

A4 Portway

Early Engagement Report

August 2022



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1. Summary

How we engaged

This early engagement exercise asked people about their travel issues along the route. People who live or travel along the Portway A4 were encouraged to feed into the early engagement exercise. This was to find out how this main route into the city can be improved to help buses move quickly through traffic and make cycling and walking safer and more enjoyable.

The team produced different products to support the early 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.

Community survey

The survey was launched on 29 June until 17 August 2022 which allowed seven weeks for comment and was designed by the team to capture views from residents, businesses and anyone who lives and uses the route. The survey questions were designed to help build a picture of the travel issues that exist along this main strategic corridor.

We also created an interactive map that sits on the smart survey platform and allowed people to pinpoint their exact position on the transport route and to add their issue which can be categorised using the prepopulated issue types such as traffic signals, street scene, cyclist issues, crossing points, pedestrian issues, safety, street lighting, bus issues, bus stop/shelters, clean air and noise. If the issue types did not cover the comment people could choose 'other' and continue to add their comments.

Stakeholders

We had responses from the following stakeholder groups:

National Highways, First Bus, Stagecoach, Bristol Walking Alliance, Bristol Cycling Campaign, Bristol Disability Forum and British Mountaineering Council.

Two workshops were held for both local community groups and citywide campaign groups including ward members.

Survey results

In total 1143 comments were received for the survey and 58 comments were left on the interactive map. Of the respondents:

- 30% of respondents said they were a local resident and 56% regularly travel along the route.
- Around 62% travel along this route by car/van and 26% walk whilst 50% cycle. Of the 46 other many of them use the train or run along the route.
- Safe cycle routes and clean air have the highest importance percentages with traffic noise as the lowest out of these options.
- Nearly 90% of respondents know about the park and ride service.
- Over 60% never use the park and ride and only around 10% use it once a week or more.
- The highest rating for very good was perceived safety on the bus at 22% but most options score over 80% for fair or above.

- 34% of respondents think the opening of the railway station would encourage people to use the Portway Park & Ride service.
- Over half of respondents said 'yes' or 'not sure' when asked if the addition of bus services running to communities north and west of the Park and Ride would encourage them to use the Park and Ride site more. With nearly 31% saying 'yes' and 22% saying 'not sure'.
- The main observations about the P&R are those supporting the service and the number of people who don't use the service. Extending the buses to the north was a popular and the key comment was the need for later buses and opening the P&R later and on a Sunday.

Site 1 (M5 Flyover to the Portway Park & Ride and onto Sylvan Way junction):

- Nearly 60% think the road is unsafe to cycle on and 47% think it is unpleasant to walk along.
- The main observations about difficulties along the route are with the cycle route. Primarily that the inbound cycle path needs to run continuously and be adequately segregated from both motorised traffic & pedestrians. The shared path is also an issue and has poor surfaces and is too narrow.
- 68% of respondents think safer cycle routes are a high importance followed by 56% who think safer walking routes are of high importance.
- Of the 425 'other' comments left 195 were about cycling issues where over 70 noted that they need a continuous cycle route segregated from motor traffic, including buses and walkers.

Section 2 – Sylvan Way junction to Bridge Valley Road junction

- Nearly 60% think the road feels unsafe to cycle on and over 50% think the road is unpleasant to walk along.
- The main observations about difficulties along the route are about the shared path and the cycle route. It is very poorly surfaced with frequent huge 'sink holes' left by the remains of trees. Shared use path is too bumpy and has poor quality surface for cycling on. Cyclists conflicting with pedestrians as there is no separated cycle lane.
- 68% think safer cycle routes and 58% think safer walking routes are of high importance
- Of the 462 'other' comments left 226 were about cycling issues and 104 were about walking and crossing the Portway.

Section 3 – Bridge Valley Road junction to Jacob's Wells Road roundabout (not including the Western Harbour section in this engagement)

- Over 60% of respondents have said the road feels unsafe to cycle on and 58% say the street is busy with traffic.
- The main observations about difficulties along the route are about the shared path and the cycle route. Broken glass, narrow pavement so gets tight with walk runners and cyclists, this is where people will walk to see the bridge etc. Shared use cycle path is poorly maintained and too narrow along the river side.
- Over 65% of respondents think safer cycle routes and over 60% think safer walking routes are of high importance.
- Of the 447 'other' comments left 204 were about cycling issues and 80 were about walking and crossing the roads.

Section 4 -Jacob's Wells Road roundabout to We The Curious (Explore Lane junction)

- Over 55% of respondents think the street is busy with traffic. Over 50% think the road feels unsafe to cycle on.
- The main observations about difficulties along the route are about the cycle routes. Cyclists can keep to the floating harbourside to avoid the road. Outbound cyclists turning right to go up Jacobs Wells Road must cross one lane of fast moving traffic without any warning to motorists.
- Over 60% of respondents think safer cycle routes and safer walking routes are of high importance.
- Of the 333 'other' comments left 173 were about cycling issues

Interactive map

A total of 58 comments were posted on the interactive map.

The main comments for Section 1 were about pedestrian issues such as the path being too narrow and sharing with cyclists as it is dangerous. There were also concerns of safety with regards traffic speed and signage for cyclists.

For Section 2 the main concerns were about having a segregated cycle route and more crossing points and safety concerns about traffic speed.

For Section 3 the main comments were about cycling and the issues about the narrow path and conflict between cars, buses, pedestrians and cyclists and traffic noise. Other comments were about traffic speed, road layout and the shared path.

There were no comments received for section 4.

2. Background

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

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

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

Clean Air Zone (CAZ)

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

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

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

How the Portway A4 route project links to the Western Harbour regeneration project

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

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

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

Project ambition

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

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

2.1 The A4 Portway route

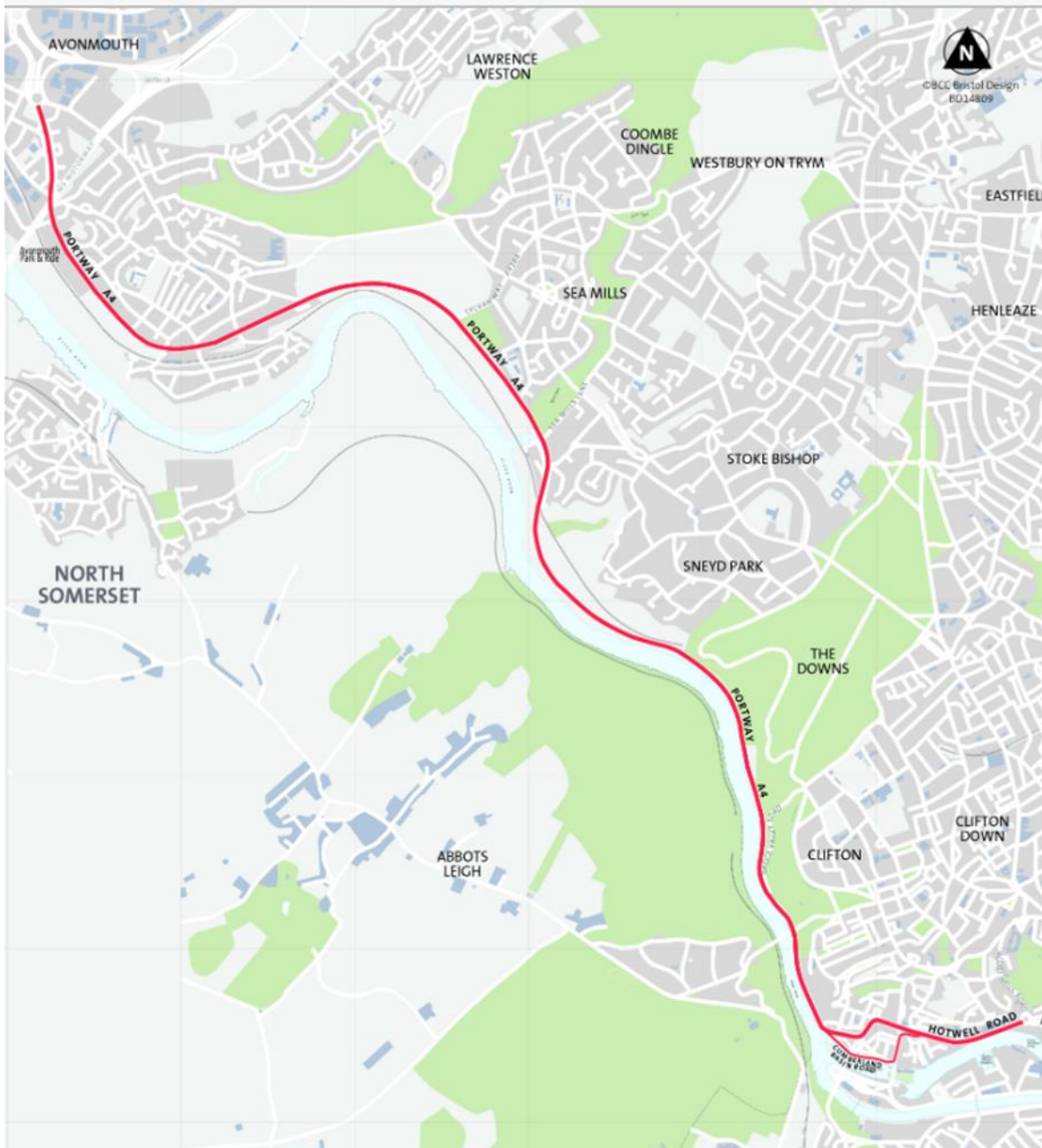
The A4 in Bristol links two of the city's Park and Ride sites: one at Portway and one at Brislington. The route starts at the M5 flyover, it travels along the A4 passing the Avon Gorge and onto Hotwell Road to the Jacob's Wells Road roundabout, then along Anchor Road, and up to Explore lane.

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

Feedback from previous [public engagement and consultation on Western Harbour](#) will be used to inform proposals on the Portway A4 route that runs along the Western Harbour boundary, which follows Hotwell Road, Dowry Place and Oldfield Place.

Transport proposals to this route will also benefit a number of bus services such as the Portway Park and Ride, X1, X4, X6/X7, X8/X9, and U2, Stagecoach service number 13, and HCT service number 505.

Below is a map showing the A4 Portway transport route:



2.2 Objectives of engagement and communications

The main aim of the engagement exercise was to:

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

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

- Bristol City Council is committed to working with local people and partners to improve sustainable transport across the city.
- We are improving key routes across the city to make these journeys easier, improving conditions for all forms of transport and those that live and work along those routes. This includes changes to junctions, creating bus gateways, improving reducing traffic on side roads, and improving the environment for everyone.
- The feedback from the Western Harbour regeneration project will be used to inform proposals on the Portway A4 route that runs along the Western Harbour boundary, which follows Hotwell Road, Dowry Place and Oldfield Place.
- The council have also introduced active travel measures during COVID-19 aimed at making it easier for people to choose to walk and cycle

The target audiences for this project include stakeholders such as:

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

3. Early Engagement exercise

This early engagement exercise asked people about their travel issues along the route. People who live or travel along the Portway A4 were encouraged to feed into the early engagement exercise. This was to find out how this main route into the city can be improved to help buses move quickly through traffic and make cycling and walking safer and more enjoyable.

3.1 Engagement Tools

The team produced different products to support the early 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/A4portwayengagement that was promoted and publicised through social media channels and newsletters etc. To ensure those who do not have online access were also included the team produced paper copies of the products.

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

transport.engagement@bristol.gov.uk, by phone 0117 9036449 or by writing to A4 Portway, Transport Engagement, PO BOX 3399, 100 Temple Street, Bristol, BS1 9NE.

See below for an image of the business card and 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 letters to over 9000 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
- Provided two virtual stakeholder workshops via Teams which involved a short presentation about the project and what we are trying to achieve, followed by a discussion looking at the challenges and opportunities along the route. The dates were:
 - Thursday 30 June – 1pm to 2.30pm
 - Wednesday 13 July – 6pm to 7.30pm
- Held drop-in sessions during the early engagement at the following locations and dates:
 - Shirehampton Library - 1pm to 5pm, Wednesday 6 July
 - Sea Mills Library – 10am to 2pm, Tuesday 12 July
 - Portway Park & Ride – 8am to 12noon, Tuesday 19 July
 - Central Library – 10am to 2pm, Thursday 21 July
 - Portway Park & Ride – 8am to 12noon, Saturday 23 July

3.2 Survey

The survey was launched on 29 June until 17 August 2022 which allowed seven weeks for comment and was designed by the team to capture views from residents, businesses and anyone who lives and uses the route. The survey questions were designed to help build a picture of the travel issues that exist along this main strategic corridor. This information was gathered through an online survey on the smart survey platform (paper copies and in various formats were available on request). The information gathered will help form the evidence for scheme designs as the project moves forward.

