reliance upon the car, except by those for whom there is no other choice. Controlled parking measures, enforcement on event days and placemaking should be used to help manage parking.

Comments to minimise the impact of increased vehicles and travel in your area were also submitted and they noted that walking, cycling and public transport need to be more attractive and convenient than driving to the arena.

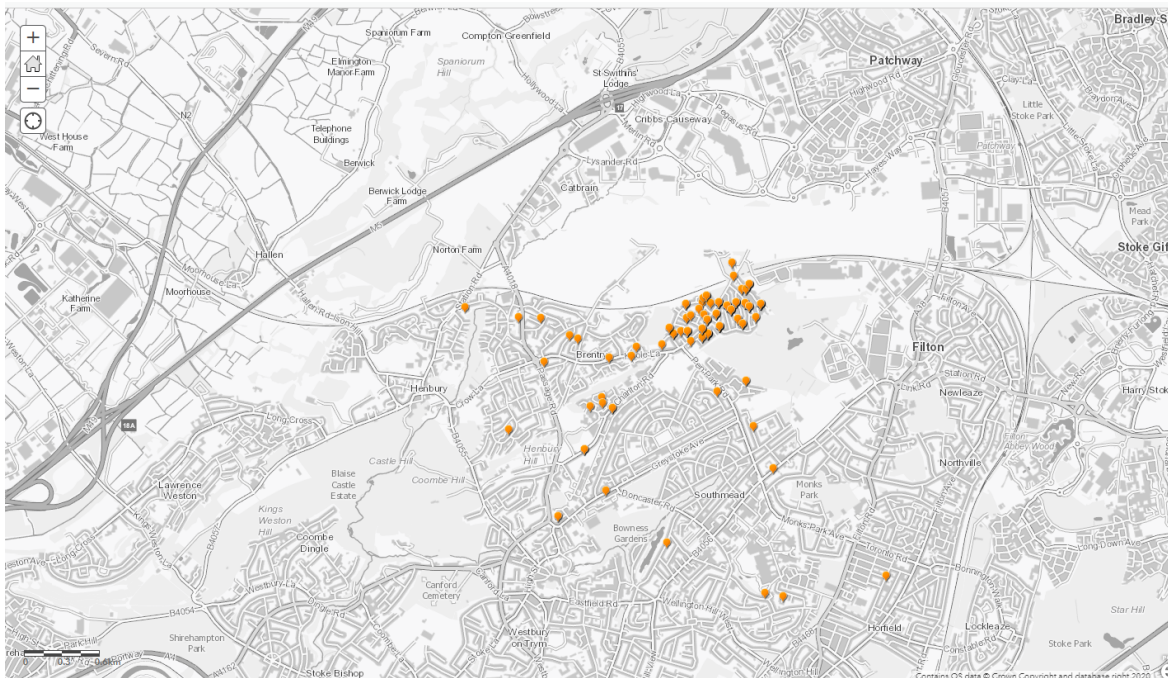
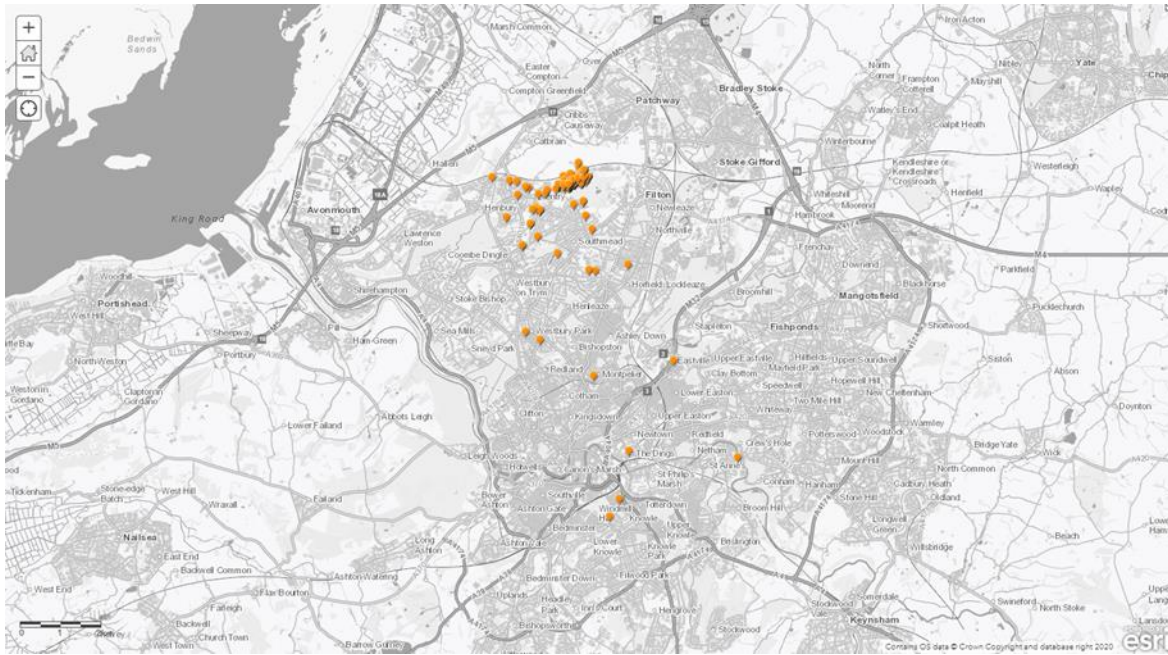
#### 4.2 Survey Results

