

**Falcondale Road / Henbury Road  
Junction – Engagement Report  
May 2022**



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## 1. Summary

Between 11 April 2022 and 8 May 2022 Bristol City Council conducted an engagement survey asking about the proposed junction refurbishments works at the crossroad between Falcondale Road and Henbury Road.

### How we engaged

To ensure the survey reached as wide an audience as possible:

- 1645 letters were sent out to residents and local businesses in the area explaining the proposals and with a direct link to the survey
- Paper copies with a free post envelope were available on request via an email address or phone number
- Posters were put up in the local area to raise awareness of the survey
- Online survey was compatible with word reader software
- Local stakeholders and community groups were emailed asking for their views
- All local councillors were contacted with a link to the survey and asked to promote it to interested parties.
- Citywide stakeholders and equality groups were emailed asking for their views to ensure we engaged with as wide a range as possible of different users.

### Community survey

A total of 424 completed responses were received from the survey. The headline findings are:

- 91% of respondents were residents (387 responses)
- Around 92% of those who responded drive and 59% walk through the junction
- Of the pedestrian proposals:
  - 75% thought the widened footpaths were fair to very good,
  - 86% rated tactile paving from fair to very good,
  - 68% rated the removal of the sub-standard traffic island from fair to very good
  - 75% thought widening the remaining traffic island was fair to very good
- Of the cyclist proposals 77% rated advanced stop lines from fair to very good
- Of the road layout proposals:
  - 65% rated the removal of the right turn on Falcondale Road (outbound) into Henbury Road fair to very good.
  - 52% rated the introduction of a right turn only traffic lane on Falcondale Road (inbound) as fair to very good
- Of the bus proposals 76% rated the 24 hour bus lane from Greystoke Avenue to the traffic signal junction as poor to very poor
- 561 free text comments were received

### Stakeholders

Five stakeholders responded to the engagement exercise. These were the Bristol Cycling Campaign, Bristol Walking Alliance, Westbury Transport and place-making group, Westbury Society Planning group, and the Westbury on Trym Society. Comments from the first three groups were supportive but with concerns over certain elements. The latter two groups had strong concerns and objected to the bus lane inclusion in the proposal.

**Emails and letters**

51 emails were received of which 7 had attachments. 3 emails supported the bus lane, 28 objected to the bus lane and 6 objected to the banned turn proposal. People were concerned about the removal of the traffic island as they felt it was needed due to the number of people crossing at this point. Others were worried about the impact on other residential roads being used as rat runs such as Northover Road and Falcondale Walk. Most of the emails were concerned about the 24 hour bus lane and the impact that would have on traffic queuing back further past Greystoke Avenue and how it would hinder vehicles turning left out of Greystoke Avenue onto Falcondale Road. Others felt funding should be redirected to improving the crossing point on Greystoke Avenue.

## **2. Background**

The Falcondale Road / Henbury Road junction is on the border of xx wards:

The traffic signals at this crossroad junction need replacing due to their age and condition and this is an opportunity to upgrade and improve the junction for all road users including pedestrians and cyclists. The existing junction layout fails to meet several current highways design standards and transport policies and if it were refurbished like for like road safety hazards would remain.

Therefore, as part of these highway works, we are proposing to:

- widen the existing traffic island located on the southern arm of Falcondale Road to improve the crossing point for pedestrians
- remove the existing sub-standard traffic island located on the northern arm of Falcondale Road to improve lane widths through the junction
- build out the corners of the junction to create wider footways, improve visibility and reduce crossing lengths for pedestrians
- add advanced stop lines for cyclists on all arms of the junction
- make the inbound lane 2 on Falcondale Road 'right turn only' to resolve the existing road safety issue with ahead and right traffic mixing in the same lane
- to prohibit the right turn movement from Falcondale Road outbound into Henbury Road to improve the safety and capacity of the junction (from recent traffic counts there are on average only 13 vehicles per hour, or 1 car every 4 minutes, that carry out this movement)