As the route was so long, we divided it into 4 sections in the survey to help people target their comments at the right location:

- 1) Portway P&R to Sylvan Way junction
- 2) Sylvan Way junction to Bridge Valley Road
- 3) Bridge Valley Road to Jacob Wells Road roundabout (not including the Western harbour section)
- 4) Jacob Wells roundabout to We the Curious

The survey has therefore been devised so that people answer questions:

- 1) About their own travel habits and what is important to them for transport routes
- 2) About their usage of the Portway Park and Ride and suggestions to improve the service
- 3) About each section of the route (following the order listed above). The three questions per section asked about any difficulties with the street environment, any improvements required and space for any other comments.
- 4) There was an interactive map where people could add a comment in a particular location
- 5) About free active travel support that is available
- 6) About your questions which are optional and help with demographic and equalities data

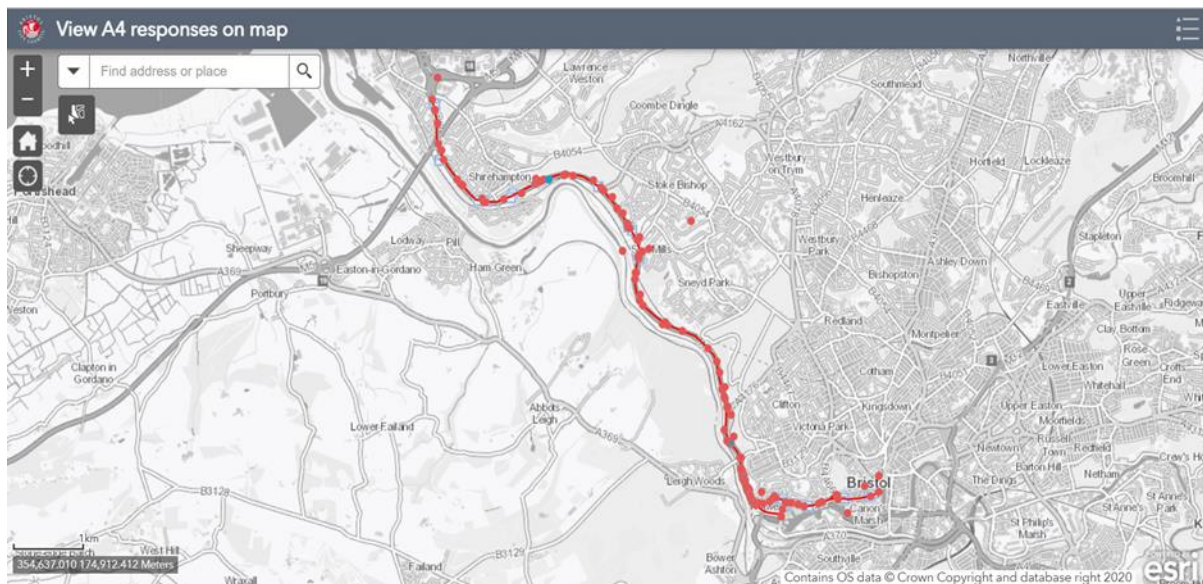
As the Portway Park and Ride service uses this route the survey is also an opportunity to promote the Portway Park and Ride and ask questions about the service and what customers would like changed, improved etc to encourage more to use it.

The survey was available through the consultation hub platform on the Bristol City Council website and through a link on the Travelwest website hosted by the West of England Combined Authority.

3.3 Interactive Map

We also created an interactive map that sits on the smart survey platform and allowed people to pinpoint their exact position on the transport route and to add their issue which can be categorised using the prepopulated issue types such as traffic signals, street scene, cyclist issues, crossing points, pedestrian issues, safety, street lighting, bus issues, bus stop/shelters, clean air and noise. If the issue types did not cover the comment people could choose 'other' and continue to add their comments. People can also 'like' the comments.

See the following image of the interactive map showing all the comments made represented by red dots on the map.



3.4 Supporting communications

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

First group also helped spread the word through printed adverts on the bus shelters and posters on the buses.

4. Results

4.1 Stakeholder engagement

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

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

The team also provided two virtual stakeholder workshops which involved a short presentation about the A4 Portway corridor and what is trying to be achieved, followed by a discussion looking at the challenges and opportunities along this route from a transport perspective.

The workshops were held:

- Thursday 30th June – 1pm to 2.30pm
- Wednesday 13 July – 6pm to 7.30pm

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

Key stakeholders

We had responses from the following stakeholder groups:

National Highways

National Highways look after trunk roads and have a vested interest in strategic routes that move a high volume / frequency of goods and people. They are interested in strategic bus operations like ensuring the efficient operation of services and they are concerned with the operation of Junction 18, Portway Roundabout, St Brendans, and St Andrews.

National Highways are helping to fund improvements to wayfinding at the 'Avonmouth' end of the corridor. They would not want to see a reduction in capacity, however, would be open to negotiation if the modelled designs showed no significant negative impacts on the network. They do support anything to encourage the modal shift away from cars and towards sustainable modes of transport including bus, walking and cycling. They have requested to be included in the workshop to comment on the long list / short list options.

First Bus

They submitted an email and noted that they would as a company fully encourage an improvement to the existing road structure on the corridor between Portway and Hotwell Road. The bus stops could do with a full upgrade to the shelters to include RTI information to give passengers more accurate information. They would also like to see an introduction of a bus lane along the length of Hotwell Road heading towards Bristol which would speed up journey times significantly.

Stagecoach

They submitted a letter that details the existing and potential role of the route and have expressed support to provide comment at this stage of the project. They detailed their support for the vision and ambition in the area and would like to see:

- Total segregation of bus services in both directions – seamless bus segregation provision
- The delivery of infrastructure to facilitate reliable bus services
- The delivery of a project that is mindful of the impacts on the wider strategic network
- The delivery of infrastructure that support and catalyse both a wider range of local bus services, and interurban bus and coach operations
- The delivery of infrastructure to the Portway Park and Ride that allows bus services travelling to and from the north and west of the Portway Park & Ride to access the site.
- Infrastructure to facilitate improved access to Avonmouth, Severnside, Portbury, Portishead, W-S-M etc.
- Careful consideration of any potential changes to the speed limit so as not to unduly affect journey times and punctuality.

In their concluding remarks, Stagecoach state that they see the A4 Portway as having the potential to deliver transformative impacts for communities within Avonmouth, Severnside, Bristol Port, areas within the West of England region, and beyond. Stagecoach continues to state that they welcome the fact that this project is being progressed.

BWA (Bristol Walking Alliance)

Bristol Walking Alliance see this as a major opportunity to improve the pedestrian experience along the Portway and note that “removing shared use wherever possible should be a main objective. A segregated cycle track would give walkers sole use of the pavement and place them further away from the motor traffic. Reducing the carriageway width to achieve this would also help traffic calming. Though the Portway may not in itself be a key walking route, it does provide essential walking access to many areas of natural features along its length that are important for leisure, recreation and access to nature”.

For section 1 Bristol Walking Alliance would like the bridges replaced by ground level signal controlled crossings and would like more facilities at the park and ride. Bristol Walking Alliance suggest a new pedestrian crossing between Shirehampton Golf club and Shirehampton Park and a segregated cycle lane two way between the park and ride and Sylvan Way.

For section 2 Bristol Walking Alliance would like to see the existing crossing at Sea Walls and the Gully footpath improved and have new crossing points at Old Sneed Park Nature Reserve, at each end of Avon Wildlife Trust’s land known as Bennett’s Patch & Whites Paddock, and where the new Zig-Zag footpath emerges beneath Bridge Valley Road. Bristol Walking Alliance would like additional bus stops and an improved leisure walking route.

For section 3 Bristol Walking Alliance note “there will need to be flood-prevention measures implemented along the section between Bridge Valley Road and the Cumberland Basin to prevent regular flooding at high tide with future sea level rise. The opportunity should be taken to widen the footway (perhaps cantilevered over a flood barrier?) to allow segregation from cycles”. Bristol Walking Alliance would also like a crossing to access the zig zag footpath from the Portway up to Sion Hill. For section 4 Bristol Walking Alliance had no comments.

Bristol Cycling Campaign

Bristol Cycling Campaign submitted a 22 point letter in response to the early engagement. Bristol Cycling Campaign noted that “there should be a clear goal to create a continuous cycle route segregated from motor traffic, including buses, and walkers, throughout this route, along the A4 Portway, from the Harbourside to Avonmouth”. Bristol Cycling Campaign were surprised and disappointed this is not front and centre of the consultation, but this is early engagement, and we are collecting suggestions to be considered in any future consultation. Bristol Cycling Campaign would also like the route, and all linking infrastructure, to comply with LTN 1/20.

Bristol Cycling Campaign suggested reallocating road space for high quality cycle and pedestrian infrastructure and would like a bidirectional cycle track parallel to the river located between the carriageway and footway. Bristol Cycling Campaign suggest the speed limit is reduced to 20mph is

residential areas and 30mph in other areas. Bristol Cycling Campaign would also like junctions and accesses to the Portway for cyclists improved and would like a reduction in turning movements at Bridge Valley Road. There needs to be secure cycle parking at the park and ride and at the new train station. Bristol Cycling Campaign would also like access to any plans at an early stage.

Bristol Disability Forum

Bristol Disability Forum fully support more bus priority measures on the Portway as this is a key route from the park and ride and the railway station. Bristol Disability Forum would like to see more bus stops and would like to see more bus services connecting to Sea Mills, Hotwells and the train stations and beyond to north somerset towns of Weston, Portishead, Clevedon and Nailsea. The route is well used by national express coaches, and Bristol Disability Forum would like a future metrobus service on the Portway.

British Mountaineering Council

The British Mountaineering Council welcomed the opportunity to provide input into this early engagement. The Portway runs through the Avon Gorge, which is a climbing venue of national importance. Its future development is a matter of great interest to our members.

British Mountaineering Council noted that “the Avon Gorge is a wonderful location for wildlife and leisure. It would be no exaggeration to say that it is a latent jewel in the crown of Bristol’s iconic destinations. Its potential to offer a superb visitor experience has not been realized by recent administrations.”

British Mountaineering Council also see the engagement exercise as opening the possibility of a public discussion about how the Avon Gorge could be transformed into a destination for the tranquil enjoyment of nature and leisure.

The British Mountaineering Council have expressed desire for the construction of 2 bus stops near ‘The Great Quarry’ within the Avon Gorge section of the Portway (1 outbound bus stop and 1 inbound bus stop). The British Mountaineering Council have also expressed desire for a crossing at the bottom of the Zig Zag path, and better pedestrian access to Bennetts Patch / Whites Paddock

Workshop 1 – Thursday 30 June

We had seven attendees at this workshop representing both local community groups and citywide campaign groups alongside a ward member.

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

Q1 What are the challenges along the entire route?

The responses have been grouped by transport mode:

Walking

- Road crossings - with Portway being a busy route will need adequate number. of crossings especially towards city centre. Bridge Valley Road crossing needs improving. Crossings are

associated with traffic lights and need to look at further crossing points. Need to access the park and ride bus stops by crossing the Portway

- Walking bridges are inaccessible and not suitable nowadays- below standards
- Important to provide more direct pedestrian route from bridge over new cut that goes down over Southville towards Bridge Valley Road. Now the route is a dog leg and so is confusing.
- Vegetation management is required as the paths are overgrown
- Shared space - difficult for disabled people to share the space. Need to make sure distinctive differences like on Baldwin Street. Make sure cycling lane had same colour
- Lighting is an issue and can create dark spaces.
- Nature reserve - no pedestrian access to this so must come in from Stoke Bishop

Cycling

- The segregated cycle lane is a problem as not many people use it. It is not in good condition and is alongside a walking path
- Cycling and walking is shared along Portway for the most part. That may be necessary, but Local Transport Note (LTN) 1/20 standard is to be separated by minor level different if width allows for it.
- Cyclists prefer to be separated from road traffic e.g., step down in level to traffic
- Sad to see the big issue bikes go. Had to pull out but happy to see scooter although issue - last mile issue
- Bus lane becomes a cycle lane if the shared use path is not good enough

E-scooters

- Continually been bringing up issue of parking as on pavements in future need to put this on the road. Parking places are not well marked so need to allocate space for both bike and scooter parking key.
- People not leaving them in the correct place and blocking pathways

Buses

- Buses – low bus occupancy and usage
- Buses emerging on a hub - rerouting of local routes to Park and Ride
- Need link to Park and Ride from Lawrence Weston

Trains

- Train line along the Portway is a great improvement and be good to get to Portishead as this is a challenge
- Increasing bus, cycle, and walking - no mention of the train. Way cheaper to get train into town than bus

Speeding

- Speed limits are quite confusing on Portway 40, 30, 40, 50 - need to review speed limit

Other

- Major related factors e.g., arena when they are big events will have buses at Portway Park and Ride. A38 are already overwhelmed
- Omission which is the relationship to flooding measures on Portway. Issue at high tide and issue with 1m climate rise for example under suspension bridge. Will need serious interventions
- Need to plan for future usage across all modes
- Mobility hub - think about transition from car to bike etc
- Live in Avonmouth - off road pathways. Hard to get off the Portway - new off-road pathway and new places to get off

Q2) What are the possible solutions/ opportunities?