A total of 196 completed responses have been captured using the online Smart Survey platform over the consultation period.

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

1. What is your full postcode?			
		Response Percent	Response Total
1	Open-Ended Question	100.00%	169

Of the responses, 169 left their postcode. The postcodes have been plotted on a map to show where the respondents live. The first map shows the responses across the whole city and the second map is a zoomed in look at most responses who are located along Charlton Road.



Most of the respondents are located along Charlton Road with a scattering of respondents who live in north Bristol but have an interest in this road.

The survey was broken into three geographical sections to help people comment on all the proposals. The first section Pen Park mini roundabout to Briarside Road, the second was as Briarside Road to Charlton Mead Drive (by the shops) and the third was Charlton Mead Drive (by the shops) to Charlton Gardens.

## Section 1 – Pen Park mini roundabout to Briarside Road

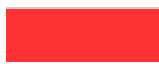




1. Thinking about these possible improvements proposed for Section 1, how would you rate them?						
	Very good	Good	Neither good nor poor	Poor	Very poor	Response Total
Zebra crossing replacing traffic island at Charlton Road junction by the mini roundabout	37.7% (72)	27.7% (53)	11.0% (21)	8.4% (16)	15.2% (29)	191
Short section of shared use walk, wheel and cycleway on the south corner by the zebra crossing	16.6% (31)	23.0% (43)	16.0% (30)	16.0% (30)	28.3% (53)	187
Retaining the existing pavement behind the two-way cycleway	35.7% (66)	33.5% (62)	14.6% (27)	4.9% (9)	11.4% (21)	185
3m wide two-way cycleway on the south side of Charlton Road	20.6% (39)	20.1% (38)	12.7% (24)	13.2% (25)	33.3% (63)	189
Parking restrictions on south side of Charlton Road by cycleway	30.5% (57)	24.1% (45)	9.1% (17)	10.7% (20)	25.7% (48)	187
Raised table in the road on Briarside Road	25.8% (48)	21.5% (40)	19.4% (36)	11.3% (21)	22.0% (41)	186
					answered	192
					skipped	4






65.4% of responses through the zebra crossing replacing the traffic island at Charlton Road junction by the mini roundabout was 'very good and good'. Whereas 39.6% of responses thought the short section of shared use on the south corner by zebra crossing was 'very good and good' compared to 44.3% who thought it was 'poor and very poor'.



69.2% of responses thought retaining the existing pavement behind the two-way cycleway was 'very good and good'. Whereas 46.2% of responses thought the 3m wide two-way cycleway on the south side of Charlton Road was 'poor and very poor' compared to 40.7%, so the opinions were divided.




54.6% of responses thought the parking restrictions on the south side of Charlton Road by the cycleway were 'good and very good' and 47.3% thought the raised table in the road on Briarside Road was 'good and very good'. 19.4% of responses thought it was neither good nor poor.






The following matrix charts show the results for each proposal separately:






1.1. Zebra crossing replacing traffic island at Charlton Road junction by the mini roundabout			Response Percent	Response Total
1	Very good		37.7%	72
2	Good		27.7%	53
3	Neither good nor poor		11.0%	21
4	Poor		8.4%	16
5	Very poor		15.2%	29
			answered	191






1.2. Short section of shared use walk, wheel and cycleway on the south corner by the zebra crossing			Response Percent	Response Total
1	Very good		16.6%	31
2	Good		23.0%	43
3	Neither good nor poor		16.0%	30
4	Poor		16.0%	30
5	Very poor		28.3%	53
			answered	187

1.3. Retaining the existing pavement behind the two-way cycleway			Response Percent	Response Total
1	Very good		35.7%	66
2	Good		33.5%	62

1.3. Retaining the existing pavement behind the two-way cycleway			Response Percent	Response Total
3	Neither good nor poor		14.6%	27
4	Poor		4.9%	9
5	Very poor		11.4%	21
			answered	185