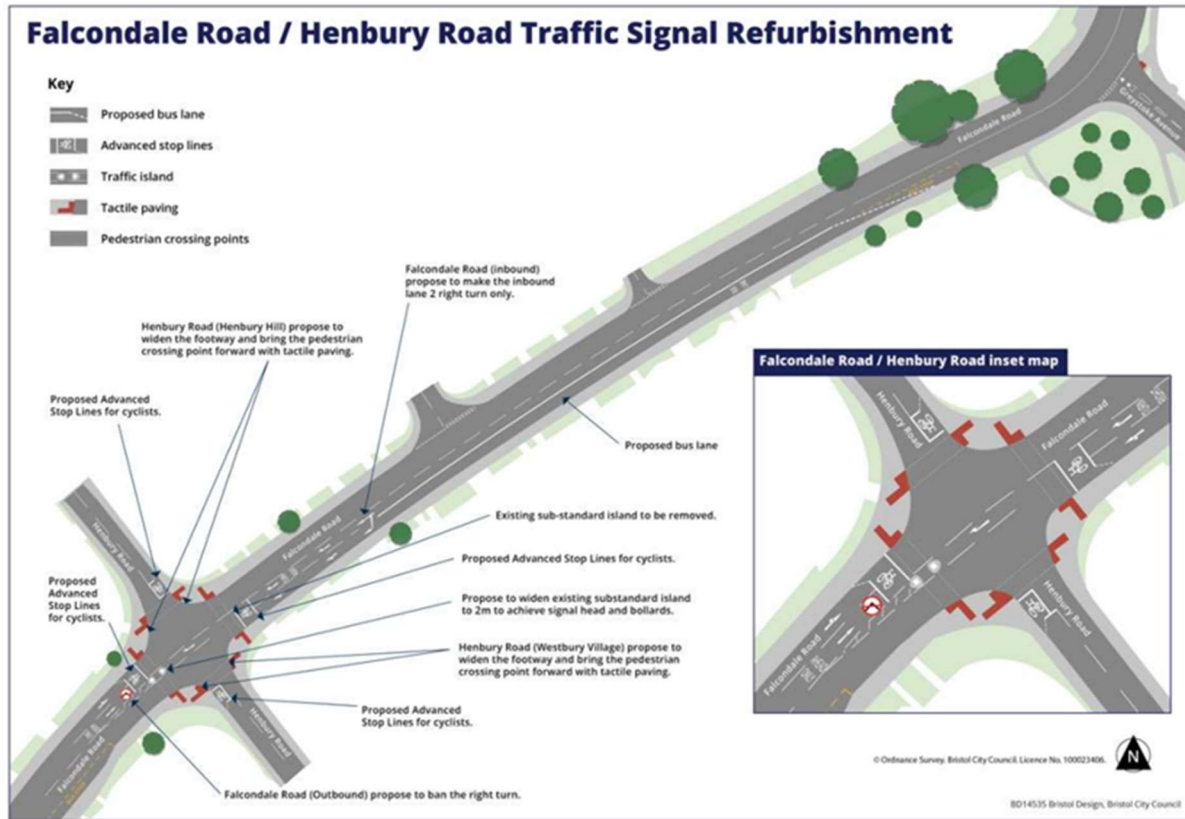
### **Proposed 24 hour Bus Lane**

We are also keen to develop and improve bus services for the city as buses are an essential service getting people to school, college, university, work, sport and leisure activities and they play an important role in connecting people and communities. Therefore, the scheme also includes a proposal to improve facilities for bus users by providing:

- a 24 hour bus lane inbound on Falcondale Road to improve bus journey times.

This bus lane would serve the number 1 and 13 bus services which currently get held up in traffic which can queue past Greystoke Avenue and would help to improve bus journey times and be an important part of the wider strategic bus network.

The proposal is shown in the following plan.



## 2.1 Objectives of engagement and communications

The main aim of the engagement exercise was to:

- seek views from key and local stakeholders at an early stage, on their thoughts of the preliminary designs for the traffic signals refurbishment
- seek views from local businesses, local people living and working along and near the street at an early stage to inform preliminary design of any proposals
- begin a constructive dialogue and create the environment where people can be involved throughout the process of design and implementation
- create a good understanding of the possible proposals and any benefits amongst stakeholders, local businesses, local people, and commuters
- demonstrate Bristol City Council is prioritising sustainable transport options to help Bristol become a sustainable city with a low impact on our planet, clean air, and a healthy environment for all

The target audiences for this project include stakeholders such as:

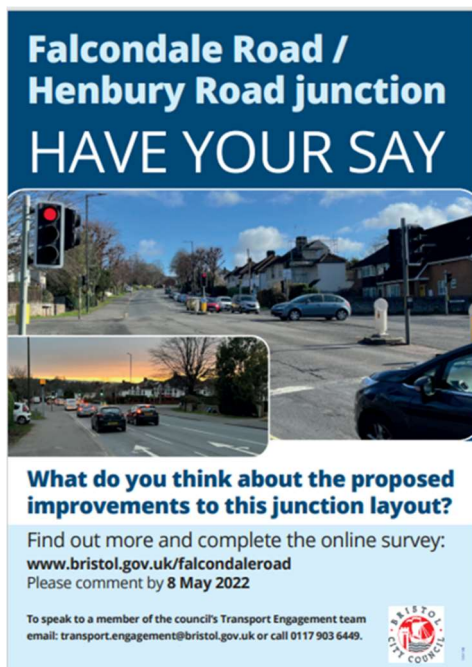
- Bristol City Council ward members,
- Internal stakeholders/project teams
- Local businesses and traders,
- Local resident associations, faith, equality, and community groups

- Local people who live on the street or on side roads
- People working on the street
- People who visit the street

### 3. Engagement Tools

The team produced different products to support the engagement 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, postcards, and posters. All the information was provided online and was compatible with word reader software and could be emailed out via editable pdfs.

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



The team encouraged everyone to have their say by:

- Putting up posters in the local area so that those using the road regularly can see there is a survey taking place
- Posting out the survey to over 1645 local properties to raise awareness of the survey and encourage local people to have their say
- Contact local groups and key stakeholders and ask them to help raise awareness of the survey

The team also provided different ways for the public to get in touch if anyone had a comment or required a survey in a different format. They could contact the 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: Falcondale 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 junction to help build a picture of the support for the proposed traffic signal work. The survey was split into the following sections:

1. Details of who is responding and travel habits
2. Questions about each element e.g., pedestrian, cyclist, road layout and bus lane proposals
3. About you details

The survey was launched on 11 April until the 8 May 2022 which allowed four weeks for comment. The survey was hosted on the consultation hub on the city council website and had a shortened link of [www.bristol.gov.uk/falcondaleroad](http://www.bristol.gov.uk/falcondaleroad).

### **3.2. How we engaged**

The council wanted to engage with key stakeholders such as ward members, residents, community groups and local businesses to see what appetite existed for any changes to the traffic signals whilst they were being refurbished.

Project officers spoke with ward members to discuss the early engagement approach and agreed a community survey would work well and provided local contacts for groups who the officers could approach.