Walking

- Keep the walking routes clear of debris and overgrown vegetation
- Include more crossing points in areas of high footfall particularly by the bus stops

Cycling

- Improve cycle lane by providing segregated lanes for modes including walking
- Got great cycling routes but can be affected by 10% which creates unusual routes
- Make cycle route stand out - bikes you can get in from further places

Buses

- Buses and trains - they end up in different destination. Use according to price and destination
- Bus operators get to select the route but need to more to where the Unitary Authority select the route
- Bus and train go to different places. Hippodrome – bus, Temple Meads for train
- Adequate bus shelters at all the routes and be accessible
- Improve the bus infrastructure e.g., bus stops and passengers to have confidence that buses will turn up e.g., Real Time Information needs to be available and accurate
- Needs to be cheaper than the train e.g., buses. Bus service may not run at full
- Integrated ticket system - for all modes
- x5 now stops which didn't – North Somerset Council link need to push the X5
- Avon Wildlife Trust - living roof on bus stops

Train

- Train - works and links well with bikes - can get in from places such as Easton.

Other

- Nature reserve - worth engaging with them and run Site of Special Scientific Interest. Complain about noise pollution as detracts from people using the site. Could improve access to site

- Electric points - just two in P&R site
- More bins
- South Gloucestershire Council masterplan - work in Severn beach. Portway linking to Avonmouth - need to be done together

Comments about the Park and Ride

Need public toilets, café and charging points for e-bikes, e-scooters and electric vehicles

Workshop 2 – Wednesday 13 July

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

A presentation was given which covered the aims of the project, how it fits with the wider policy and city ambitions of mass transit and links to rail, mobility hub and other initiatives. Once complete the group were asked two questions:

Q1 What are the challenges along the entire route?

The responses have been grouped by transport mode:

Walking

- Circular route coming down from The Downs. A few options via Victorian steps but when you get to the bottom you get stranded on bottom of Portway. Like to see Circular Route so you could go up and down in The Gorge – safer and user friendly route.
- Avon Gorge project produced a management plan and section about access to gorge. Long term aspiration. Geology trail looking at birds, rocks etc. The Gorge is Site of Special Scientific Interest. National geology organisations would love to explore it better but now it is difficult to get them down to look at it.
- Need access points, Zig Zag path coming down by Bridge Valley Road. Avon Gorge Hotel route comes out by Clifton rocks railway, but all come out to dangerous roads. Could we create safe crossings?
- Issues with shared path – whenever we have groups it can be dangerous and traffic noise and cyclists without bells
- Plea for crossing between Shirehampton and Sea Mills
- Maintenance of infrastructure is critical – debris, hedges etc.

Cycling

- Current shared use path is not up to the LTN1/20 standards. Trying to void shared space with peds. The path also drops off as you get up to the north of the Portway. Community severance at the north end from the bridge by Shirehampton station. Barrier to walking to the station.
- Better provision at southern part of the corridor for cycling to access the centre

- Primary ask to have a segregated cycle route throughout the length and still have 2 lanes of traffic. Such a lovely place and would be good to remove traffic altogether. Shared path does not work for either mode. Pavement for walking only and widen where it is narrow by Shirehampton. 3m wide segregated cycle route which might mean taking out traffic lane.

Buses

- Do we need more bus lanes – but with relatively low frequency and high prices. Bus gate??
- Need to link orbital and radius route for bus services

Road closures

- Consideration for closure Bridge Valley Road? Thinking of bus reliability and efficient traffic movements. When Bridge Valley Road was closed for repairs, it didn't stop traffic moving around.

Other

- Good place for wildlife and save money as it costs to do rock inspection and work to keep the rock face in good in order.
- Concerns about damage to ecological – special area of conservation and national nature reserve.
- 30 different trees only grow in Bristol and nowhere else.
- Level of Heavy Goods Vehicles traffic you get a lot of debris kicked onto the path
- Last mile support is very important – most significant challenge is the quality of the cycle paths for e-cargo bikes.
- Need to get people into and out of Portbury and Avonmouth area – not attractive. Greater sense of place. Need to link mode and population and work areas through measures such as cycle routes.

Q2) What are the possible solutions/ opportunities?

Walking

- Putting in more crossings
- Replacing the bridge in Shirehampton and connecting the Portway up as an active travel corridor so you can connect with quieter footways.
- Uninviting place for active travel because of noise, pollution, debris – could be resolved by reducing speed limits, from 50 to 40mph for example?

Cycling

- Segregated cycle lane – two-way
- People feel safer if they know where they are going from and to. Ride and stride scheme funded by national highways – way finding work starts in NSC and comes into Bristol.

Speed

- Speed is a challenge – so reducing this and make 30 and 20 in residential areas. Probably wouldn't reduce journey times but would reduce pollution and avoid accelerate brake culture.

Freight

- Underlining the conversation is that the Portway is a key freight route and assumed that freight must move as it does now. What about cargo bikes, rail freight?
- Assume freight is coming from south A370 – consider where else it might be coming from. Recycling depot in Avonmouth? Excellent motorway connections.
- Freight is passing through from one side to another and has port which makes Bristol great. Consumables and food needs to come in. Significant work for decarbonisation of large vehicles.

Other



- Fail to put in signage in place. There is a need for sense of pride in place. Get a sense of what you are travelling through. For example, Sites Special Scientific Interest.
- Connections and hubs are great but need mini hubs in Sea Mills, Shirehampton stations.
- Decarbonisation – impact of emissions on ecology but can't get away that traffic will use it but as vehicles change to electric modes this will help. Also, quieter modes so impact on noise levels.
- Getting people into the gorge. "Portway Sundays" and close the road and family fun days.
- Support about seeing Portway as a 'place' and could use Portway as a car park for these destinations.
- Would like to close Bridge Valley Road but could be an issue for access for school groups to the Gorge could reduce turning movements and make one way.





4.2 Public Feedback

Below details the response to the survey, interactive map, drop-in sessions and emails/ letters/ phone calls. In total 1143 comments were received for the survey and 58 comments were left on the interactive map.

4.2.1 Survey

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

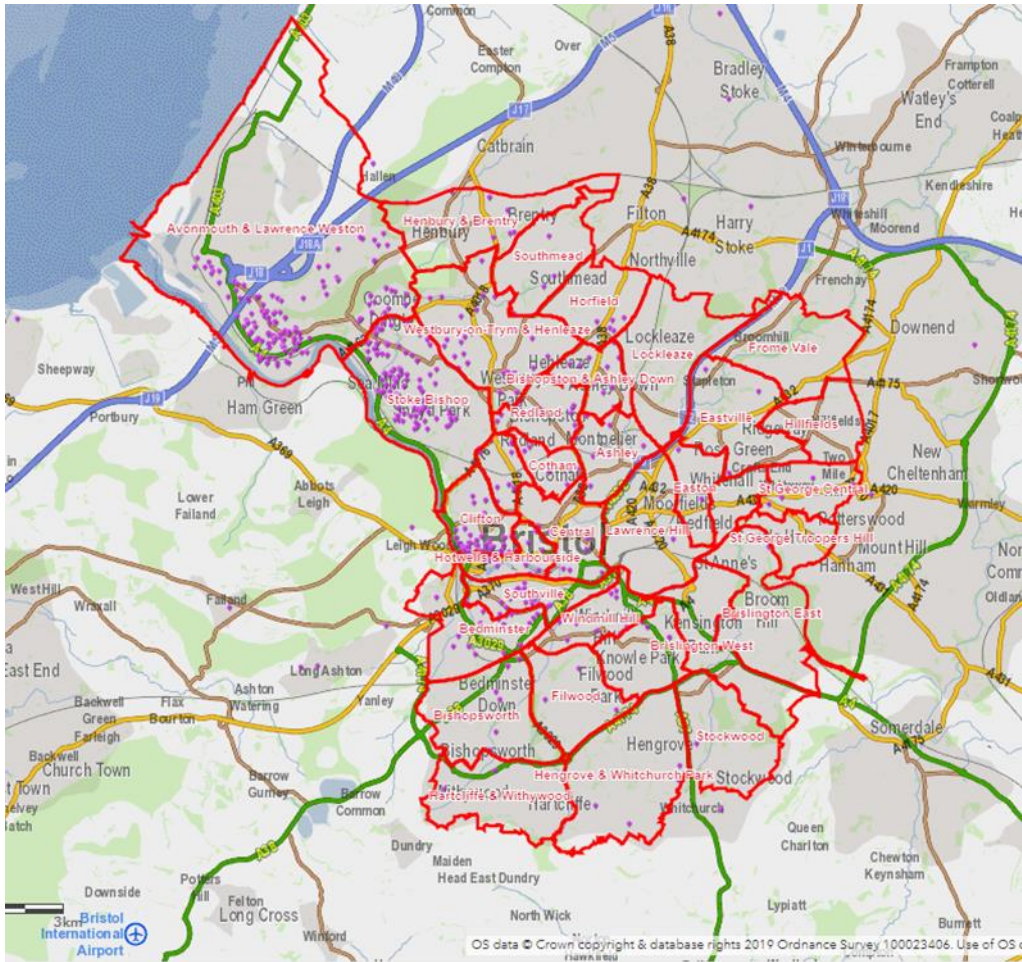
1. Which of the following best describes you?				
			Response Percent	Response Total
1	I am a resident along the route		30.24%	339
2	I am a business owner along the route		0.36%	4

1. Which of the following best describes you?				
			Response Percent	Response Total
3	I work along the route		1.87%	21
4	I regularly travel along this route		56.74%	636
5	I am a taxi / private hire driver		0.00%	0
6	I am a regular visitor to the area		9.28%	104
7	I am responding on behalf of a business/ Voluntary Group/ Community Group/Social Enterprise Other (please specify):		1.52%	17
			answered	1121
			skipped	22

30% of respondents said they were a local resident and 56% regularly travel along the route.

2. What is your full postcode?				
			Response Percent	Response Total
1	Open-Ended Question		100.00%	1099

The 1099 postcodes have been plotted on a map below to show where the respondents live.



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

			Response Percent	Response Total
1	Walk		25.83%	287
2	Bicycle and/or e-bike		50.68%	563
3	Scooter and/or e-scooter		2.52%	28
4	Bus / Metrobus		11.52%	128
5	Park & Ride		14.04%	156
6	Car / Van driver		61.21%	680
7	Car / Van passenger		15.12%	164
8	Taxi		3.24%	36

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

		Response Percent	Response Total
9	Motorcycle	2.52%	28
10	Other (please specify):	4.14%	46
			answered
			1111

Around 62% travel along this route by car/van and 26% walk whilst 50% cycle. Of the 46 other many of them use the train or run along the route.

4. Please tell us how important you think the following things are along main transport routes:

	High importance	Medium importance	Low importance	Not at all important	Response Total
Have clean air	63.7% (704)	26.9% (297)	6.1% (67)	3.4% (38)	1106
Frequent bus services	57.3% (617)	28.0% (301)	9.5% (102)	5.2% (56)	1104
Minimise traffic noise	38.4% (410)	38.8% (414)	16.8% (179)	6.0% (64)	1096
Free flowing traffic e.g., reduced congestion	49.7% (532)	31.8% (341)	13.4% (143)	5.1% (55)	1098
Safe walking routes	66.0% (710)	21.8% (234)	9.3% (100)	2.9% (31)	1104
Safe cycling routes	73.5% (795)	14.4% (156)	7.2% (78)	4.8% (52)	1110
People enjoying the route	48.4% (520)	31.3% (336)	14.6% (157)	5.8% (62)	1104
					answered
					1118
					skipped
					25



Safe cycle routes and clean air have the highest importance percentages with traffic noise as the lowest out of these options.

Portway Park and Ride

5. Do you know about the Portway Park & Ride service that is located on the A4 Portway?







		Response Percent	Response Total
1	Yes	88.73%	992

5. Do you know about the Portway Park & Ride service that is located on the A4 Portway?

			Response Percent	Response Total
2	No		9.84%	110
3	Not sure		1.43%	16
			answered	1118
			skipped	25

Nearly 90% of respondents know about the park and ride service.

6. How frequently do you use the Portway Park & Ride?

			Response Percent	Response Total
1	Daily		1.25%	14
2	Two to three times a week		5.65%	63
3	Once a week		3.32%	37
4	Few times a month		10.57%	118
5	Few times a year		15.59%	174
6	Never		63.62%	710
			answered	1116
			skipped	27

Over 60% never use the park and ride and only around 10% use it once a week or more.

7. Thinking about the Portway Park & Ride service and facilities, how would you rate the following:

	Very good	Good	Fair	Poor	Very poor	Response Total
Opening and closing times	9.7% (66)	29.0% (198)	37.2% (254)	16.1% (110)	8.1% (55)	683
Journey times	24.8% (168)	36.5% (247)	30.0% (203)	5.0% (34)	3.7% (25)	677
Cost of ticket	6.4% (42)	16.3% (106)	46.3% (302)	20.9% (136)	10.1% (66)	652
Local service option in Shirehampton and Sea Mills	14.4% (91)	22.7% (143)	44.4% (280)	10.8% (68)	7.8% (49)	631
Facilities at the site	3.8% (23)	20.8% (126)	55.1% (334)	14.4% (87)	5.9% (36)	606
Service reliability and time waiting for bus	6.3% (40)	27.6% (176)	44.4% (283)	13.5% (86)	8.3% (53)	638
Perceived safety whilst on bus	22.0% (139)	43.8% (277)	28.0% (177)	2.2% (14)	4.0% (25)	632




7. Thinking about the Portway Park & Ride service and facilities, how would you rate the following:

	Very good	Good	Fair	Poor	Very poor	Response Total
The quality of the bus stop and stops along the route	11.9% (76)	36.8% (235)	38.8% (248)	6.7% (43)	5.8% (37)	639
Other	10.8% (31)	9.0% (26)	54.5% (157)	8.3% (24)	17.4% (50)	288
					answered	730
					skipped	413

The highest rating for very good was perceived safety on the bus at 22% but most options score over 80% for fair or above.