1.4. 3m wide two-way cycleway on the south side of Charlton Road			Response Percent	Response Total
1	Very good		20.6%	39
2	Good		20.1%	38
3	Neither good nor poor		12.7%	24
4	Poor		13.2%	25
5	Very poor		33.3%	63
			answered	189

1.5. Parking restrictions on south side of Charlton Road by cycleway			Response Percent	Response Total
1	Very good		30.5%	57
2	Good		24.1%	45
3	Neither good nor poor		9.1%	17
4	Poor		10.7%	20
5	Very poor		25.7%	48
			answered	187

1.6. Raised table in the road on Briarside Road			Response Percent	Response Total
1	Very good		25.8%	48
2	Good		21.5%	40
3	Neither good nor poor		19.4%	36
4	Poor		11.3%	21
5	Very poor		22.0%	41
			answered	186

2. If you have any other comments or suggestions for Section 1: Pen Park mini roundabout to Briarside Road, please tell us here.				
			Response Percent	Response Total
1	Open-Ended Question		100.00%	100

In total there were 100 comments for this question. The comments have been categorised into the following:

- Pedestrians
- Cycling
- Safety
- Raised tables
- Crossings
- Parking
- Green space
- Other

The main comments were around safety concerning the cycle lane near the pavement and whether it was needed due to the lack of cyclists in the area. Some felt speed bumps would be a good addition to slow traffic and others were concerned about the location of the crossing. The following table shows the type of comments for each category:

Category	Number of responses	Type of response
Pedestrians	8	Make sure pavement and cycle path are clearly and visibly segregated from each other especially where they are next to each other. The current proposal won't allow visually impaired pedestrians to know where the cycle lane is. Shared ways are fine

		unless you are disabled and have restricted mobility. Two way cycle ways are confusing for pedestrians to cross.
Cycling	25	Cyclists should be on the road. Cyclists should not use where pedestrians use. Two-way cycle way is an incredibly bad idea. A much narrower cycle way would be adequate and allow more width for each lane in the road. Totally disagree with cyclist sharing pavements. Not that many cyclists use the road to warrant a cycle lane. This is a very narrow roadway which cannot be widened, we do not need a cycle path. Needs to be considerations for cycling from Knole Lane onto this section. Good to see a segregated, bi-directional cycleway that is continuous across side roads. Hopefully it'll be clearly delineated from the footway to avoid conflict between users.
Safety	32	Due to the number of young children in the area who use the pavements and only understand the road as an area of needed caution a shared cycle and walk pavement is the wrong choice. Is that shared section necessary? The main problems people riding electric cycles on the pavement. Shared paths between pedestrians and cyclists don't work and are extremely dangerous for pedestrians. These roads are not fast roads so it would be far better to reduce the speed limits to 20mph and keep the cyclists on the road. Introduce speed bumps along Charlton Road - the speed limit is 20, but it does not seem to be respected. The zebra crossing is too close to the roundabout so could cause accidents and traffic.
Raised tables	10	Raised tables would result in more near misses/ accidents. Do not need raised tables in the road, as they are dangerous for old sports cars and motorbikes. Desperately need traffic calming in this area so glad to see raised tables included. Having this raised crossing closer to the roundabout would help significantly.
Crossings	15	This crossing needs to be much nearer to the shops. Zebra crossing too close to roundabout. The one place a zebra crossing would be useful is by the shops, a lot of people cross there, and it can often be difficult. Have reservations about the zebra crossing so close to the roundabout. Zebra crossing is too close to the roundabout and will cause congestion at the roundabout.
Parking	16	Good something needs to be put in place at this junction. Hard to cross the road. Residents and visitors to them will lose parking spaces, pushing into surrounding side streets. Parking on north side of Charlton Road could prove a problem with traffic flow. Local area will become a car park for everyone using the new arena and surrounding area. If there is no enforcement of parking restrictions, they are meaningless.
Green space	8	Don't like the idea of the cycle path along this road, you will dig out everything and there will be so few green areas along that road! Need hedges to be planted and additional trees to combat the increased pollution we will incur living near the Arena. To remove green verges to concrete greenery over with an unnecessary cycleway is counterproductive and destructive.
Other	17	Illegal and unregulated electric scooters that use the current footpaths and a few unregistered motorised trial bikes that use the roads often ridden by youths. Raise level of Pen Park mini

		roundabout in the middle to discourage cars driving over it too fast. Absolute waste of time and money. Money would be better spent on fixing pot holes! Zebra crossing across Pen Park Road is needed. Resurfacing will suffice for both road and pavement.
--	--	--