## **4. Results**

### **4.1 Stakeholder engagement**

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

- 3 ward members covering Westbury on Trym and Henleaze and 2 ward members covering Southmead
- emergency service providers,
- equality groups such as WECIL
- transport / interest groups such as Bristol cycling campaign, Bristol Walking Alliance, Bristol Civic Society, Westbury Transport & Place Making group, Westbury Society planning group
- educational institutions including pre -schools, a special school, and local primary schools
- refuse firms such as Bristol Waste
- medical providers such as local GP surgeries
- faith groups and local centres such as Emmanuel Chapel and New Brunswick Reformed Church
- voluntary and community sector groups including local community centres and halls such as Greenway Centre, Newman Hall, and Southmead Community Centre

### **Key stakeholders**

Responses were received from five stakeholder groups:

#### **Bristol Cycling Campaign**

The Bristol Cycling Campaign do not object to the refurbishment of these traffic lights and “is neutral on the road layout changes proposed. We do, however, consider that as and when a bus lane is put

in, as here, a segregated cycle track should, at least, be planned and designed, preferably built, to avoid a later need to alter the bus lane.” They also call for “a segregated cycle route on Passage Road and Falcondale Road from Charlton Road past Greystoke Avenue past Henbury Road to the Downs” and have other suggestions that are out of scope for this traffic signals scheme.

#### Bristol Walking Alliance

The BWA “welcomes the improvements for pedestrians as part of signal refurbishment at the Falcondale Road / Henbury Road junction.” They like the widening of the pedestrian island on the southern arm of Falcondale Road and the removal of the substandard island on the northern arm of Falcondale Road, as they have the extension of crossing time when pedestrians are still present on the crossing. They welcome the proposed 24-hour bus lane inbound on Falcondale Road to improve bus journey times for those pedestrians who travel by bus and like the fact that pedestrians will be able to cross in a single phase and that there will be on-crossing detection to extend the pedestrian crossing time to accommodate slower users.

#### Westbury Society Planning group

They felt “the alterations to this junction and its islands are clearly being proposed because of the wish to introduce a priority bus lane and NOT because the pedestrian crossings need updating!” They felt the present lights system works for the safety of pedestrians except for a few slow intervals that can frustrate pedestrians and influence their crossing before a green light is shown for them. They noted “the proposal to remove the island on the Northern arm of Falcondale Road is our chief concern and believe that this will be detrimental to pedestrian safety”.

They felt the elimination of a right turn into Westbury for traffic coming out of Bristol is not a great inconvenience because people visiting the village can turn in at the main Canford Lane crossing, although some residents in Southdown Road and Hillside may be delayed driving to the village.

They felt the proposal of the 24 hour bus lane was the worst aspect of the scheme and are totally opposed to it. They noted that “all the current heavy stream of cars travelling from Cribbs Causeway to Bristol will be forced into the righthand centre lane until a few yards short of the traffic lights, when drivers will be permitted to change lanes to progress to the mainstream going into Bristol”.

#### Westbury Transport and Place-making group

They are generally supportive of the proposals but would have liked more explanation of the reasoning behind the proposals and want assurance that the proposals complement the work of the A4018 scheme, and in particular the impact on traffic flows in the Village.

They like the traffic lights improvements and think the banned right turn for outbound traffic is sensible as it cuts out a significant safety risk of cars outbound turning right into Henbury Road, thus encouraging vehicles behind them to push into the nearside lane.

They feel the “larger safety island (enabled by making the RH lane coming into town for turning-right traffic only) is to be welcomed” but note that “it is plainly a compromise to have a safety island on one of the crossings of Falcondale Road, but not on the other (where it is proposed that the existing “sub-standard” island is to be removed). Both crossings should have safety islands”.

The group is not unanimous on whether the bus lane should be 24-hour but feel they could support a bus lane but more information on this would have been useful. They are concerned that, if the bus lane slows down traffic flows, it may create more rat-running down Passage Road, going through the Village and up Westbury Hill to avoid the queues at the traffic lights on Falcondale Road.

#### Westbury on Trym Society

The main concerns for the Henbury Road/Hill junction with the A4018 are the proposed introduction of the bus lane and the right turn only lane causing congestion with traffic flows and the operation of the pedestrian crossing on the northern arm of the junction if the safety island is removed.

#### Local stakeholders

The local stakeholders for this junction included preschools, one special school and five primary schools. Other stakeholders included two local churches, GP surgeries, local retail shops and businesses. All these local stakeholders received an email or letter detailing the traffic signal proposals and asking for comment.

#### 4.2 Community Survey results

A total of 424 completed responses to the survey have been captured using the online Smart Survey platform over the engagement period.