Later in the year the Portway railway station is planned to open on the Severn Beach line which will provide connections to Temple Meads and onwards to wider regions of the country. The Park & Ride will serve as a mobility hub where people will be able to access multiple modes of transport to travel around the city and beyond.

8. Do you think this would encourage you to use the Portway Park & Ride service?

		Response Percent	Response Total
1	Yes		33.93% 362
2	No		42.36% 452
3	Not sure		23.71% 253
		answered	1067
		skipped	76

34% of respondents think the opening of the railway station would encourage people to use the Portway Park & Ride service.

9. One of the aims of the park and ride is to increase the connectivity to local places north and west of the site such as communities and businesses in Avonmouth, Lawrence Weston, Shirehampton and North Somerset etc. Would additional bus services connecting to these local areas encourage you to use the Portway Park & Ride more?

		Response Percent	Response Total
1	Yes		30.89% 328
2	No		46.70% 496
3	Not sure		22.41% 238
		answered	1062
		skipped	81

Over half of respondents said 'yes' or 'not sure' when asked if the addition of bus services running to communities north and west of the Park and Ride would encourage them to use the Park and Ride site more. With nearly 31% saying 'yes' and 22% saying 'not sure'.

10. Any other comments about the Portway Park & Ride service?			
		Response Percent	Response Total
1	Open-Ended Question	100.00%	433

433 comments were left from the 1143 respondents, and these were categorised into the following multiple topics. Comments left often covered more than one topic so the total number categorised is 455 comments:

Topic	Number of responses
Supportive	57 comments
Reliability	23 comments
Bus lane/ stops/ priorities	18 comments
Pricing	26 comments
Connecting services	32 comments
Later buses	89 comments
Use train instead	26 comments
Prioritise the car	12 comments
Don't use it	106 comments
Park and cycle	6 comments
Other	50 comments

The main observations are the number of comments supporting the service, the number of people who commented they don't use the services. Extending the buses to the north was a trend and the key comment was the need for later buses and opening the P&R later and on a Sunday.

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

Supportive	
Summary of comments	I use it daily already it's a brilliant service. It is the best service to our area from the centre. Fastest bus ride into town. I love the Park & Ride service which I get from the Roman Way/sea Mills stop. The Portway bus service is excellent for getting into town from Sea Mills. It's a wonderful service with nice drivers.

Reliability	
Summary of comments	I gave up using the service in 2012 after poor reliability made me frequently late for work. Every time I try and use it, it never turns up and I end up having to use my car instead. It's frustrating to wait 30 minutes for a bus that arrives with the

	words “every 12 mins” written down the side. Efficiency needs to be vastly improved.
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Bus lane / stops/ priorities	
Summary of comments	I think more bus lanes/ bus priority would be a good thing. A stop near the Zig Zag would open the P&R facilities to people wishing to go to Clifton Village. Please look at making a safer crossing point for pedestrians who alight at Riverleaze bus stop by Manor Farm football club coming from city centre. The fact that the park and ride only stops along Portway through Shirehampton, and Sea Mills makes it less practical.

Pricing	
Summary of comments	Instead of buying individual bus tickets at the park and ride site I'd like to see tickets per car as an incentive. Cost of tickets is too expensive. A combined train and bus ticket would be good. It is ridiculous that you can't buy reduced cost tickets from bus stops on the route. £5.50 a ticket is silly. For 2 adults and 1 child it costs £10 plus to get to town.

Connecting buses	
Summary of comments	Why doesn't the park and ride go to Cribbs Causeway as well as Broadmead? Clifton is a major attraction to the city and as such should have its own direct park and ride transport and not bus change from the centre. The partway park and ride hub could be expanded on the exit of the busses so that they can turn left towards Avonmouth and that way the service to Weston Super Mare could stop there and allow people to get access to that service. It would be good to have a bus connection from the P&R to Avonmouth Industrial Estate, as many people work there. Aztec West and Cribbs Causeway are major hub were people work and shop. I assume it is also important to develop or strengthen the public transport from / to the Portway park ride with Cribbs Causeway and Aztec West.

Later buses	
Summary of comments	It needs to run later it stops way too early, it doesn't serve those coming back from a night out or working late shifts. Please go up to/past midnight. Would be more useful if it ran later. The hours need to be extended so that it can be used later in the evening. A service running later into the evening would allow users to return home after evening events in the city centre - but may not be cost effective. Later buses would be great / not everyone finishes work early - those in retail and hospitality finish later. The closing time of the Portway P&R make it incredibly impractical. I often finish work after 8pm, and there is no easy way to travel from the city centre as the last bus is before then. Open on Sundays and later for people to use this service.

Use the train	
Summary of comments	For the Park and Ride train station to be useful it would be good to have more trains from the centre to the Park and Ride. Then to have Buses from the train station to places like Pill and Yate. Waste of taxpayers' money. Spend money on train network. Single track railway line with c 2x trains an hour isn't a great service interval. Railway is more effective than more buses on the road. Railway's cleaner etc. Support local railways. transport should be geared to support this method of transport and connectivity

Prioritise the car	
Summary of comments	The EXTENDED bus lane has had a serious negative affect on traffic tailbacks & a deterioration in air quality as a result. As a result, inbound Bristol traffic on this primary A road is an example of Bristol's road traffic management. The anti-car strategy makes car drivers feel like they're being used as cash-cows. Can't drive vehicles efficiently because of 20mph zones, increasing fuel costs. They then get accused of polluting the city so bring in a CAZ and charge them more.











Don't use it	
Summary of comments	I do not use and would not use as cycle. I cannot comment as I do not use the park and ride. I am a cyclist, and the P&R is irrelevant to me. It's not going to appeal to me, as I live closer to the centre than the park and ride. I am not willing to drive several miles out of the city to take a bus in to the city. I travel along the Portway, but the park & ride is completely irrelevant to me.

Park and cycle	
Summary of comments	It should also be promoted as a facility for drivers to park their cars then CYCLE to their destination along safe and speedy off-road cycle routes. Should also be 'park and cycle' service, free to cyclists.

Other	
Summary of comments	The signage is poor for car users. Instead of all these secondary projects including Western Harbour, why doesn't the Mayor get to grips with the school children who haven't got enough food to eat, that's a priority. Shouldn't the CAZ extend to this point as this is where you want people to stop driving? If you are serious about this being a mobility hub, you absolutely need to facilitate Park and Pedal, with secure CCTV covered bike store for those leaving their bikes overnight and during the day. This could be chargeable at a low rate (e.g., £5 per week). The Avon Gorge is a biological and geological Site of Special Scientific Interest. Cars, lorries

	and buses (especially using fossil fuels) should be excluded from the Portway.
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Section 1 – M5 flyover to the Portway Park and Ride and onto Sylvan Way junction

11. Do you experience any of the following difficulties with the street environment along this section of the route? (Please tick all that apply)					
				Response Percent	Response Total
1	The buses get held up in the traffic / the buses are too slow			13.08%	122
2	The buses are unreliable			14.58%	136
3	The buses are not frequent enough			13.61%	127
4	The road is unpleasant to walk along			47.05%	439
5	The road feels unsafe to cycle on			59.70%	557
6	The street is busy with traffic			37.73%	352
7	Traffic is too fast/ speeding traffic			42.87%	400
8	There is too much congestion			25.62%	239
9	There is not enough parking			4.07%	38
10	Other (please specify):			22.19%	207
				answered	933
				skipped	210

Nearly 60% think the road is unsafe to cycle on and 47% think it is unpleasant to walk along. Of the other comments these were categorised into the following multiple topics:

Topic	Number of responses
No issues	22 comments
Shared path	26 comments
Park & Ride issues	7 comments
Cycle route	52 comments
Speed limit	9 comments
Pavement / crossing	17 comments
Trees / maintenance	8 comments
Bus lane	18 comments
Air Quality / Noise	10 comments
Road improvements	9 comments
Other	7 comments

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

No issues	
Summary of comments	Leave it alone it works well. No problems. Traffic is free flowing and usually at an appropriate speed. The route is fine.

Shared path	
Summary of comments	Cyclists are taking over the pavement and making life difficult for walking. Quality of the shared path surface is very poor along most of the Portway, encouraging cyclists to use the road. The shared path (bike/walk) is too narrow and full of broken glasses. The 'Shared used Path' is far too narrow for cyclists in both directions, as well as pedestrians.

P&R issues	
Summary of comments	The buses are too expensive. Why are we focusing on buses for the park ride when a train is starting? Buses are expensive. Dangerous junction at P&R site and railway station.

Cycle route	
Summary of comments	Cycle route is disconnected and slow. The inbound cycle path does not run continuously and is therefore not fit for purpose. A safe cycle route needs to be CONTINUOUSLY SAFE. Adequately segregated from both motorised traffic & pedestrians. It should NOT INVOLVE crossing & recrossing a busy road. Very scary using inbound cycle lane due to speed and proximity of traffic. Connection from station road underpass to inbound cycle lane (east section) is unclear especially the first time you use it. Missing section of cycle paths in Shirehampton, quite dangerous to ride. On-street parking blocks cycle path.

Speed limit	
Summary of comments	The speed limit is confusing and seems designed to catch the unwary! The 30mph section is ridiculously slow. This is a main arterial route so the speed limit should be 40 to aid the through-put of traffic. The road is designed for speed/ cars. it's dangerous, filthy, loud and deeply hostile to people.

Pavement / Crossing	
Summary of comments	There is no pedestrian pathway on the incoming Portway specially between Hinton Lane to the Zig Zag. People parking on grass and pavement need to be ticketed more often. Inadequate safe crossing places. The pavement in the tunnel is absolutely disgusting. The pavement gets very narrow in places with not much space for cycles/pedestrians to pass each other and with fast-moving traffic very close by. The path can also become overgrown with brambles, nettles, etc.

Trees / maintenance	
Summary of comments	Some pruning of the trees and bushes (and removal of self-seeded trees) is needed to the beauty spot lookout point overlooking the large bend in the river. The vegetation on the footpath/cycle track is overgrown making the track dangerously narrow. Blocked cycle lane (trees / hedges),

	sunken drain / manhole in lane. Road poorly maintained - lots of gravel & glass
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Bus lane	
Summary of comments	Since the introduction of the bus lane traffic had become worse, yet hardly ever see a bus use it. The pointless bus Lane reduces the flow of other traffic. Lack of bus stops at junction with Sylvan Way. Cyclists make the road less safe for traffic and everyone else as they ignore the cycle lanes. The bus lane is 24 hours when there are not 24 hour buses.

Air quality / noise	
Summary of comments	Reduce air and noise pollution. Road would be pleasanter with less air and roadside pollution. Noise is terrible. Large trucks frightening. Road is too loud to hear.

Road improvements	
Summary of comments	A dual carriageway without a central reservation in parts is very dangerous! A central reservation is necessary all along the road. Traffic turning right (illegally) from Port View Road onto the Portway is a major hazard. Cars swerving to get into correct lane inbound is a hazard. Congestion could be significantly eased by removing the bus lane.

Other	
Summary of comments	Weak leadership. Most pollution along here is the road dressing when 40mph we had tarmac. now 30mph and you see fit to kill people with tar and stone dust. The CAZ will utterly mess my commute to work, increasing costs and increasing congestion.

12. How important do you think the following improvements to this section of the transport route are?

	High importance	Medium importance	Low importance	Not at all important	Response Total
Bus priorities to speed up journey times	36.5% (347)	34.2% (325)	16.9% (161)	12.3% (117)	950
Bus stops with shelters	36.2% (336)	41.0% (380)	15.1% (140)	7.7% (71)	927
More frequent bus services	35.8% (330)	41.4% (381)	15.1% (139)	7.7% (71)	921
Safer walking routes	56.1% (549)	24.1% (236)	12.9% (126)	6.9% (67)	978
Safer cycle routes	68.0% (687)	14.9% (151)	8.9% (90)	8.2% (83)	1011
Cycle parking provisions	33.0% (309)	28.1% (263)	24.1% (226)	14.8% (139)	937

12. How important do you think the following improvements to this section of the transport route are?

	High importance	Medium importance	Low importance	Not at all important	Response Total
Traffic calming	34.0% (325)	26.8% (256)	20.1% (192)	19.1% (182)	955
Increased greenery such as trees and bushes	46.3% (457)	30.0% (296)	14.4% (142)	9.2% (91)	986
				answered	1046
				skipped	97

68% of respondents think safer cycle routes are a high importance followed by 56% who think safer walking routes are of high importance.