**Section 2. Briarside Road to Charlton Mead Drive (by the shops)**






<b>3. Thinking about these possible improvements proposed for Section 2, how would you rate them:</b>						
	<b>Very good</b>	<b>Good</b>	<b>Neither good nor poor</b>	<b>Poor</b>	<b>Very poor</b>	<b>Response Total</b>
2.5m waiting area by existing bus stop	29.2% (54)	25.9% (48)	21.1% (39)	6.5% (12)	17.3% (32)	185
Crossing point over cycleway from pavement to waiting area for bus stop	20.4% (38)	24.2% (45)	15.1% (28)	12.9% (24)	27.4% (51)	186
Raised table in the road at Charlton Mead Drive	23.0% (43)	24.6% (46)	16.6% (31)	9.6% (18)	26.2% (49)	187
					answered	189
					skipped	7

55.1% of responses thought the 2.5m waiting area by existing bus stop was ‘very good and good’. Whereas the opinions are divided on the crossing point over cycleway from pavement to the waiting area for bus stop with 44.6% of responses saying, ‘very good and good’ and 40.3% saying ‘poor and very poor’. 47.6% of responses thought the raised table in the road at Charlton Mead Drive was ‘very good and good’ compared to 35.8% who thought it was ‘poor and very poor’.

The following matrix charts show the results for each proposal separately:

<b>3.1. 2.5m waiting area by existing bus stop</b>			<b>Response Percent</b>	<b>Response Total</b>
1	Very good		29.2%	54
2	Good		25.9%	48
3	Neither good nor poor		21.1%	39
4	Poor		6.5%	12
5	Very poor		17.3%	32
			answered	185

3.2. Crossing point over cycleway from pavement to waiting area for bus stop			Response Percent	Response Total
1	Very good		20.4%	38
2	Good		24.2%	45
3	Neither good nor poor		15.1%	28
4	Poor		12.9%	24
5	Very poor		27.4%	51
			answered	186

3.3. Raised table in the road at Charlton Mead Drive			Response Percent	Response Total
1	Very good		23.0%	43
2	Good		24.6%	46
3	Neither good nor poor		16.6%	31
4	Poor		9.6%	18
5	Very poor		26.2%	49
			answered	187

**4. If you have any other comments or suggestions for Section 2: Briarside Road to Charlton Mead Drive (by the shops), please tell us here.**

		Response Percent	Response Total
1	Open-Ended Question	100.00%	103

In total there were 103 comments for this question. The comments have been categorised into the following:

- Pedestrians
- Cycling
- Safety
- Raised tables
- Crossings
- Parking
- Green space
- Other

The main comments were around safety and parking concerns. Some people were concerned the suggestion of pedestrians having to cross a cycle lane to get to the shops and bus stop would be unsafe particularly if you are older or less mobile. Others felt the scheme does not provide sufficient parking for access to the shops and were concerned about where people would park and felt enforcement was going to be need otherwise the double yellow lines would not stop the dangerous parking that can happen.

The following table shows the type of comments for each category:

Category	Number of responses	Type of response
Pedestrians	8	As a pedestrian do not want to have deal with fast cyclists on the pavement. Why are cyclists being favoured over pedestrians? Not necessary to have 2.5m waiting area for bus stop as rarely very many passengers. Not happy with pedestrians having to cross cycleway to reach bus stop especially for elderly, partially sighted, people with children or pushchairs. Disappointed to see no attempt to provide pedestrian crossing on Charlton Road next to the shops.
Cycling	13	Why have waiting people cross the cycle path to get to the bus? this is an accident waiting to happen. Is no pavement and a two way cycle lane outside the shops the best idea? No need for a cycle path. It's not even connected to a wider area or purpose. Better for cycles to be on the road as it's 20mph anyway, so cars will be slow and speed bumps could be added to ensure they are. Totally disagree with cyclists sharing pavements with pedestrians.
Safety	26	It would be dangerous for people having to cross the cycle path after parking to get to the shops. Also, cycle lanes taking up half of the existing pavement outside the shops will make it very dangerous for our older or disabled residents to access the shops. Motorists alighting from their cars to visit the local shops will on occasions be confronted by cyclists and scooters travelling at speed, a potential recipe for an accident in the making. Having to cross cycle path to get to the shops is a recipe for disaster. The whole concept of having pedestrian access to shops and bus stops is extremely dangerous and poorly conceived. Introduce speed bumps along Charlton Road, the speed limit is 20mph. Worry that with the elderly people who live here , combining the bus stop with a crossing point over the cycleway is not a good idea.
Raised tables	6	Very poor junction to get out of already without addition of raised table. Raised table in the road at Charlton Mead Drive - bad idea. Dangerous for cyclists and motorcyclists when turning off main carriageway on to side road as the bump up / down upsets the vehicle, even more dangerous in damp / wet weather conditions / frosty conditions. Raised tables are a very good idea especially to control traffic speed and make it easier for pedestrians to cross side roads. Not necessary to have 2.5m waiting area for bus stop as rarely very many passengers.
Crossings	4	The addition of zebra crossing is very good as well as the parking restrictions. The section by the shops is where a zebra crossing is really needed. Why a zebra crossing wasn't proposed for this section of road near the shops.
Parking	37	The shops are very busy with on-street parking which often causes cars to stop as only enough space for one car going either way. No parking opposite the shops will be a disaster. No one will be able to shop there. More parking is required by the shops if you are stopping people from parking on the road. Need more parking for the shops because it is currently extremely dangerous. The new