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

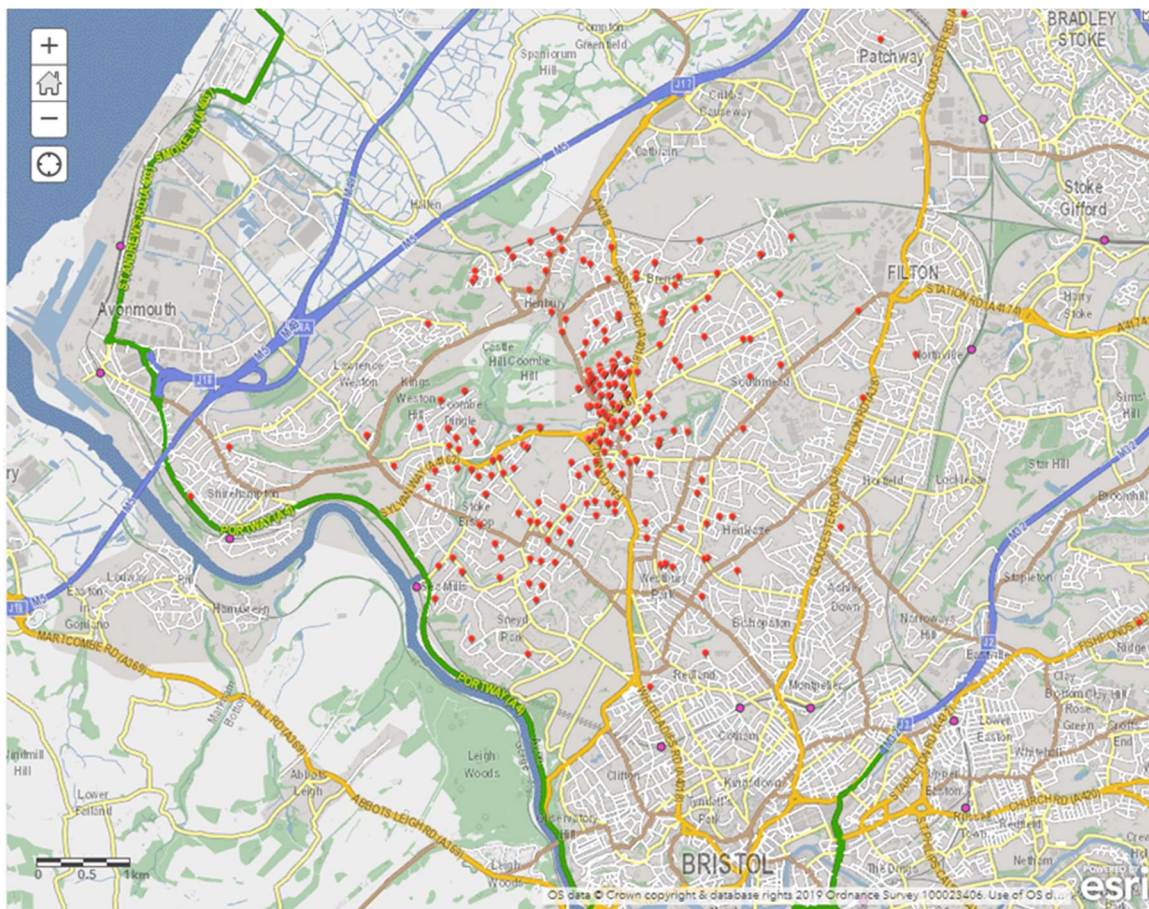
1. Which of the following best describes you? (Tick all that apply)			Response Percent	Response Total
1	I am a local resident		91.27%	387
2	I am a local business owner		1.89%	8
3	I work in the local area		5.19%	22
4	I am a regular visitor to the local area		12.03%	51
5	Other (please specify):		2.59%	11
			answered	424
			skipped	0

Over 91% of respondents said they were a local resident.

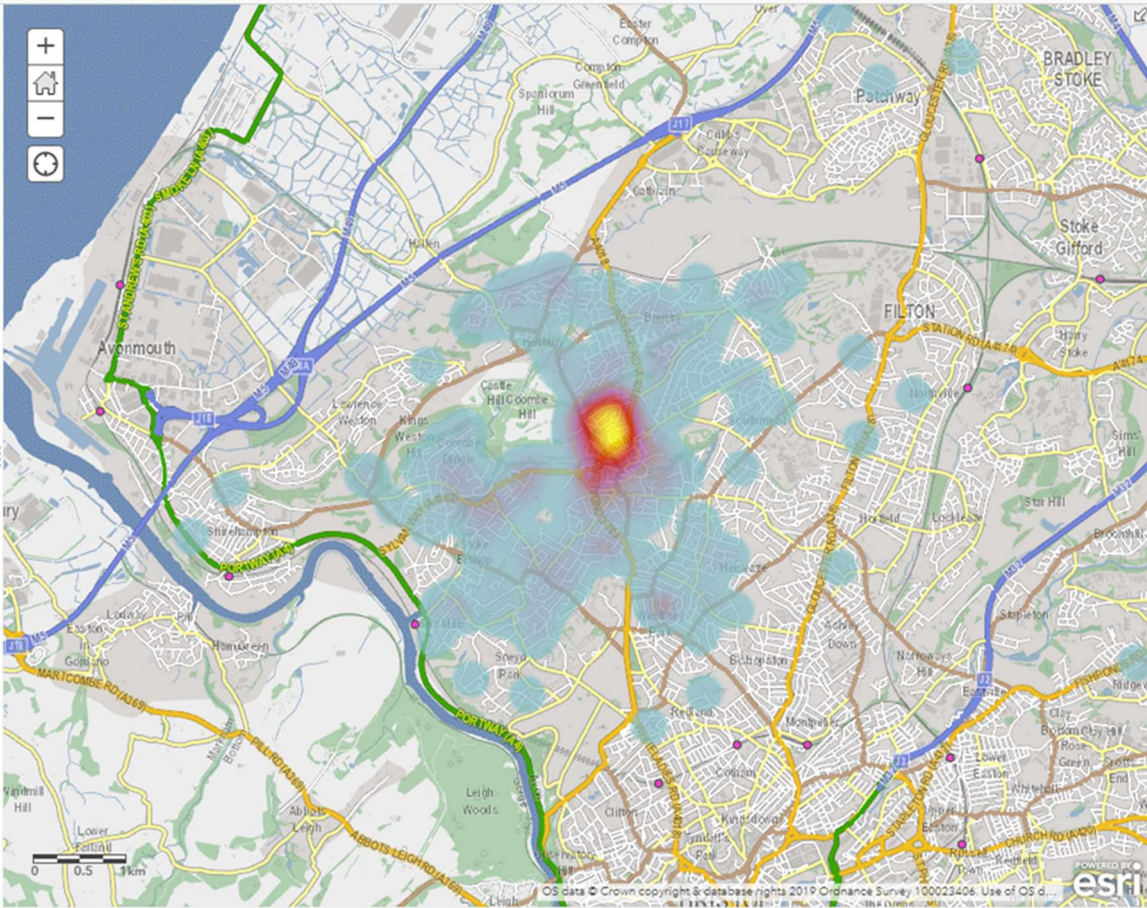
## 2. What is your full postcode?