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

	Response Percent	Response Total
1 Open-Ended Question	100.00%	425

Of the comments left these were categorised into the following multiple topics:

Topic	Number of responses
Cycling issues	195 comments
Bus infrastructure	20 comments
Bus services	21 comments
Speed	33 comments
Walking / crossing	37 comments
Road Infrastructure	38 comments
Cars	19 comments
No issues	30 comments
Greenery	13 comments
Maintenance	19 comments
Other	25 comments

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

Cycling issues	
Summary of comments	The response of 'Needs a continuous cycle route segregated from motor traffic, including buses, and walkers' was made over 70 times. Dedicated cycle path not shared with traffic or walkers would be helpful. Cyclists need to be completely separated from walkers as the majority show little concern for the safety of walkers.

Bus infrastructure	
Summary of comments	I think the service should stop at the unused stop at Park Row. This isn't a cycle lane; it's a bus lane and busses want to

	go at the speed limit. If you wouldn't let a 12 year old cycle along it alone it isn't a safe cycle lane! Reallocation of road space to allow a continuous bus lane. The bus lane doesn't need to be 24/7 it's an overzealous measure that increases congestion.
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Bus services	
Summary of comments	Have all buses call at the park and ride station to reduce congestion and improve journey times. Integrating the bus service with the rail service is essential so that people along this stretch of the A4 can get to Clifton Down, Montpelier and Temple Meads, etc. Propose that buses call at the railway stations and a combined ticketing system so that only one ticket would be needed for a journey using both bus and rail. No bus route from Lawrence Weston to the P&R. The busses need to run until later in the day and be reliable.

Speed	
Summary of comments	Traffic frequently has excessive speeds i.e., beyond the displayed limits. 30mph limit for motor traffic with clearly marked speed cameras and heavy fines for speeding. The route is getting faster and busier. Support a speed limit reduction from 40 mph to 30mph along this whole stretch. That would also make it more consistent along the route (now it is 40 just before the M5 bridge, then 30 to Barrow Hill road, then 40 again).

Walking / crossing	
Summary of comments	There is already a good, shared pavement for walkers and cyclists. The pedestrian crossings between Woodwell Road used to turn green for crossing straight away which made it feel much safer as a pedestrian not being marooned in the middle of the Portway with speeding traffic and fumes. Please improve footpath signage to local facilities and showing short cuts for pedestrians. There should be cycle and footpath on the inbound side next to Shirehampton Park. The junctions at Sylvan Way and Hung Road are extremely pedestrian unfriendly.

Road infrastructure	
Summary of comments	Make it easier for cars to use, for a majority cycling or using public transport is not an option. Ensure traffic flow is not impeded. When the traffic calming measures and traffic lights were put in some years ago AND the new dual carriageway up the A38, the traffic on the Portway became much more chaotic and dangerous that it had been as there are just SO MANY obstacles. Do NOT introduce speed cushions or humps! The Hung Road crossing with the Portway is not well designed. On all four directions when turning right, you can't see the traffic lights once you edge forward so you don't

	know when it's gone red so you can be stuck in the middle of the road.
--	--

Cars	
Summary of comments	Ensure clear roadways for cars vans and lorries. Nothing in this about improving the life of motorists. Why are motorists excluded? Not very inclusive. Please do not forget disabled road users. Motor vehicles remain the priority. Focus should be on ensuring free flow of all forms of transport. A4 is a hugely important through route from city to motorway and not just an access for residents, whether South Bristol or north-west Bristol.

No issues	
Summary of comments	Spend your budget where it's needed, not where it is not. If it ain't broke, don't fix it. We already have a great bus service, plenty of greenery (lots of trees) and the traffic flows well. We have bus stops with covers and good pavements. Improving this part of the route seems a waste of money to me. As far as I am aware, there are no problems on this section.











Greenery	
Summary of comments	This section is so hot in the summer - greenery would help add some shaded bits. Smarten up the central reservation as previously promised. Plant trees. Hedges and trees to separate the cycle/walking paths are needed for safety, noise and pollution reduction. Cut back growth on river banks.

Maintenance	
Summary of comments	Cut hedges back to allow full use of cycle lanes. The shared use path could be vastly improved with some minor changes - most importantly regular (at least a few times a week) cleaning/sweeping - the route is almost always littered with glass and other road mess which is a hazard for cyclists. Better maintenance of the greenery and their combined footpath/ cycle path. The pavements from Avonmouth roundabout to Shirehampton station (on both sides) are poorly maintained. They are often flooded and covered in leaves.

Other	
Summary of comments	Including the carriageway in the clean air zone is absolute madness!!!!!! More provision for e-scooters. People who have chosen to live alongside the A4 do so knowing that it is a busy route, you cannot change that, and you should not try to. Looking at this road in isolation from the rest of the city is a mistake. Have an HGV ban we get far too many massive HGVs driving through the Centre as it's a quicker short cut. Your survey is too restrictive. The area with benches

	overlooking the horseshoe in Avon clearly needs renewing and can provide a lovely spot for tourists and locals to stop and take in the glorious view. The Portway is a lost opportunity to showcase Bristol. Did you experience the Portway Sunday open days in 2015 and after?
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Section 2 – Sylvan Way junction to Bridge Valley Road junction

14. Do you experience any of the following difficulties with the street environment along this section of the route? (Please tick all that apply)					
				Response Percent	Response Total
1	The buses get held up in the traffic / the buses are too slow			15.89%	154
2	The buses are unreliable			13.93%	135
3	The buses are not frequent enough			14.45%	140
4	The road is unpleasant to walk along			50.36%	488
5	The road feels unsafe to cycle on			59.75%	579
6	The street is busy with traffic			47.16%	457
7	Traffic is too fast/ speeding traffic			42.62%	413
8	There is too much congestion			39.73%	385
9	There is not enough parking			5.37%	52
10	Other (please specify):			21.26%	206
				answered	969
				skipped	145

Nearly 60% think the road feels unsafe to cycle on and over 50% think the road is unpleasant to walk along.

Of the other comments these were categorised into the following multiple topics:

Topic	Number of responses
No issues	9 comments
Shared path	26 comments
Park & Ride issues	4 comments
Cycle route	23 comments
Speed limit	6 comments
Pavement / crossing	14 comments
Trees / maintenance	3 comments
Bus lane	10 comments
Air Quality / Noise	5 comments
Road improvements	9 comments
Other	7 comments

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

No issues

Summary of comments	It's beautiful no issues. No comment. This area works well. Re-opening the stopping facility would make for a calmer environment. I have never been held up in a bus when I have used them on this part of the route.
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Shared path	
Summary of comments	The shared use path outbound is used both inbound and outbound. It is very poorly surfaced with frequent huge 'sink holes' left by the remains of trees. The street furniture means sections are forced to narrow to single person spaces. Shared space for cyclists and pedestrians is dangerous for both - especially at night. Shared use path is too bumpy and has poor quality surface for cycling on. Speaking as a regular cyclist along here, the shared use path is badly surfaced and narrow in places. The shared use path (outbound) is an appalling road surface.

P&R issues	
Summary of comments	I only use this section on the Park and Ride bus which is usually excellent. inbound buses are held up by cyclists. quality of road surface is poor. The empty buses get in the way of proper traffic.

Cycle route	
Summary of comments	Cyclists conflicting with pedestrians as there is no separated cycle lane. Cycling causing dangerous environments for walkers and joggers. E- scooter causing the same problems. Cycle lane is a bumpy mess. High traffic noise means alerting others to your presence is difficult. The congestion on this road is a creation of Bristol Council. The traffic flowed perfectly freely before the extra wide cycle lane and permanent bus lane were introduced. The traffic level is much lower than it was 10 years ago.

Speed limit	
Summary of comments	40mph past sea mills junctions are stupid, constant changing speed are confusing. Put a speed camera that works up would be my only suggestion. Inbound bus lane 24 hrs seems unnecessary, and could be timed for busiest periods, causes congestion even when road is relatively quiet. Loose the 50mph speed limit - make it 40 or less.

Pavement / Crossing	
Summary of comments	The cycle path/footpath is shared, is interrupted by access to the football ground and cycle path surface is in terrible condition. The footpath/ cycle path is too close to the road and fast, heavy traffic. The path is also too narrow to easily pass other users. The road is very dangerous to cross at Riverleaze. The bus stop (poor quality) outside Manor Farm is in the middle of the cycle path and it's dangerous.

Trees / maintenance	
Summary of comments	Road poorly maintained. Glass on cycle path. The pavement on the river side of the A4 frequently floods (by the rugby academy) a simple job to improve drainage. Also, maybe because of a lack of street cleaning the path as it goes along the Portway is wide enough but frequently covered in broken glass, so as a cyclist this means punctures.

Bus lane	
Summary of comments	Because the extended bus lane is the cause of the tail backs. The bus lane is widely abused by private cars and vans during peak times. Buses get held up behind cyclists in the inbound bus lane. Slows buses and scares cyclists. Road rage directed at cyclist's, due to sharing the road and minimal segregation.

Air quality / noise	
Summary of comments	This road has been designed to let cars go fast at the cost of all other users. It's filthy and noisy and incredibly hostile to anyone not in a vehicle. As you get closer to the city it becomes increasingly bewildering that this amazing heritage site of the river and the bridge has such hostility to people built in. The traffic noise is very loud while cycling/walking.

Road improvements	
Summary of comments	Cars need to use this route and traffic is prevented from free flowing to give priority to virtually empty buses. This section once an excellent way into and out of the city has once again been messed up by the council with a bus lane in bound and part one lane out bound causing congestion. Not enough done for cars

Other	
Summary of comments	Frequent flooding after heavy rain. Can't comment on the buses, I never use them. No provision for tourists to stop and enjoy the view.

15. How important do you think the following improvements to this section of the transport route are?

	High importance	Medium importance	Low importance	Not at all important	Response Total
Bus priorities to speed up journey times	34.4% (308)	34.6% (310)	19.1% (171)	11.8% (106)	895
Bus stops with shelters	29.2% (259)	39.7% (352)	20.1% (178)	10.9% (97)	886
More frequent bus services	33.0% (292)	39.8% (353)	17.6% (156)	9.6% (85)	886
Safer walking routes	57.9% (558)	21.0% (202)	13.4% (129)	7.8% (75)	964

15. How important do you think the following improvements to this section of the transport route are?

	High importance	Medium importance	Low importance	Not at all important	Response Total
Safer cycle routes	67.5% (663)	14.2% (139)	9.5% (93)	8.9% (87)	982
Cycle parking provisions	29.0% (260)	22.6% (203)	28.0% (251)	20.5% (184)	898
Traffic calming	34.9% (320)	24.6% (226)	20.9% (192)	19.5% (179)	917
Increased greenery such as trees and bushes	44.2% (407)	26.8% (247)	15.3% (141)	13.6% (125)	920
				answered	1017
				skipped	97

68% think safer cycle routes and 58% think safer walking routes are of high importance

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

	Response Percent	Response Total
1 Open-Ended Question	100.00%	462

Of the comments left these were categorised into the following multiple topics:

Topic	Number of responses
Cycling issues	226 comments
Bus infrastructure	45 comments
Bus services	30 comments
Speed	60 comments
Walking / crossing	104 comments
Road Infrastructure	55 comments
Cars	56 comments
No issues	11 comments
Greenery	15 comments
Maintenance	57 comments
Noise / air quality	37 comments
Other	47 comments

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

Cycling issues	
Summary of comments	Most comments related to the need for a continuous cycle route segregated from motor traffic including buses, and walkers. Others included things like the solution is not more lanes for cars, the solution is fewer lanes for cars and more provision for public transit and bicycle/e-scooter users. The cycle path coming out of Bristol is very bumpy and

	<p>unpleasant. A line of paint on the road does not offer any protection for a vulnerable road user (i.e., a person on a bike). Two lanes for traffic leaving Bristol flows better and rarely congestion but traffic is often fast and there are big lorries so when cycling or walking it can feel dangerous and unpleasant. Its dirty and messy so grime and dust are thrown at you as you travel against the traffic.</p>
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Bus infrastructure	
Summary of comments	<p>Bus lane does not need to run the whole stretch. It could easily start later and end another 100 meters before the Bridge Valley Road junction. Since the bus lane is used so infrequently by actual buses, it might be worth looking into expanding who can use them, for instance since Taxis and Motorcycles can use the bus lane. 24hr bus lanes on either side of this stretch would mean the buses are able to stick to their timetables and be much more reliable. Reducing the traffic to single lanes inbound and outbound would reduce the speed and encourage more people to use alternative transport than cars.</p>

Bus services	
Summary of comments	<p>The bus lane seems to work well. Bus lanes are slowed by cyclists due to no specific provision for them. Bus lane is great, but buses can get held up behind cyclists when there is standing traffic in the other lane. It is a pain when cyclists use the bus lane in the morning rush hour. This causes buses to get trapped behind them and delay lots of people all at once. If the bus service were more frequent and cheaper there might be more take-up and some reduction in traffic.</p>

Speed	
Summary of comments	<p>Does what is essentially an urban green space really require the speed limit to be increased to 50mph along this stretch, or could it be slowed down? The constant changes in speed limits are confusing for drivers - can they be standardised at 40mph throughout? I wonder if eliminating the "racetrack" nature of this 50mph section would even the flow. Reduce the speed limit.</p>

Walking / crossing	
Summary of comments	<p>The beautiful zigzag path leads down to the Portway and dumps you out in a place that is dangerous and very difficult to cross. There is no pavement, no pedestrian crossing, not even an island that would mean you could cross one way traffic at a time. Cycle path/footpath too narrow. The pavement is shared with cyclists and pedestrians and can get busy. The surface is not wide or smooth enough to cycle on and often lots of glass and debris causing punctures. Safe zebra crossings. They are too far away one from another.</p>

	People cross the road outside the zebra crossing very dangerous!
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Road infrastructure	
Summary of comments	Cities need arterial routes to move traffic past the city - mess with it too much and you will simply send the same traffic through residential areas. To reduce congestion, it would be sensible to allow traffic turning left up Bridge Valley Road to enter filter lane earlier than currently allowed as very few vehicles make this turn and get stuck in the queue to continue into Hotwells. This section of route is always problematic with traffic congestion heading in-towards Bristol. The main issue is the traffic lights at Bridge Valley Road holds traffic which at times can back up to Roman Way. There seems to be an issue with the lights at Bridge Valley Road causing long tailbacks at random.