		scheme does not provide sufficient parking for access to the shops. At present cars stop on both sides of the road to visit the facilities and it still is insufficient at busy periods. Cars used for shopping, as well as some used by the shop owners, often park on the pavement outside: bollards are required. Not sure these proposals would solve the problem of cars parking on the double yellows and pavement by the corner of Charlton Mead drive which happens often now (including delivery trucks) without any enforcement.
Green space	13	It would be such a shame to remove the grass verges along this section. These are, or could be with input, areas which encourage and support wildlife and add to the aesthetics of the area and overall enjoyment of residents. Vegetation near bus stop makes proposal impractical. If extra space required on this part of Charlton road, could the grass verge on other side of road be utilised? If you line it with trees this will slow down traffic without the need for raised tables.
Other	22	The existing phone box is rarely in working order. Could the reinstated one be more modern and better maintained? Total waste of money. An inset bus stop would be very useful. There is no Community notice board to be removed. Are we getting an increase to our bus services? Speed bumps would make Charlton Road quieter and safer-currently quite a lot of various traffic passes by. Good to see a floating bus stop rather than people being forced out into moving traffic to get around stopped buses.

### Section 3 – Charlton Mead Drive (by the shops) to West Way

#### 5. Thinking about these possible improvements proposed for Section 3, how would you rate them:

	Very good	Good	Neither good nor poor	Poor	Very poor	Response Total
End the two-way cycleway near Binden Drive and continue northwards to Charlton Gardens with a shared use walk, wheel and cycleway, due to space restraint	12.6% (23)	21.3% (39)	19.7% (36)	14.2% (26)	32.2% (59)	183
Create a 3m shared use walk, wheel and cycleway between Charlton Gardens and a point 60m from West Way, where it would join into the existing shared use walk and cycleway	14.8% (27)	22.0% (40)	16.5% (30)	13.2% (24)	33.5% (61)	182
Continue with parking restrictions on the south side of Charlton Road	26.1% (48)	22.3% (41)	18.5% (34)	8.7% (16)	24.5% (45)	184
Raised tables for four roads in this section along Charlton Road	24.3% (45)	23.8% (44)	17.8% (33)	9.7% (18)	24.3% (45)	185

**5. Thinking about these possible improvements proposed for Section 3, how would you rate them:**

	Very good	Good	Neither good nor poor	Poor	Very poor	Response Total
					answered	187
					skipped	9

46.4% of responses thought the end of the two-way cycleway leading into the shared use space near Binden Drive was 'poor and very poor' whereas only 33.9% thought it was 'good and very good'.

46.7% of responses thought the 3m shared use space was 'poor and very poor'.

48.4% of responses thought the parking restrictions on the south side of Charlton Road was 'good and very good' compared to 33.2% who thought it was 'poor and very poor'.


The same number of responses thought the raised tables for four roads in this section was 'very good' and 'very poor', but overall, 48.1% thought they were 'good and very good'.





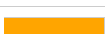
The following matrix charts show the results for each proposal separately:

<b>5.1. End the two-way cycleway near Binden Drive and continue northwards to Charlton Gardens with a shared use walk, wheel and cycleway, due to space restraint</b>			Response Percent	Response Total
1	Very good		12.6%	23
2	Good		21.3%	39
3	Neither good nor poor		19.7%	36
4	Poor		14.2%	26
5	Very poor		32.2%	59
			answered	183

<b>5.2. Create a 3m shared use walk, wheel and cycleway between Charlton Gardens and a point 60m from West Way, where it would join into the existing shared use walk and cycleway</b>			Response Percent	Response Total
1	Very good		14.8%	27
2	Good		22.0%	40
3	Neither good nor poor		16.5%	30
4	Poor		13.2%	24
5	Very poor		33.5%	61
			answered	182

<b>5.3. Continue with parking restrictions on the south side of Charlton Road</b>			Response Percent	Response Total
1	Very good		26.1%	48
2	Good		22.3%	41
3	Neither good nor poor		18.5%	34
4	Poor		8.7%	16