		Response Percent	Response Total
1	Open-Ended Question	100.00%	416

The 416 postcodes have been plotted on a map below to show where the respondents live. The first map shows that most respondents live close to the junction but that there is a spread across the local wards.



The second map is a heat map that shows the concentration of respondents. The yellow and red area shows where the highest number of respondents are located, and blue shaded area shows the reach of all respondents.



**3. How do you travel through this junction in your local area? (Tick all that apply)**

		Response Percent	Response Total
1	I walk	59.19%	248
2	I use a bicycle	25.06%	105
3	I use a scooter	1.19%	5
4	I catch the bus	30.79%	129
5	I use a taxi	9.79%	41
6	I use a motorcycle	3.10%	13
7	I drive a car / van	92.84%	389
8	I am a car passenger	34.37%	144

3. How do you travel through this junction in your local area? (Tick all that apply)				
			Response Percent	Response Total
9	Other (please specify):		0.48%	2
			answered	419
			skipped	5






Around 59% travel through this junction on foot and 92% by car/ van.

4. Thinking about the pedestrian proposals, how would you rate the following proposals:						
	Very good	Good	Fair	Poor	Very poor	Response Total
Widened footways	25.1% (106)	23.2% (98)	27.0% (114)	12.3% (52)	12.5% (53)	423
Tactile paving	31.8% (134)	32.8% (138)	23.0% (97)	5.7% (24)	6.7% (28)	421
The removal of one sub-standard traffic island	20.8% (87)	26.5% (111)	22.4% (94)	11.9% (50)	18.4% (77)	419
The widening of the other traffic island where there is enough road width	23.7% (99)	29.2% (122)	23.2% (97)	10.8% (45)	13.2% (55)	418
					answered	424
					skipped	0

Of the pedestrian proposals:

- 75% thought the widened footpaths were fair to very good,
- 86% rated tactile paving from fair to very good,
- 68% rated the removal of the sub-standard traffic island from fair to very good
- 75% thought widening the remaining traffic island was fair to very good

**5. Thinking about the cyclist proposals, how would you rate the advanced stop lines for cyclists?**

			Response Percent	Response Total
1	Very good		23.52%	99
2	Good		28.03%	118
3	Fair		26.60%	112
4	Poor		9.26%	39
5	Very poor		12.59%	53
			answered	421
			skipped	3

Of the cyclist proposals 77% rated advanced stop lines from fair to very good






**6. Thinking about the road layout proposals, how would you rate the following changes:**

	Very good	Good	Fair	Poor	Very poor	Response Total	
The removal of the right turn on Falcondale Road (Outbound) into Henbury Road	29.6% (125)	20.9% (88)	14.5% (61)	9.5% (40)	25.6% (108)	422	
Introduction of a 'right turn only' traffic lane on Falcondale Road (inbound)	23.0% (97)	16.1% (68)	12.8% (54)	12.3% (52)	35.8% (151)	422	
						answered	422
						skipped	2

Of the road layout proposals:

- 65% rated the removal of the right turn on Falcondale Road (outbound) into Henbury Road fair to very good.
- 52% rated the introduction of a right turn only traffic lane on Falcondale Road (inbound) as fair to very good

**7. Thinking about the bus proposals, how would you rate the proposed 24 hour bus lane along a short stretch of Falcondale Road between Greystoke Avenue and the traffic signal junction (as shown in the plan)?**

			Response Percent	Response Total
1	Very good		10.90%	46
2	Good		6.64%	28
3	Fair		6.16%	26
4	Poor		9.95%	42
5	Very poor		66.35%	280
			answered	422
			skipped	2

Of the bus proposals 76% rated the 24 hour bus lane from Greystoke Avenue to the traffic signal junction as poor to very poor.

**7. Do you have any other comments or suggestions?**

			Response Percent	Response Total
1	Open-Ended Question		100.00%	355

561 comments were left from the 424 respondents, and these were categorised into the following multiple topics as the comments left often covered more than one:

- General comments
- Pedestrian comments
- Bicycle comments
- Right turn only
- No right turn
- Bus lane
- No change
- Other

Topic	Number of responses
-------	---------------------

General comments	41 comments
Pedestrian comments	43 comments
Bicycle comments	29 comments
Right turn only	76 comments
No right turn	44 comments
Bus lane	246 comments
No change	30 comments
Other	52 comments

The main observations are the number of comments made about the proposed bus lane. Concerns were raised about the level of congestion from both the installation of the bus lane together with the right turn only.

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

General Comments	Number	Summary of comments
Supportive comments	22	Fully support. At last, some good changes to support public transport and cycling/walking. I'm in favour of anything that improves bus and cycling. Overall, the improvements suggested are good. I'm pleased to hear that the city is going to spend money on this junction, it is long overdue. This junction has needed improvement for years and, overall, these proposals are forward looking. Need more bus lanes and fewer traffic lanes but need to be joined up.
Negative comments	9	Yet again the council is wanting to waste money! Ridiculous idea will cause more traffic. Yet another silly idea, bus lanes will cause congestion! I do not think these proposals will aid any of this but solely make it worse. Another ridiculous proposal that will cause more traffic jams with unused bus lanes and will force traffic into using local roads increasing risk to residents.
Road safety	4	Regularly see vehicles go through red lights, including when the pedestrian crossing is green, resulting in near accidents between vehicles or with pedestrians. It is essential that the new lights have 24-hour cameras and there is prominent camera signage to remind drivers not to go through red lights. Real issue at crossing on outbound side, the green crossing light for pedestrian is barely enough to get half way across the road.
Traffic signals	6	Put in new signals but leave the rest alone. Timings are currently very short and without an island to seek refuge on this could be an issue of elderly pedestrians. Replace like for like with the traffic signals. Update the traffic signals and improve the pedestrian islands/tactile pavements, but does the traffic movement have to be changed just for the sake of change?