Cars	
Summary of comments	Stop restricting private vehicle use. Ensure traffic flow is not impeded. You don't need to calm the traffic. It doesn't move in rush hour. Remove bus lane, reinstall two lanes outbound. There needs to be transport improvements made to the bottom end of this section to improve the flow of traffic for all not just buses.

No issues	
Summary of comments	There is a bus lane here and the shared pathway is great as is. This section has existing bus lane - wide pavement to accommodate very limited number of pedestrians and cycles, passes through a beautiful part of the Avon Gorge. Leave it alone.

Greenery	
Summary of comments	An extended canopy that had solar lighting with a grassy top and cycle/walkway would radically transform the vista and be visionary in addressing the major problems caused by this link road whilst still enabling some discreet travel that doesn't compromise the natural landscape. Reinstatement of the many trees that once lined the route on the riverside footpath would improve the appearance and reduce noise. Plenty of greenery already! No need to spend money on more.








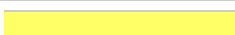


Maintenance	
Summary of comments	Improved surface to the shared use path to make cycling along it easier. Surface of pavement needs resurfacing. The fencing between the pedestrian footpath and the River Avon is rusting and falling away in places. Road poorly maintained - large pot holes, trees / shrubs over hang into the bus lane. Cycle path (pavement side) is poorly maintained with so

	much gravel and glass, meaning it is a high puncture risk for cyclists. Please keep trees, hedges, bushes tidy. Summer time they are overgrown, and cause cycling being bit dangerous.
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Noise / air quality	
Summary of comments	To have polluting and noisy buses travelling along the Portway is a poor decision. Road noise caused by the road surface texture can be improved significantly. The Portway and Avon Gorge is one of the most beautiful features of Bristol but is wholly dedicated as a traffic route and is one of the noisiest roads as shown on public noise mapping and experienced by residents nearby. Hedges and trees to separate the cycle/walking paths are needed for safety, noise and pollution reduction. Reduce noise and encourage more active travel along the route.

Other	
Summary of comments	Stop closing roads, you are just causing unnecessary congestion. Currently dangerous, just signs on a pavement beside busy dual carriageway. Please do not forget disabled road users. Not everyone can walk, cycle, use scooters or the park and ride and we need to use our cars to get to work. Could we have 'quiet tarmac' laid? Improve access to Avon Wildlife Trust site.

Section 3 – Bridge Valley Road junction to Jacob's Wells Road roundabout (not including the Western Harbour section in this engagement)

17. Do you experience any of the following difficulties with the street environment along this section of the route? (Please tick all that apply)				
			Response Percent	Response Total
1	The buses get held up in the traffic / the buses are too slow		28.94%	281
2	The buses are unreliable		16.58%	161
3	The buses are not frequent enough		17.40%	169
4	The road is unpleasant to walk along		53.66%	521
5	The road feels unsafe to cycle on		63.44%	616
6	The street is busy with traffic		58.81%	571
7	Traffic is too fast/ speeding traffic		39.96%	388
8	There is too much congestion		50.67%	492
9	There is not enough parking		9.99%	97
10	Other (please specify):		15.14%	147
			answered	971
			skipped	172

Over 60% of respondents have said the road feels unsafe to cycle on and 58% say the street is busy with traffic.

Of the other comments these were categorised into the following multiple topics:

Topic	Number of responses
No issues	15 comments
Shared path	20 comments
Cycle route	33 comments
Pavement / crossing	9 comments
Trees / maintenance	16 comments
Bus lane	9 comments
Air Quality / Noise	14 comments
Road improvements	15 comments
Other	16 comments

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

No issues	
Summary of comments	This part of the route works as well as can be expected, given the restricted width and the limited scope for any improvement. No major problem.

Shared path	
Summary of comments	Broken glass, narrow pavement so gets tight with walk runners and cyclists, this is where people will walk to see the bridge etc. Uneven surface, trees and lampposts on roadside of the shared path causing obstacles. There is a very narrow passage in the shared path. During rush hours, it is very unsafe to ride.

Cycle route	
Summary of comments	Shared use cycle path is poorly maintained and too narrow along the river side. You should be able to cycle on the path from the Army Surplus Shop round to the Pump House to avoid the road. Needs a continuous cycle route segregated from motor traffic, including buses, and walkers. No continuous and protected cycleway.

Pavement / Crossing	
Summary of comments	Crossing the road to access footpaths and streets is very dangerous. There is nowhere to cross to use the footpath up to Clifton, but you must cross as you can't walk on that side as the footpath vanishes outside the Colonnade. Poor facilities for pedestrians crossing Hotwells Road.

Trees / maintenance	
Summary of comments	The potholes are damaging to all modes of transport and need repairing. Road surface is bad under rock shelter. Road surface uneven making bus travel uncomfortable. The Road is continuously breaking up and having to be patched, which is

	bad for cars as well as cycles, full resurfacing doesn't seem to have a good lifespan here.
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Bus lane	
Summary of comments	The bus lane must be all the way 24 hours along Hotwell road to and from the junction at Jacobs wells. bus lane will need priority on traffic lights to avoid jamming entrance/exits at roundabouts. Remove the bus lane and you will ease congestion.

Air quality / noise	
Summary of comments	Traffic noise and vibrations from heavy lorries. It maybe noisy and the building next to the road look neglected, on the contrary the area around the basin is quite pleasant as segregated from the traffic.

Road improvements	
Summary of comments	The measures to close Baldwin St & Bristol Bridge to cars mean it is not viable for me to use this part of the route. I must divert over the Cumberland Basin towards Coronation Rd. Traffic lights on Jacob Wells Road are just plain stupid and again cause of congestion. Traffic can be heavy at certain times of the day and is exacerbated by bridge swings in the area. Bridge Valley Road feed into the Portway causes the congestion. Shorten the traffic light sequence in Hot wells near to the Plimsol Bridge flyovers. The traffic does get bad here but that's mainly going into town rather than round the Cumberland Basin. Bridge swings are a nightmare.

Other	
Summary of comments	Cars are also road users! Not enough river crossing points slow down traffic flow. The electric scooters are dangerous to cars and pedestrians! This road feels like it's 1975 - so outdated and designed for cars not people. Weak leadership.

18. How important do you think the following improvements to this section of the transport route are?

	High importance	Medium importance	Low importance	Not at all important	Response Total
Bus priorities to speed up journey times	37.6% (330)	33.8% (297)	16.1% (141)	12.5% (110)	878
Bus stops with shelters	29.7% (255)	37.9% (325)	21.3% (183)	11.1% (95)	858
More frequent bus services	33.8% (290)	37.1% (318)	18.0% (154)	11.1% (95)	857
Safer walking routes	61.5% (573)	19.3% (180)	10.7% (100)	8.4% (78)	931
Safer cycle routes	67.8% (647)	14.3% (136)	9.2% (88)	8.7% (83)	954

18. How important do you think the following improvements to this section of the transport route are?

	High importance	Medium importance	Low importance	Not at all important	Response Total
Cycle parking provisions	34.2% (300)	25.8% (226)	22.8% (200)	17.2% (151)	877
Traffic calming	39.8% (353)	22.4% (199)	17.7% (157)	20.1% (178)	887
Increased greenery such as trees and bushes	48.9% (439)	25.6% (230)	13.2% (118)	12.3% (110)	897
				answered	994
				skipped	120

Over 65% of respondents think safer cycle routes and over 60% think safer walking routes are of high importance.

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

	Response Percent	Response Total
1 Open-Ended Question	100.00%	447

Of the comments left these were categorised into the following multiple topics:

Topic	Number of responses
Cycling issues	204 comments
Bus infrastructure	25 comments
Bus services	14 comments
Speed	23 comments
Walking / crossing	80 comments
Road Infrastructure	33 comments
Cars	40 comments
No issues	5 comments
Greenery	5 comments
Maintenance	38 comments
Noise / air quality	20 comments
Other	61 comments

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

Cycling issues	
Summary of comments	Again, most comments are saying need a continuous cycle route segregated from motor traffic, including buses, and walkers. This route must have cycle tracks built to minimum standards in LTN1/20, separated from pedestrians and vehicles which will be provide a direct, coherent, safe and comfortable and attractive cycle route down the A4. Not paint in the road, with parked cards or a bumpy shared use

	pavement. How do you cycle across Cumberland Basin? Improve signs for paths & cycle paths to make them more obvious. Probably need to build a proper physically separated (i.e., with concrete) cycle path to keep traffic and cyclists 100% apart.
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Bus infrastructure	
Summary of comments	There is already a bus lane outbound, which does not need improving. Also don't put a bus gate on Cumberland road. Make it one way for outbound traffic with a two way cycle lane. Get rid of the on street parking and make that lane a bus lane. Perhaps not having a dedicated bus lane will allow more traffic to flow out of Bristol quicker.

Bus services	
Summary of comments	If we can get fast, reliable, buses they will coax motorists out of their cars - but they must be affordable (ideally a lot cheaper than running a car - and not by making cars dearer, need to make buses cheaper). Get people off the E-Voi scooters and onto the buses, make the buses run more frequently and into the night. First bus can do as they please regardless of your plans.

Speed	
Summary of comments	The speed limit on Hotwell Road is too high. Vehicles, travelling at 40mph++ zoom by just a pavement's width from our windows. Our windows are large, single-glazed, sometimes rickety sash windows. Reduce speed limit to 30 mph. This is sufficient in an urban area and will set the tone for the whole Portway. Make this 20mph. Exclude large trucks and lower and enforce speed to 30mph.

Walking / crossing	
Summary of comments	The shared path can get really narrow at points and I've had a few hair raising moments with other users not seeing me etc. It's very difficult to cross Hotwells Road here and a better pedestrian crossing should be provided. Needs a continuous pedestrian route segregated from motor traffic, including buses and which is accessible by wheelchair and appropriate for pram/ buggy use and which has quality way finding/ maps. A divide / cordoning off pedestrian walkway from Clifton Rocks to the houses please. Reduce noise and encourage more active travel along the route.

Road infrastructure	
Summary of comments	Reopen the route to Cumberland Rd to cars. The closure of Baldwin St & Bristol Bridge to cars and removing the access along Avon Crescent leaves only one viable route to get to the Temple Quay area. Make Coronation Road one way for inbound traffic with a two way bike lane. Turn up Bridge

	Valley Road at traffic lights is very tight meaning larger vehicles must take it in the right lane and cut across the left. Improve the traffic lights at bridge valley road, wide the route to allow better flow of traffic.
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Cars	
Summary of comments	Cars also regularly park alongside the terrace of houses here and no efforts seem to be made to issue parking tickets or get them towed. There is always congestion on this entire section but that is a consequence of bottlenecks further on and will not be solved changing the road layout. It is an important route for cars, buses and all other forms of transport. Giving priority to buses would without building additional lanes (not possible in this section) would mean a loss for some other form of transport, better to improve and make the rail option the primary option. Every day cars parked on the double yellows causing a block at rush hour for cars / buses coming into town

No issues	
Summary of comments	I'm not a bus user so difficult to comment on bus aspect. The is already a pleasant area to walk along with trees, a 30 mile limit, seems fine to me, anytime I have travelled on the bus it progresses at a good speed. Walkers and cyclist have a lovely area next to the docks to walk. The route should be left as it currently operates in July 2022.

Greenery	
Summary of comments	At this point also there is a section with no street trees at all - the pavement is very narrow so would need widening before trees were possible. Trees and shrubbery forming a dividing line between road traffic and pedestrian/cycle routes would do much to improve the outlook and discourage car reliance. More trees for shade in summer.











Maintenance	
Summary of comments	There are lots of potholes and the traffic is too fast. Inbound the cycle path from bridge valley to Cumberland basin often has glass on it and when the river comes over it's a bit hazardous. It often leaves silt behind on the pavement, again not great for bikes. Often glass and debris in footway. The path under the Suspension Bridge is narrow in places, close to heavy traffic and prone to flooding. The Road is continuously breaking up and having to be patched, which is bad for cars as well as cycles.