5.3. Continue with parking restrictions on the south side of Charlton Road			Response Percent	Response Total
5	Very poor		24.5%	45
			answered	184

5.4. Raised tables for four roads in this section along Charlton Road			Response Percent	Response Total
1	Very good		24.3%	45
2	Good		23.8%	44
3	Neither good nor poor		17.8%	33
4	Poor		9.7%	18
5	Very poor		24.3%	45
			answered	185

**6. If you have any other comments or suggestions for Section 3: Charlton Mead Drive (by the shops) to West Way, please tell us here.**

		Response Percent	Response Total
1	Open-Ended Question	100.00%	100

In total there were 100 comments for this question. The comments have been categorised into the following:

- Pedestrians
- Cycling
- Safety
- Raised tables
- Parking
- Green space
- Other

The main comments were about the shared use section of pavement and cycleway where most people noted that they do not work for either pedestrians or cyclists. A few suggested a segregated cycle way on the north separate to the pavement. Other comments centred around safety concerns including accessing the allotments, the conflict between cyclists and pedestrians and speeding vehicles.

The following table shows the type of comments for each category:






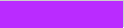

Category	Number of responses	Type of response
Pedestrians	15	Cyclists don't slow down for pedestrians. Shared use is dangerous for pedestrians. Do not see why cyclists and pedestrians should share a lane alongside the road. Shared cycle and walkways do not work. Needs to be clear markings between the two. As

		pedestrians we need to feel safe on a pavement. The addition of zebra crossing is very good as well as the parking restrictions.
Cycling	27	How about not wasting all this money on a cycle lane that has a random sudden stop. Not enough pavement space for cycles. shared paths don't work for cyclist who are commuting and don't want to constantly look out for dogs and children. The cycle track just petering out is an absolute shamble! No provisions for cycle segregation once Charlton Road joins the mini roundabout and Pen Park Road etc. Need to rethink the abrupt end to the segregated path. Don't understand why the cycleway isn't proposed for the north side of Charlton road, and this should be segregated from the pedestrian walkway the entire way along Charlton Road.
Safety	39	A shared path with bikes will be dangerous for everyone involved, there are lots of elderly people on the area. Cyclists don't slow down for pedestrians. There is no provision for parked cars belonging to allotment users and no consideration has been given to make the access into the allotments safe for vehicles to exit onto Charlton Road. The current speed limit for this section of Charlton Road is 20mph however few vehicles adhere to this. Pedestrians need to feel safe on a pavement. The cyclists using the shared walkway will need to slow down if sharing the way with pedestrians. Helpful to introduce speed bumps along Charlton Road-the speed limit is 20, but it does not seem to be respected.
Raised tables	7	Will raised tables damage cars driving in and out of the road. If not, then good idea. Potential accident at the raised table area with car drivers & cyclists fighting for right of way & taking risks. Such a shame there is no raised table at Chakeshill Drive. Raised table are exceedingly painful and uncomfortable to drive over if you have a disability, especially any damage to the back.
Parking	34	Lots of people use the allotments and will need parking, else they will all park in Penfield Park or other side roads. Parking restrictions along the road will mean residents parking on the narrow side roads. There is no mentions of side street parking which already has an issue with cars parked on the pavements. Where are people going to park who use the allotments? Has over 50 plots, won't encourage people not driving there as not everyone lives a few minutes away and must carry heavy equipment/are elderly/access the dementia charity plot. There is no provision for parked cars belonging to allotment users and no consideration has been given to make the access into the allotments safe for vehicles to exit onto Charlton Road. Double yellow lines along Charlton Road. plans fall short without adding parking restrictions both sides of the road. There are already problems for traffic to pass parked vehicles.
Green space	12	Cut the hedging and trees back that run along the length of the allotments. Do your utmost to not remove any greenery. The area has already been devastated by loss of greenery from varying developments. A lot of trees and greenery is what makes the area attractive, do not remove it.

Other	23	It would be good to see consideration for the access to the allotments. We already hear when the cars/buses/lorries go over the railway hump. Will the low loader car transporters be stopped from using Charlton Road as with more raised road areas will create more noise. Nobody listens to residents. Residents should have more rights than cyclists. Has the new estate about to spring up at Charlton Common been factored in for resident access? Resurface the road.
-------	----	--







### Help to walk, cycle and use public transport for more journeys

#### 7. What would encourage you to choose walking, cycling and public transport for more of your everyday journeys? (Select all that apply)











			Response Percent	Response Total
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		10.29%	18
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		11.43%	20
3	Free basic bicycle maintenance courses – a bike mechanic will help you with basic skills		13.71%	24
4	Ride the route – accompanied ride to find your best route and build your confidence		8.00%	14
5	Free bus taster tickets – try the bus for free and find a new way of travelling without the car		29.71%	52
6	Free train taster tickets – try the train and find a new way of travelling faster		26.29%	46
7	None of the above		58.86%	103
			answered	175
			skipped	21

Of the responses 30% would like to try the bus and just over 25% would like to try the train. Consistently there were around just over 10% who were interested in the cycling offers and there was around 60% not interested in any of the offers.