<b>Pedestrian comments</b>	<b>Number</b>	<b>Summary of comments</b>
Pavements already wide	15	The pavements here are already wide enough for pedestrians. The footways around the Henbury /Falcondale Road junction are very wide. Widening footways at junction reduces the space available to motorised traffic from 2 to 1.
Islands need to be improved	5	Agree that the pedestrian islands need to be improved. Retain the island and widen it to conform with existing standards.
Retain the traffic island	17	There needs to be a traffic island on both crossings of Falcondale Road. It is a wide road crossing used by many schoolchildren. Without an island it will feel uncomfortable setting off from either side unless you are crossing at the very start of the green pedestrian phase, as there will be no refuge. The sub-standard traffic island, whilst not great now is an essential stopping point whilst trying to cross four lanes of traffic. Horrified about the removal of a pedestrian island. I cross at that point regularly and its removal will be very detrimental.
Longer crossing times	4	Suggest the priority for pedestrians needs to be increased so you can cross after each change of lights, not wait for a full cycle around the roads.
Get rid of islands	2	Get rid of the traffic islands. Not needed! I don't really understand the need for traffic islands, the road isn't that wide.

<b>Bicycle comments</b>	<b>Number</b>	<b>Summary of comments</b>
Positive – Advanced Stopping lines	4	Advanced cycle stop lines are fine. Can live with extended stop lines for cyclists if they use them.
Negative - Advanced Stopping lines	10	Will these be enforced? Will cyclists mount the pavement? The 'advanced stop' for cyclists is purely paying lip service to bike users & won't encourage people to cycle as there isn't a cycle lane. The advanced stop for cyclists will only cause more delay for drivers.
Need cycle lanes	12	Unless Falcondale Road has cycle lanes added at this part, it is unsafe to use as a cyclist due to weight and speed of traffic up the hill outbound. Outbound bus/cycle lane could also improve safety for cyclists. Ideally all Falcondale Road northbound would be single lane with a dedicated cycle lane separately.
Green filter on advanced signal	3	Cyclists at the advance stop lines should be given a 'filter green' advanced signal, particularly in the Falcondale Road outbound direction, which is uphill. This would give cyclists time to clear the junction before the motor traffic.

<b>Right turn only comments</b>	<b>Number</b>	<b>Summary of comments</b>
Combined with bus lane - congestion	46	The combination of reduced lane width and bus lane will increase the traffic delays along Falcondale Rd, especially outbound. If the right hand lane approaching the junction from Passage Road is right turn only along with a bus lane it

		will cause a stack up of traffic wanting to go straight on. Bus lane and right turn only would make the traffic horrendous as it would all have to be single lane and it already backs up well past Greystoke Avenue at present. The bus lane and right turn only lane will cause a pinch point.
Rat running	10	This will result in an increase of traffic along Northover Road and then down Hillsdon Road. Hillsdon Road have already reported traffic issues in the past resulting in the placement of traffic calming planters. Restricting right turns will increase the use of other local roads.
Remove right only lane in both directions	4	The right only traffic lane inbound should be removed as well as outbound. Support the idea of no right turn into Henbury Road for outbound traffic, but strongly feel that this should be the same for inbound traffic.
Good idea	9	The right turn only from Falcondale inbound to Henbury Road is an excellent idea. The inbound right turn only is long overdue.
Leave as it is	5	The inbound right turn only lane is pointless. The current arrangement works well as it has done for many years, also allowing traffic heading for Canford Road / Lane an advance opportunity to get into the correct lane. Waste of money.
Ignored	1	The right turn only lane requires a bollard, otherwise vehicles will ignore it.
Other suggestions	1	Make the two inbound lines straight on (only).

<b>No right turn comments</b>	<b>Number</b>	<b>Summary of comments</b>
Rat running	12	Concerned that if this becomes prohibited you will reduce access to Westbury village. The previous proposals blocked off several left and right turns from Falcondale Road into Westbury village which would have created rat runs elsewhere. This will just force more traffic into Northover road which is residential and already dangerous with people speeding through! This would mean cars would turn right from Falcondale into Northover Road, which is a road with families, young children who walk to school, elderly, pet owners.
Object to no right turn	4	Strongly oppose the 'no right turn' at lights on Falcondale Road to Henbury Hill! The removal of the right turn on Falcondale Road (Outbound) into Henbury Road is a very poor idea.
Speeding traffic	1	The plan to remove the right hand turn into Henbury Road (outbound) will create two lanes of traffic through the lights. This is already a location where traffic speeds up the hill and this problem will become worse.
Turning right into Henbury should also be banned	2	Turning right into Henbury road should also be banned.
Alternative route – not suitable	15	Your data shows 20 vehicles per hour turning right outbound - that is roughly every light cycle. What is the proposed alternative route for e.g., residents of Rosery Close? Do you

		<p>prefer them to use the High Street? By not allowing a right turn here you are going to either increase traffic through the main high street area of Westbury-on-Trym or past the local Primary school.</p> <p>The removal of the right turn into Henbury rd outbound will disrupt traffic going into Westbury increasing load on the preceding and succeeding junctions. Banning right turn outbound will cause huge queue further up the hill as people will turn right in to Greystoke to drop down in to the village.</p>
Good option	10	<p>Stopping the right turn for outbound is very sound as I do not see many people use it but when they do it causes chaos. The removal of the right turn into Henbury road will improve traffic flow into Bristol and is a great idea given the increased traffic expected on Falcondale Road. As a regular driver on this road in both directions I believe this will improve overall traffic flow, by stopping queue jumpers heading into town and removing the unnecessary right turn heading out of town, as well as improving safety for vulnerable road users.</p>