Noise / air quality	
Summary of comments	As a resident, cannot express how dominated our lives are by the relentless traffic noise. The traffic is incredibly noisy - it fills the whole gorge. Resurface around the ramps and flyover

	with a decent smooth surface to reduce noise and increase flow. Noise and fumes and horrible. Traffic is too busy and too noisy.
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Other	
Summary of comments	Stop electric scooters, they are so dangerous, would love to know the figures for casualty admissions in town and the increased cost to the NHS since the trial scheme started. Please do not forget disabled road users. stop making your surveys so appalling biased. From Bridge Valley Road to the flyover start it is constrained by geography. Nothing much can be done. Clearly there is an agenda to rid Bristol of cars and anyone who might want to use on. Difficult to be more radical while Western Harbour plans are being considered.

Section 4 -Jacob's Wells Road roundabout to We The Curious (Explore Lane junction)

20. Do you experience any of the following difficulties with the street environment along this section of the route? (Please tick all that apply)				
			Response Percent	Response Total
1	The buses get held up in the traffic / the buses are too slow		27.93%	229
2	The buses are unreliable		17.68%	145
3	The buses are not frequent enough		19.15%	157
4	The road is unpleasant to walk along		36.22%	297
5	The road feels unsafe to cycle on		51.59%	423
6	The street is busy with traffic		55.12%	452
7	Traffic is too fast/ speeding traffic		31.10%	255
8	There is too much congestion		44.51%	365
9	There is not enough parking		10.85%	89
10	Other (please specify):		13.17%	108
			answered	820
			skipped	323

Over 55% of respondents think the street is busy with traffic. Over 50% think the road feels unsafe to cycle on.

Of the other comments these were categorised into the following multiple topics:

Topic	Number of responses
No issues	11 comments
Cycle route	22 comments
Bus lane	10 comments
Air Quality / Noise	5 comments
Road improvements	10 comments

Other	12 comments
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Below is a summary of the comments received in each category:

No issues	
Summary of comments	Bus lane can be used for cycling. There are footpaths for pedestrians. Great bus lane. Works fine. Pretty good, I thought. Always clear.

Cycle route	
Summary of comments	Cyclists forgetting that they are also bound by the highway code. Cyclists can keep to the floating harbourside to avoid the road (which is a death trap) however the cycle route loses its way around about the @Bristol - it should take you straight to the Hippodrome without going back onto the road. Although there is a shared use wide pavement along the route (not shown), outbound cyclists turning right to go up Jacobs Wells Road must cross one lane of fast moving traffic without any warning to motorists.

Bus lane	
Summary of comments	There are no 24 hour buses, so not sure why there are 24 hour bus lanes. Traffic here is insane and dreadfully slow at busy times - not good for bus users and cyclists are just going to use pedestrian spaces to circumvent. Why is there a 24 hour bus lane when there are no 24 hour buses? Remove all parking from bus lane.

Air quality / noise	
Summary of comments	Too much pollution. A smelly route out of Bristol with high pollution. cyclist and now scooters are endangering pedestrians and those with mobility and visual problems. This area gets clogged with cars and becomes very polluted.

Road improvements	
Summary of comments	Less parking on the street. Restricted width acts to limit what can be achieved here, but the priority should be to get rid of all parking or waiting. The whole route from the suspension bridge to the Centre should be a red-route. Traffic here is insane and dreadfully slow at busy times - not good for bus users and cyclists are just going to use pedestrian spaces to circumvent. Do cars need to access this part? The road surface is in poor condition.

Other	
Summary of comments	Still one sided question. The city has already been made unfriendly I now never go there, too many restrictions you cannot navigate through the roads and there's nothing to go for anyway. This is important access to parking at Millennium Square. Traffic movement is readable. Don't use this route.

21. How important do you think the following improvements to this section of the transport route are?

	High importance	Medium importance	Low importance	Not at all important	Response Total
Bus priorities to speed up journey times	37.3% (307)	31.3% (258)	18.4% (152)	13.0% (107)	824
Bus stops with shelters	32.7% (267)	36.5% (298)	19.6% (160)	11.2% (91)	816
More frequent bus services	34.0% (279)	37.4% (307)	18.3% (150)	10.4% (85)	821
Safer walking routes	49.9% (428)	23.7% (203)	16.6% (142)	9.8% (84)	857
Safer cycle routes	62.3% (560)	16.1% (145)	11.1% (100)	10.5% (94)	899
Cycle parking provisions	40.6% (341)	26.5% (222)	18.6% (156)	14.3% (120)	839
Traffic calming	36.8% (311)	23.2% (196)	21.1% (178)	18.9% (160)	845
Increased greenery such as trees and bushes	51.6% (440)	25.1% (214)	11.0% (94)	12.3% (105)	853
				answered	946
				skipped	197

Over 60% of respondents think safer cycle routes and safer walking routes are of high importance.

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

	Response Percent	Response Total
1 Open-Ended Question	100.00%	333

Of the comments left these were categorised into the following multiple topics:

Topic	Number of responses
Cycling issues	173 comments
Bus infrastructure	20 comments
Bus services	18 comments
Speed	9 comments
Walking / crossing	36 comments
Road Infrastructure	23 comments
Cars	31 comments
No issues	23 comments
Greenery	12 comments
Maintenance	5 comments
Noise / air quality	9 comments
Other	22 comments

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

Cycling issues	
Summary of comments	This route must have cycle tracks built to minimum standards in LTN1/20, separated from pedestrians and vehicles which will provide a direct, coherent, safe and comfortable and attractive cycle route down the A4. Not painted on the road, with parked cars or a bumpy shared use pavement. Improvement to cycling up Jacobs Wells Road to the Triangle would be welcome. Continuous cycle lane that is segregated from both the road and the pedestrian pavement. The pinch point for cyclists on this section is the roundabout on which there is some short cyclist lane, but it's not well protected against cars changing lane. The bus lane on both sides of the road works well for cyclists and they feel safe. Needs dedicated bus/cycle lanes in both directions that go the full length of the road.

Bus infrastructure	
Summary of comments	Get rid of the on-street parking and make that lane a bus lane. There is already a bus lane in this section which seems to work well. I usually am only going as far as Canons Way and find this part of the route the quickest. Needs dedicated bus/cycle lanes in both directions that go the full length of the road. Create a continuous bus lane from Portway P&R to Explore Lane, whereas the shared cycle path along the Portway needs significant investment to make it fit for purpose. The bus lane should only apply during peak times.

Bus services	
Summary of comments	Buses progress along this section fine in my experience. The bus lane should only apply during peak times. Improve Portway and Long Ashton park and rides. What use are 24-hour bus lanes without 24-hour buses? They represent very poor utilisation of limited road space.

Speed	
Summary of comments	The speed along Hotwell Road/ Anchor Road should be reduced to 20mph. It becomes that anyway half way down Anchor Road, so the time lost for motorists is just seconds. Should have 20 mph speed from Cumberland basin into town. 30 mph around Hotwells is too fast and makes the urban area like a race track. Speed of cars is terrifying. Slow traffic speeds by narrowing traffic lanes.

Walking / crossing	
Summary of comments	Feel unsafe when walking on this section in the shared spaces for pedestrians, bikes and e-scooters. Footpath along this route is wide, maintained well and well lit. I regularly use this route as a pedestrian. This road is just a barrier that separates the river/ harbourside from the city. Take space off cars and

	create multiple single phase crossings that give priority to people. It isn't a popular walking or cycling route because it is parallel to the harbourside walk which is much more pleasant.
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Road infrastructure	
Summary of comments	4 lanes of traffic is unnecessary, especially near we the curious where the volumes do not justify it (single Lane traffic at each end of the road anyway). From a driver's perspective, this section could do with much better signage to get into the correct lane ready for joining City Centre traffic. Too many traffic lights being too close to each other along anchor road. Reduce car lanes to make space for shared use paths. Turning right into Lime Kiln Road leaves tail end of vehicle sticking out onto main carriageway.

Cars	
Summary of comments	Stop restricting private vehicle use and routes open to the centre and across the city. Car users are also important. Why do you think everyone should travel by bus? Flow of outbound traffic is poor on Jacob's Wells Road roundabout; the lights and crossings often aren't in sync and holds up traffic. This section of route does suffer with congestion at peak times, but the main issue is usually due to parked cars restricting the width of carriageway forcing two lanes into one at the point of the parked car.

No issues	
Summary of comments	There are already perfectly safe and well segregated lanes/ walkways for people and bicycles. This bit already has a good amount of road space for busses / walking / cycling - a few more trees would be nice, but please spend the money elsewhere where it is really needed! Cannot see any reason to make changes to this area.

Greenery	
Summary of comments	A few more trees would be nice on Anchor Rd. Anchor Road is a heat island: extra trees would help to improve the environment. The area lacks very much greenery and is dominated by the road and building facades. More prominent trees and shrubbery would increase the attractiveness of the route to all comers.







Maintenance	
Summary of comments	Cut hedges back to allow full use of cycle lanes. Poorly maintained road. The lines marking the "roundabout" turning section outside the church have mostly vanished. The road surface is bad along parts of this section leading to very bumpy and noisy bus rides.

Noise / air quality	
Summary of comments	Try to keep the traffic flowing to reduce pollution. To have polluting and noisy buses travelling along the Portway is a poor decision. The traffic is horrendous, polluting and congested. Reduce noise and encourage more active travel along the route. Smelly and noisy.





Other	
Summary of comments	Open the train line to Portishead to reduce the amount of traffic coming in from that side of the city! Look at Barcelona and consider implementing the superblock concepts in Clifton, Redland, Henleaze and Stoke bishop to make it better to get around without a car. Put in the trams that have been consulted on and never implemented. Why are we paying for a Mayor who has been voted out of office?

Active Travel Support

As part of the survey any respondents were given the opportunity to indicate if they would be interested in any of the free active travel support offers that are currently available from the council. The table below shows the level of interest in the offers and each person who left their contact details will be followed up to see if they are still interested in the free offer to help people travel more sustainably for some of their trips.

8. Please indicate which of the following free active travel offers you would like to receive information about (tick all that apply):				
			Response Percent	Response Total
1	Personal Travel Planning - to help you explore all your options your regular journeys with our free 1:1 service (currently offered over the phone or video meeting).		3.96%	25
2	Borrow a bicycle for free - try cycling before you buy. We can loan you a hybrid (city) or folding bicycle for up to 1 month, or an electric bike for up to 2 weeks.		9.83%	62
3	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.		6.81%	43
4	Free basic bicycle maintenance courses – a bike mechanic will help you with basic skills.		11.41%	72
5	Accompanied cycle ride - to find your best route and build your confidence.		2.38%	15
6	Free bus taster tickets – try the bus for free and find a new way of travelling without the car.		12.36%	78











8. Please indicate which of the following free active travel offers you would like to receive information about (tick all that apply):

			Response Percent	Response Total
7	Information about Car clubs – a perfect solution for short trips. Simply pay by the hour with no extra costs for insurance, fuel and maintenance costs. Find your nearest car club.		6.18%	39
8	Information about Car sharing – You don't even need to own a car, just search for drivers going the same way.		4.75%	30
9	Information about electric charging points – helpful for those looking at electric vehicles		12.36%	78
10	None of the above		65.93%	416
			answered	631
			skipped	294




Demographic data

The table below shows that there is a good split of ages who have responded to this survey from 25 up to 74 years old with the largest group between 25 and 35 years old.





25. What is your age?

			Response Percent	Response Total
1	0-10		0.00%	0
2	11-15		0.00%	0
3	16-17		0.09%	1
4	18-24		1.87%	20
5	25-34		17.29%	185
6	35-44		22.43%	240
7	45-54		19.25%	206
8	55-64		17.94%	192
9	65-74		14.21%	152
10	75-84		2.90%	31
11	85 +		0.19%	2
12	Prefer not to say		3.83%	41
			answered	1070
			skipped	44




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

			Response Percent	Response Total
1	Yes		7.26%	79
2	No		86.58%	942
3	Prefer not to say		6.16%	67
			answered	1088
			skipped	55






27. What is your sex?

			Response Percent	Response Total
1	Female		35.19%	385
2	Male		55.67%	609
3	Prefer not to say		8.23%	90
4	Other (please describe):		0.91%	10
			answered	1094
			skipped	49





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

			Response Percent	Response Total
1	Yes		0.28%	3
2	No		88.47%	944
3	Prefer not to say		11.25%	120
			answered	1067
			skipped	76











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

			Response Percent	Response Total
1	White British		77.69%	839
2	White Irish		1.30%	14
3	White Other		5.65%	61
4	Black /African / Caribbean / Black British		0.37%	4
5	Asian / Asian British		1.39%	15







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

			Response Percent	Response Total
6	Mixed / Multi ethnic group		1.67%	18
7	Gypsy / Roma / Irish Traveller		0.09%	1
8	Prefer not to say		10.09%	109
9	Any other ethnic background (please describe):		1.76%	19
			answered	1080
			skipped	63

30. What is your religion/faith?

			Response Percent	Response Total
1	No Religion		57.72%	617
2	Buddhist		1.03%	11
3	Christian		25.63%	274
4	Hindu		0.19%	2
5	Jewish		0.19%	2
6	Muslim		0.56%	6
7	Pagan		0.47%	5
8	Sikh		0.19%	2
9	Prefer not to say		11.88%	127
10	Other (please describe):		2.15%	23
			answered	1069
			skipped	74

31. What is your sexual orientation?

			Response Percent	Response Total
1	Bisexual		3.79%	40
2	Gay Man		2.84%	30
3	Gay Woman / Lesbian		1.04%	11
4	Heterosexual / Straight		71.94%	759
5	Prefer not to say		18.58%	196
6	Other (please describe):		1.80%	19
			answered	1055

31. What is your sexual orientation?

	Response Percent	Response Total
skipped		88

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

	Response Percent	Response Total
1 Yes	1.53%	16
2 No	87.01%	911
3 Prefer not to say	11.46%	120
answered		1047
skipped		96

33. Are you a refugee or asylum seeker?

	Response Percent	Response Total
1 Yes	0.19%	2
2 No	89.18%	940
3 Prefer not to say	10.63%	112
answered		1054
skipped		89

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

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Response Total
There is enough information for me to answer the questions	16.9% (177)	52.1% (545)	17.6% (184)	9.0% (94)	4.4% (46)	1046
The questions make it easy for me to give my views	14.6% (153)	45.6% (478)	19.9% (209)	13.1% (137)	6.8% (71)	1048
The survey meets my accessibility needs	24.8% (255)	49.9% (513)	19.7% (203)	2.6% (27)	2.9% (30)	1028
answered						1049
skipped						94

4.2.2 Interactive map

A total of 58 comments were posted on the interactive map. The responses have been divided into the 4 sections to follow the layout of the survey design and then by issue type.