## About you

8. Which of the following best describes you? (Select all that apply)			
1	I am a resident along the route		71.05% 135
2	I am a business owner along the route		0.00% 0
3	I work along the route		2.63% 5
4	I regularly travel along this route		46.32% 88
5	I am a taxi / private hire driver		0.53% 1
6	I am a regular visitor to the area		12.63% 24
7	I am responding on behalf of Voluntary Group/ Community Group/Social Enterprise		0.00% 0
8	Other (please specify):		11.58% 22
			answered 190
			skipped 6

Of those who responded 71% were residents and 46% travel along this route regularly which aligns with the postcode data. Many of those using the route are allotment users.

9. What is your main form of transport you usually use along this route? (Select all that apply)			
1	Walk		61.90% 117
2	Bicycle (including ebike)		16.93% 32
3	Scooter (e-scooter)		0.53% 1
4	Bus/Metrobus		20.63% 39
5	Park & Ride		0.00% 0
6	Train		1.59% 3
7	Car / Van driver		72.49% 137
8	Car / Van passenger		15.34% 29
9	Taxi		4.76% 9
10	Motorcycle		2.12% 4
11	Other (please specify):		1.59% 3
			answered 189
			skipped 7

Over 60% of responses walk and just over 70% drive a car or van with 16% cycling along the route.

10. How often do you usually use Charlton Road?				
			Response Percent	Response Total
1	Daily		69.31%	131
2	Several times a week		13.76%	26
3	At least once a week		6.35%	12
4	At least once a month		4.76%	9
5	Once every few months		2.65%	5
6	A few times a year		1.59%	3
7	Never		1.59%	3
			answered	189
			skipped	7

Most respondents use the road daily (69%).

11. What is your main reason for using Charlton Road? (Select all that apply)				
			Response Percent	Response Total
1	Travelling to or from work		44.09%	82
2	Travelling to or from education settings		12.37%	23
3	Travelling to or from leisure / social activities		56.45%	105
4	Travelling to or from shopping / retail		61.29%	114
5	Other (please specify):		25.27%	47
			answered	186
			skipped	10

Most people are residents who use the road for work, social / leisure activities and shopping. In the other category respondents noted they were allotment holders, walking dogs, residents and using the shops.

#### 4.2.1 Survey Demographics and Equalities analysis

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

- What is your age?
- Do you consider yourself to be a disabled person?
- What is your ethnic group?
- What is your religion/faith?
- What is your sex?

- Do you consider yourself to have a gender identity different from your sex recorded at birth?
- What is your sexual orientation?
- Are you pregnant or have you given birth in the last 26 weeks?
- Are you a carer?
- Are you a refugee or asylum seeker?








Below are the results for each question:

12. What is your age?				
			Response Percent	Response Total
1	0-10		0.00%	0
2	11-15		0.00%	0
3	16-17		0.00%	0
4	18-24		0.53%	1
5	25-34		14.29%	27
6	35-44		16.93%	32
7	45-54		15.34%	29
8	55-64		17.99%	34
9	65-74		19.05%	36
10	75-84		10.05%	19
11	85 +		1.06%	2
12	Prefer not to say		4.76%	9
			answered	189
			skipped	7







The responses are evenly split between 25yrs old to 74yrs old.

13. Do you consider yourself to be a disabled person?				
			Response Percent	Response Total
1	Yes		13.61%	26
2	No		78.53%	150
3	Prefer not to say		7.85%	15
			answered	191
			skipped	5


The number of responses saying they are disabled is over the city average of 8%.

14. What is your ethnic group?				
			Response Percent	Response Total
1	Asian or Asian British		3.78%	7
2	Black, Black British, Caribbean or African		2.16%	4
3	Gypsy, Roma or Traveller		0.00%	0
4	Mixed or multiple ethnic groups		0.54%	1
5	White British		71.35%	132
6	Other White background		5.95%	11
7	Prefer not to say		14.05%	26
8	Other ethnic background (please specify):		2.16%	4
			answered	185
			skipped	11




Most respondents put White British as their ethnic group and 14% preferred not to say.