Bus lane comments	Number	Summary of comments
24 hours - unnecessary	44	24 hour bus lane totally unnecessary. Permanent bus lane is going to cause a lot of congestion – is one needed, where is the evidence? Need evidence to prove that a 24 hour bus lane is needed. Total ridiculous – 24hrs not needed!!
Peak period only	4	Make the bus lane Peak Periods only. The bus lane does not need to be 24 hours. Peak times only. The bus lane should be AM peak times only (7 to 10), like the one on Bath Road.
Not enough buses. Not 24 hour bus traffic	6	There are not enough buses on that road to warrant a bus lane. It is a ludicrous proposal. Usually, a bus user however the excellent No. 1 service has been reduced and is verging on poor. There really aren't enough buses in operation to warrant the traffic queues which this scheme will undoubtedly bring. Buses are so infrequent – where are the cars supposed to go? As far as I am aware there is no 24 hour bus traffic. Buses do not operate 24 hours a day.
Congestion, tail backs and rat running	63	Will increase congestion for other road users significantly, including causing more queueing back along the curve up the hill, coming from Crow Lane, blocking access to Greystoke Avenue. Buses will be caught in the congestion created by the bus lane. Traffic is already congested along this route at key times of the day, as mentioned in your article traffic frequently backs up here. Introducing a bus lane will just bottle neck it further. Traffic entering Falcondale Road inbound from Southover Road and Falcondale Walk will be made more difficult as the addition of the bus lane will cause all queuing traffic to block the exits from these roads, without the addition of a yellow box junction or keep clear warning.
Object to bus lane	59	A bus lane is a disaster. You need to stop penalising the hard working motorists, who contributed a lot in taxes to society. Please don't put a bus lane on the A4018, it will create rat runs in other smaller streets. The recent council proposals

		that have been put forward in this area are scandalous. It's about time you started listening to the public, we've already strongly told you about our opinions for this area. No bus lanes!!!! The suggestion of the 24 hour bus lane is a bad idea and will inevitably cause significant delays to all road users.
Bus lane and right hand turn lane - chaos	42	Putting a short stretch of bus lane in on Falcondale Road, around 0.1miles is only going to cause traffic chaos when it comes to the end of the bus lane and the change of lane for straight on traffic, thus blocking the new dedicated right hand turn lane. The introduction of a 24hr bus lane so close to the right hand only turn is just going to cause traffic that wants to go straight to queue even more as they'll get stuck behind the right hand only cars. The bus lane and right turn only lane will cause a pinch point. This will be exacerbated by the traffic coming in from the new houses being built at Cribbs. This may well turn Henbury Hill and Northover Road into rat runs. The combination of reduced lane width and bus lane will increase the traffic delays along Falcondale Rd., especially outbound.
Bus services	7	The 13 bus crosses Falcondale road and does not use this stretch. The 13 bus crosses the A4018 at Charlton Road and the Henbury Road junctions but does not otherwise travel along it for any distance.
Support bus lane	7	Bus lane is a great suggestion. I'll never oppose bus lanes as they're good to the community and a bonus for ambulances/ police when needed. The idea of a bus lane is excellent. The bus lane is a great plan
Other suggestions/comments	14	Roundabout instead of bus lane and traffic signals. Make it substantially cheaper to catch the bus than driving and parking. That means either subsidising bus fares (legally problematic) or road charging plus higher parking charges (WPL). You also need frequent buses. The buses MUST be made CHEAP to ensure we all use them. Can residents access their properties if there is a bus lane outside their house? It would be better to remove bus lanes and flower islands' lower down across the Downs/ Blackboy Hill/ Whiteladies Road to reduce traffic problems and not to start messing with a perfectly functional system further out! Should the bus lane not extend all the way to Greystoke Avenue when the bus lane is added on the other side/further up the road? - if not I worry that buses will get held up in this short stretch negating some of the benefit to the buses. Bus lane needs to go further to stop buses getting stuck in traffic.

No changes comments	Number	Summary of comments
Like A4018 improvements	4	This scheme appears to be promoting A4018 "improvements" by stealth! Stop introducing your rejected Westbury plans.
Ain't broke don't fix it/ waste of money	11	If it ain't broke, don't fix it. Improvements rarely improve matters. We don't have and will never have buses 24 hours a day. What a waste of money. Crazy! The road is fine as it is,

		leave it alone and don't waste public money on something that isn't needed.
Existing arrangement is fine	8	The existing arrangements operate perfectly well. It's working fine as it is leave it alone. Spend the money where it's needed. There is nothing wrong with the current layout.
Proposal has no benefits/ make it worse	7	This proposal will cause more pollution and will have no positive benefit. You'll make it worse. Stop. You will create more traffic towards cribs causeway and crow lane will become a nightmare for school children at primary and secondary level leave the road as it is.







<b>Other comments</b>	<b>Number</b>	<b>Summary of comments</b>
Sort out Greystoke Avenue junction	21	Sort out the Greystoke Avenue junction first, previous consultation recommended traffic lights there. If safety is the key concern the next outbound junction i.e., Falcondale / Greystoke Avenue is in much more need of attention as this is very unsafe at present. A junction that causes more potential problems is the turning from Greystoke Avenue into Falcondale Road. Hopefully there will be plans in place soon to make it safer to turn right and reduce congestion in the area. The junction is a particular nightmare for northbound traffic turning right from Falcondale Road into Greystoke, and traffic trying to exit right from Greystoke, exacerbated by speed.
Housing developments/ not piecemeal approach to larger area	11	As there will be much more traffic once all the new housing is completed in South Glos and it would make much more sense to have thought about a different solution than the usual sticking plaster approach. You should not be making road changes on any part of the A4018 without reviewing the whole road with the large development of new houses at Cribbs Causeway. You should not be making road changes on any part of the A4018 as piecemeal, you need to review the whole road with the large development of new houses at Cribbs Causeway. The whole of the road needs to be looked at in a wider context from Henbury to Westbury, you should make Station road that leads on to the A4018 a two way road again and allow access to Station road from the A4018 roundabout by the rugby ground so that traffic can flow better around this area and people living nearby can get access to their homes without having to go out of their way up to the Crow lane roundabout to then go back up towards Henbury/the new development.
Public transport not an option	5	Consider those who can't use public transport. Take into consideration car and van drivers. Understand that the council is trying to make driving unpleasant and get them out of their cars but like many other people we work outside Bristol and travel down the M5 every day. There is no public transport available to make that journey daily.
Northbound bus stop	1	Where is the northbound bus stop?
Traffic lights	2	If the overriding priority is safety? The solution would be to make the junction a 4-lights junction i.e., only inbound then