Section 1. Portway park and ride to Sylvan Way - 9 comments received

Issue Type	Summary	Description
Bus issues	Bus lane needs to be shorter	Bus lane needs to start later as traffic currently backs up to the Hung Road traffic lights
Cyclists' issues	Signage for cycles	Cyclists route to Avonmouth Bridge should not be via Park Road, where there is no safe crossing of Portway, but via West Town Road where there is lights-controlled crossing
Pedestrian issues	Narrow path too close to road, and sharing with cyclists is dangerous	
Pedestrian issues	Narrow path too close to road, and sharing with cyclists is dangerous	
Pedestrian issues	Narrow path too close to road, and sharing with cyclists is dangerous	Push path back from road
Pedestrian issues	Needs safer pedestrian access to park and ride	
Safety	Concerns of increased traffic in Shirehampton Village	As part of any improvement plans for this section of the A4, there MUST be new, effective speed deterrents implemented in Shirehampton village, to stop rat-runners avoiding A4.
Safety	Traffic speeds along this section (excess of 40mph limit). Reduce to 30pmh as far as Roman Way	Cars and lorries drive at speed along this built up area. Feels unsafe to walk and cycle, even on the pavement and at crossings. A slower speed limit would reduce traffic noise too.
Traffic signals	Remove the traffic lights	Remove the existing traffic lights and send the buses out of the car exit towards Avonmouth and back around the roundabout. This would allow the Park & Ride to serve Avonmouth.

Section 2. Sylvan Way to Bridge Valley Road – 21 comments

Bus issues	Bus lane needs to end sooner as this would allow more cars through the lights, thus reducing congestion	Bus lane doesn't need to be 24/7 as the buses do not run 24/7
Bus stops / shelters	Bus stop required. Long distance between Shirehampton and Riverleaze	Bus stops used to be here but were taken away a long time ago. Large residential area not catered for by buses
Bus stops / shelters	Need a covered shelter here	
Clean air	The air along the Portway is extremely polluted.	Portway could be such a great place to walk, cycle and run if the air was within legal pollution levels
Cyclists' issues	The shared cycle / footpath narrows here and stops by the bus stop, requiring cyclists to get onto the slip road then cross back	The route narrows and stops at the bus stop. Cyclists need to get onto the slip road, then cross back to re-join the shared path. This is awkward and visibility for traffic is poor

Cyclists' issues	Door zone, death zone	Cycling close to parked cars is so dangerous. When a door opens you are knocked into traffic. This is a deadly design.
Cyclists' issues	shared path not fit for cyclist & pedestrians. vehicles intimidate cyclists on roads.	share path too narrow / no protective barrier to 50/60mph traffic. When on roads, vehicles pass to fast and are aggressive. No need for two lanes out of city to Avonmouth - turn into cycle path
Cyclists' issues	Cycle route requires crossing a road	Bicycles must cross a road and (outbound) re-join the shared use path with no visibility of pedestrians or cyclists coming the other way.
Cyclists' issues	Toucan crossing has too much delay	I use this crossing regularly, and nearly always end up crossing the road before the lights have changed, because the crossing is so slow to respond.
Noise	Traffic noise makes leisure pursuits in the area more hazardous.	Climbing in the gorge or cycling along the Portway can be made more hazardous by the noise volume from the very busy road.
Noise	Road noise due to bad road surface	Large lorries, particularly empty container lorries make a terrible noise when passing over bumps and holes in the road, causing houses to shake
Other	Fence is unsightly and rusty	The fence behind the bus stop is very ugly and rusting. A better fence would provide a sound barrier and more protection to residents.
Other	Sign needed	The footpath down the Portway needs signage, as the entrance is very difficult to spot.
Other	Stop forcing traffic into Sylvan Way therefore increasing pollution for residents when traffic can run freely in less built up areas of the Portway	Stop poisoning residents when there is no need
Pedestrian issues	More crossing points along the Portway needed and the shared cycling and walking footpaths are not helpful and dangerous	If walking between the River Avon and Bishops Knoll nature reserve, there is no way to cross the Portway without it being very dangerous.
Pedestrian issues	Pavement required need to walk in road	Undergrowth needs cutting right back, and pavement needs resurfacing. Need to balance on kerb or walk in road a buggy or mobility scooter could not get through here.
Pedestrian issues	Reopen the Hotwell Railway Tunnel	Perhaps repurpose the old Hotwell Railway Tunnel as a pedestrian route/cycle track away from the noisy main road, along with a route within these green spaces.\
Safety	Dangerous fence	Fence is rusty, not providing any use as not safety fence, broken and dangerous for children and pets. Also is bad for wildlife as loss of green belt from nature reserve due to concrete paving.

Safety	Traffic speeds	Because this stretch of road has 2 lanes people treat it like a 70mph dual carriageway. It needs a reduced speed limit and enforcement
Safety	Inbound super elevation never intended to take ALL traffic on crown of road. Risk of overturning. ETC	All traffic now forced to use crown of banked curve since c 2012, never the design intention, by Bus lane. Drivers watching the nearside white line and not the offside kerb. Severe risk of death
Traffic signals	Traffic slows down	

Section 3. Bridge Valley Road to Jacobs Wells Road – 28 comments

Clean air	The whole Portway needs to be rethought,	This is a potentially pristine area of the city and should never have been allowed to become a traffic rat-run
Cyclists' issues	Why isn't there clear signage to the cycle route across College Green which then links to the Centre.	
Cyclists' issues	Shared path narrows and gets very uneven very difficult to cycle along	Shared path constricts here and has railings and is impossible to cycle at any speed also impossible to pass any other user.
Cyclists' issues	No easy way of crossing road	
Cyclists' issues	Roadway very narrow here. Cars pass too close to cyclists and usually at speed	Roadway very narrow. Pavement equally narrow. A lights-controlled pedestrian crossing at the bottom of the Zigzag and replace the pavement on that side with a cycle lane could help.
Cyclists' issues	Car v cyclist conflict over meaning of double yellow lines.	Cyclists don't seem to appreciate that double yellow lines allow loading, and that cars and vans *need* to stop outside these properties. Better to have marked loading bays. Or even better, parking.
Cyclists' issues	Flyover cycling provision	There is no suitable cycle route to get from the Portway to South of the river towards Ashton Gate without going round Hotwells. There should be an easy route for cycles to travel through the area.
Cyclists' issues	Cycling inbound very unpleasant	Parked cars make this very unpleasant to cycle along
Noise	Change the traffic flow so residents only down merchant road and basin road to create a public space along basin.	Reduce three lanes on Hotwell Road to two and use one for traffic flowing out of Bristol. Create a greater public space by the basin
Noise	Great place for a noise camera	There is a real problem with motorbikes, some with modified silencers, 'opening the taps' at night and racing along the Portway. Install one of the new noise cameras to catch them.
Noise	Slow down traffic to 20MPH	You cannot take this corner at over 20mph, so why not slow traffic down to that speed.

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Noise	Slow down traffic to 20MPH	You cannot take this corner at over 20mph, so why not slow traffic down to that speed.
Other	Pavement under the canopy is covered in pigeon droppings	
Other	Fundamental problem with the underlying geology	If you look at BCC's "Fix My Street", the VAST number of pothole complaints here shows that there is a fundamental problem. This must be remedied at source, before any bus lane or other tarmac is laid
Other	Prohibit right turn into Mardyke Car Park	Keep the traffic flowing by making cars approaching Mardyke Car Park from the west U turn at Jacobs Well Roundabout. This will keep the traffic flowing. Ditto any other right hand junction.
Other	Joy Hill Turning	Further to the other comment here, a bike or bus lane running along Dowry Parade would improve things, as it would make the turning circle into Joy Hill less severe if entering from a middle lane.
Other	Multiple bumps in the road. Not quite potholes, more like depressions.	There are lots of depressions, usually around manholes. These cause nearby flats to shake violently whenever a lorry goes over them. Please resurface the road flat and smooth as part of your works.
Other	Water fountain at the Hot Well	Great idea here about installing a water fountain. Just to add, not just walkers but cyclists, joggers and dogs would also welcome water fountains here and along the route. Especially in 35 degree heat.
Other	Why have a lay-by here?	Fill in the lay-by and widen the space available for walking, cycling and running. Space would be left over for a large, planted area to lessen the impact of all the cars, plus absorb some CO2
Pedestrian issues	Stopping on the pavements.	Could you dissuade vehicles (mainly servicing the flats) from pulling onto the pavement here. The road is wide enough to allow stopping on the carriageway.
Pedestrian issues	Pavement width between the house and the gantry	This gap is very narrow for pedestrians.
Pedestrian issues	Narrow path encumbered by bins, boxes, refuse bags and bulky waste on and around bin collection day.	Can a better arrangement be made? Suggestion: assign some of the unnecessarily-wide road space as an area for bins/bags (and parking too!).
Pedestrian issues	Slow down traffic to 20MPH	You cannot take this corner at over 20mph, so why not slow traffic down to that speed.

Safety	Shared path narrows and is dangerous for cyclist pedestrians and Voi mixing	Path narrows right down and OK if path quiet but difficult to pass other shared path users
Safety	Dangerous and unnecessarily space-hungry road layout where Cabot Way Overpass and Cumberland Basin Road merge onto northbound Hotwell Road.	Make Cumberland Basin Rd give way rather than merge. Drivers are too ill-disciplined, signage is poor, and near-misses are frequent. This frees up the extra-wide carriageway on Hotwell Rd for other uses.
Street scene	*No* further restrictions on parking please.	Our local shops are struggling and closing. Our next nearest shops are up the cliff in Clifton. Don't kill our shop keeper's custom by introducing parking restrictions.

Section 4. Jacobs Wells Road to Explore lane – no comments received

4.2.3 Drop in sessions

The project team also ran drop in sessions in each area along the route in Shirehampton library, Sea Mills library, Central library and the Portway Park and Ride. For each drop in session the team presented:

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

The drop in sessions were planned to be in weeks 3 to 6 to give people time to review the information about the engagement and to come down and talk to the project team if they have any questions.

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

In total the team talked to over 250 people at the four locations. The sessions were held in the day time both in the week and at weekends to try and talk to a variety of people. These were both informative for the team as this gave people a chance to get involved and talk to officers first hand about their specific issues. It was also an opportunity to raise awareness of the survey to those who may not have otherwise heard of it or got involved.

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

Comments and questions received at the sessions covered things like:

- The Portway is used as an overflow when the M5 is closed.
- People cycle along the pavements and don't use the inbound cycle lane
- Chaos turning left into Sylvan Way
- Too fast and road surface not good enough. Need to resurface road. HGVs causing an issue
- Pedestrian island needs to be refurbished.
- Footway bridge – unsteady. Needs to be replaced. To go to station. Lot of people crossing ad hoc.

- Hung Road crossroads not easy to cross. Speed of traffic from motorway too fast and yellow camera works on next section where it is 40mph.
- X5 Portishead – stopping at end at roundabout and goes onto the motorway- use the local stops. Could connect P&R complex. Mini bus station at P&R.
- Need to kept trees cut back and get the Portishead station route.
- Bus needs to run later to make it worthwhile e.g., past 7.30pm on a weekday and weekend.
- Maintenance of route particularly on the pavements as routes are very narrow.
- When the council did the traffic calming in Avonmouth they made the pavements wide but now the grass is over grown so the verge is no longer 3m.
- Want to connect on the Portway more – lack of bus stops.
- Need extra crossing points.
- Bus user – loves bus service – direct, quick and happy with it.
- Speed limit could be slower
- If you connected the walking and cycling route that goes under the Portway by Sneyd Park, you could connect to Sea Mills. The route would need to go under the railway and connect with the routes.
- Bridge lights don't work. need to change batteries on the traffic lights. Temporary ones are still temp traffic lights.
- Extend cycle lane from Merchants road to Bridge Valley Road and beyond.
- Extend bus lane further up to Park Road so 24 hr bus lane.