15. What is your religion/faith?				
			Response Percent	Response Total
1	No Religion		45.60%	83
2	Buddhist		0.00%	0
3	Christian		31.32%	57
4	Hindu		0.55%	1
5	Jewish		0.00%	0
6	Muslim		0.00%	0
7	Pagan		1.65%	3
8	Sikh		0.00%	0
9	Prefer not to say		19.23%	35
10	Other (please describe):		1.65%	3
			answered	182
			skipped	14

Nearly 50% of respondents have 'no religion' and 31% are 'Christian' with 19% 'preferring not to say'.




16. What is your sex?(If unsure you can use the sex recorded in your official documents.)				
			Response Percent	Response Total
1	Female		38.25%	70

**16. What is your sex?(If unsure you can use the sex recorded in your official documents.)**






			Response Percent	Response Total
2	Male		47.54%	87
3	Prefer not to say		13.11%	24
4	Other (please describe):		1.09%	2
			answered	183
			skipped	13

47.5% of responses were 'male' and 38% were 'female' with 13% 'preferring not to say' and 1% saying 'other'.



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

			Response Percent	Response Total
1	Yes (e.g. trans or non-binary)		0.55%	1
2	No		85.16%	155
3	Prefer not to say		14.29%	26
			answered	182
			skipped	14


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

			Response Percent	Response Total
1	Bi		1.12%	2
2	Gay / Lesbian		3.91%	7
3	Heterosexual / Straight		69.83%	125
4	Prefer not to say		22.91%	41
5	I use another term (please specify):		2.23%	4
			answered	179
			skipped	17




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

			Response Percent	Response Total
1	Yes		1.13%	2
2	No		85.88%	152



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

		Response Percent	Response Total
3	Prefer not to say		12.99% 23






### 20. Are you a carer?

		Response Percent	Response Total
1	Yes		8.52% 15
2	No		78.41% 138
3	Prefer not to say		13.07% 23
		answered	176
		skipped	20

### 21. Are you a refugee or asylum seeker?

		Response Percent	Response Total
1	Yes		0.00% 0
2	No		90.45% 161
3	Prefer not to say		9.55% 17
		answered	178
		skipped	18

### 22. Please tell us what effect, if any, the proposals would have on you because of your protected characteristics. The protected characteristics defined in the Equality Act 2010 are: age gender reassignment being married or in a civil partnership being pregnant or on maternity leave disability race including colour, nationality, ethnic or national origin religion or belief sex sexual orientation

		Response Percent	Response Total
1	Very negative effect		13.17% 22
2	Slightly negative effect		11.98% 20
3	No effect		65.87% 110
4	Slightly positive effect		3.59% 6
5	Very positive effect		5.39% 9
		answered	167
		skipped	29

Of those who felt the proposals would affect them because of their protected characteristics, 30 people added comments. These have been categorised into 3 groups:

- Older people
- Disability
- Other

Category	Number of responses	Type of response
Older people	7	This estate has a majority of older people resident, we use cars mainly to get about including taxis, these plans do nothing for older people but create problems / delays / and mobility issues. If you want us to use public transport, make it free for over 60's. It is important elderly and hearing impaired pedestrians can use pavements safely without fear of being hit by people on bike, scooters etc. These proposals would make Charlton Road more dangerous for me as a female, disabled, older person.
Disability	11	As a carer to an autistic child the removal of the grass verges with no plan to input further green support would affect child's sensory needs. Disabled or older people with mobility issues will be affected since you intend to remove their access to parking next to the allotments. How can you share a walkway with cyclists etc when you are disabled with mobility issues or registered blind. It is important elderly and hearing impaired pedestrians can use pavements safely without fear of being hit by people on bike, scooters etc. Zero consideration for a protected characteristic of the equality act 2010.
Other	14	To stop pavement parking when walking. Bumping over the raised tables will increase the damage to my back. I have limited energy so need to drive and park. Quality of life will deteriorate with increased traffic. Noise pollution from the arena. Stupid question!

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

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Response Total
There is enough information for me to answer the questions	17.8% (32)	43.9% (79)	23.3% (42)	10.6% (19)	4.4% (8)	180
The questions make it easy for me to give my views	17.4% (31)	40.4% (72)	28.7% (51)	7.3% (13)	6.2% (11)	178
The survey meets my accessibility needs	19.2% (34)	36.7% (65)	32.8% (58)	6.2% (11)	5.1% (9)	177
					answered	181
					skipped	15

#### 4.3 Emails, phone calls and virtual chats

During the consultation process the team offered three ways for people to contact the council outside of the survey and this was via email, phone calls or virtual chats. No phone calls were received but 5 emails were received, and 2 letters were received.

The main comments were those not agreeing with the proposals and wanting to make sure access to the arena was not part of the proposal, which it is not. Others suggested moving the cycleway to the north side of the road and others were worried about parking in their local streets if the arena does mean more people driving to the local area and leaving their cars on local roads.