		outbound traffic allowed through on Falcondale Road at a time. Put in new smart traffic lights, which I believe recognise approaching Buses and function far more effectively than the current lights
Resurface	1	If you were to resurface the entire Falcondale Rd from one end to the other and repaint pedestrian crossings, white lines etc, that would do a great more to assist traffic than most of your proposals.
Change to roundabout	1	Change to a roundabout. Make junction based on roundabout instead of lights.
Enforcement - Cameras on traffic signals, speeding vehicles	4	Suggest permanent cameras to pick all drivers going through red lights and follow up with stiff fines and points. I have nearly been hit by drivers taking huge liberties with the lights. Falcondale Road is mostly two lanes in each direction, but just the occasional parked vehicle reduces it two one: it urgently needs parking restrictions - which are enforced!
20mph on Henbury Hill	1	Need 20mph on Henbury Hill
Submitted comments via email	2	Please see further comments which will be submitted by email
Out of scope	1	Comments about the BP garage exit and entrance points
Disruption of works	2	The only other consideration would be the time it takes and the disruption whilst these works are ongoing. Henbury has so many roadworks now, journeys to work etc are taking a minimum of an extra half hour. This section is very busy and used highly for getting into Westbury or Clifton / city centre and prolonged disruption wouldn't be favourable. If its anything like the time taken to carry out works on the A38 roundabout in Filton, delays were cause for months on end for something that looks not much different but just a bit shinier with new traffic lights.




### Demographic data

The table shows that most respondents were aged 35 to 44 years old and 45 to 54 years old.


9. What is your age?				
			Response Percent	Response Total
1	0-10		0.00%	0
2	11-15		0.24%	1
3	16-17		0.24%	1
4	18-24		1.94%	8
5	25-34		8.01%	33
6	35-44		22.09%	91

9. What is your age?				
			Response Percent	Response Total
7	45-54		21.12%	87
8	55-64		18.20%	75
9	65-74		15.53%	64
10	75-84		6.80%	28
11	85 +		0.24%	1
12	Prefer not to say		5.58%	23
			answered	412
			skipped	12










10. Do you consider yourself to be a disabled person?				
			Response Percent	Response Total
1	Yes		5.58%	23
2	No		87.14%	359
3	Prefer not to say		7.28%	30
			answered	412
			skipped	12

11. What is your sex?				
			Response Percent	Response Total
1	Female		46.97%	194
2	Male		43.83%	181
3	Prefer not to say		8.47%	35

### 11. What is your sex?

		Response Percent	Response Total
4	Other (please describe): 	0.73%	3
		answered	413
		skipped	11

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

		Response Percent	Response Total
1	White British 	79.71%	326
2	White Irish 	0.49%	2
3	White Other 	4.89%	20
4	Black /African / Caribbean / Black British 	0.73%	3
5	Asian / Asian British 	1.22%	5
6	Mixed / Multi ethnic group 	0.98%	4
7	Gypsy / Roma / Irish Traveller 	0.24%	1
8	Prefer not to say 	10.51%	43
9	Any other ethnic background (please describe): 	1.22%	5
		answered	409
		skipped	15

**13. If you would like to receive updates and more information about this project, please give your email or postal address below. Information you provide will be treated confidentially and in accordance with the Data Protection Act 1998 and General Data Protection Regulation (GDPR) (EU) 2016/679. Your contact details will be used solely for the purpose of keeping you informed about the outcome of this engagement and future transport consultations if you have ticked the box to request this. Our privacy policy explains what we do with your personal information, how long we keep it and your right to withdraw your consent at any time you choose.**

		Response Percent	Response Total
1	I would like to receive updates and more information about this project, and I consent to my contact details being used for this purpose as defined in Bristol City Council's privacy policy.	100.00%	228
		answered	228
		skipped	196

### 5.2.3 Emails, phone calls and virtual chats

During the engagement 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.

Of the 51 emails were received. 3 emails supported the bus lane, 28 objected to the bus lane and 6 objected to the banned turn proposal. People were concerned about the removal of the traffic island as they felt it was needed due to the number of people crossing at this point. Others were worried about the impact on other residential roads being used as rat runs such as Northover Road and Falcondale Walk. Most of the emails were concerned about the 24 hour bus lane and the impact that would have on traffic queuing back further past Greystoke Avenue and how it would hinder vehicles turning left out of Greystoke Avenue onto Falcondale Road. Other felt funding should be redirected to improving the crossing point on Greystoke Avenue.

Seven emails with attachments were also received all providing details of objections, support, and suggested changes to the proposal. One attachment asked that the replacement of the pedestrian controlled facilities retain the audible alarms and lights to help with pedestrian safety and wanted a cycle lane to be introduced. Another wanted to know how this work relates to the wider improvements being proposed on the A4018 and noted an issue with the Falcondale Road bus stop and suggested widening the bus layby. All the attachments had one thing in common which was the objection to the bus lane and wanted this omitted from the proposals.