

Concorde Way

Early Engagement Report

November 2023

We need your help to
make Concorde Way
walking and cycling route
safer and more pleasant.

Give
your
views!



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1. Summary

1.1 How we engaged.

This early engagement exercise asked people about their travel experience of using the route. People who live by or travel along Concorde Way were encouraged to feed into the early engagement exercise. This was to find out how this route can be improved to make a safer and more pleasant cycling and walking route, and to encourage more people to use it.

The team produced different products/methods to support the early engagement process including:

- A survey with free post envelope (agreed as the best way to collate views from the community)
- Postcards
- Letters
- Social media posts (Facebook and X formerly Twitter)
- Face to Face drop-in sessions (hosted along the route to provide opportunities for users/the public to find out more and submit views)

All information about the project was provided online, compatible with word reader software and could be emailed out via editable pdfs.

1.2 Community survey

The survey was launched on 11 September and ran until 22 October 2023, which allowed six weeks for comments. The team designed it to capture views from residents, businesses and anyone who lives and uses the route; helping build a picture of the travel issues that exist.

1.3 Stakeholders

Responses were received from the following stakeholder groups:

- Bristol Walking Alliance
- Sustrans

1.4 Survey results

In total, 373 responses were received from the survey (368), emails (3) and stakeholder response letters (2). Of the survey respondents:

- 41% of respondents said they were a local resident.
- 51% regularly travel along the route.
- 40% use the route daily and 46% use the route between one and three times a week.
- 62% and 80% usually walk and cycle, respectively, in the local area to the route.
- 41% use the route for travelling to work and 34% use the route for leisure/social activities.
- Over a quarter (28%) of respondents use a car for journeys in the local area
- 'People feeling safe' was given the highest 'very high importance' percentage across all three route sections, with 'safer cycle routes' being the second highest.

- 'There isn't enough room' was the highest 'strongly agreed' with statement percentage across all three route sections.
- Section 2 had the largest number of respondents (50% of total respondents) left comments in the 'other comments' section.

Section 1

- 'People feeling safe' was the aspect most placed with very high importance (84% respondents)
- 'There isn't enough room for pedestrians and cyclists' was the most strongly agreed statement (22%) with 40% saying they also 'agree' (total in agreement 62%)
- 'Safer cycle routes' was the aspect most placed with very high importance (43%).
- 'Improved surfacing' was most placed with high importance (32%)
- 91% rated the 'Widening the existing paths in J3 roundabout and improve legibility' improvement as very good and good.
- Of the 180 'other' comments left, 61 were about conflict between modes and 60 about safety where 21 mentioned lighting.

Section 2

- 'Having safe crossings' and 'having places people can walk and cycle' were the aspects most people placed with very high importance (64.8%)
- 'The route is busy with traffic' and 'there isn't enough room for pedestrians and cyclists' were the statements most people strongly agreed with (53.4% and 42.5% respectively)
- 'Safer cycle routes' and 'More of the route to be separate from the road' were the aspects most people placed with very high importance (62.4% and 55.3% respectively)
- 66.9% of respondents rated the 'Possible low traffic neighbourhood' as very good.
- Of the 186 'other' comments left, 99 were about conflict between modes and 38 about infrastructure where crossings were mentioned 9 times and the roundabout mentioned 10 times.

Section 3

- 'People feeling safe' and 'having places people can walk and cycle' were the aspects most people placed with very high importance (70.6% and 59.4% respectively)
- 'There isn't enough room for pedestrians and cyclists' was the statement the greatest number of people strongly agreed with
- 'Safer cycle routes' and 'Better lighting' were the aspects most people placed with very high importance (45.3% and 43.5% respectively)
- 62.9% rated the possible option of 'Provide a parallel crossing over Muller Road towards the new Concorde Way alignment' as very good.
- Of the 120 'other' comments left, 50 were about conflict between modes and 30 about safety where 16 mentioned lighting.

2. Background

2.1 Local Cycling and Walking Infrastructure Plan (LCWIP)

Concorde Way is included within the region's Local Cycling & Walking Infrastructure Plan (LCWIP) as it is one of our key strategic walking and cycling routes. The plan proposes improvements to walking environments and cycling routes, with the aim of providing high quality infrastructure to support a transition to where walking and cycling are the preferred choice for shorter trips and to access public transport.

2.2 Project ambition

The aim of the project is to make Concorde Way a safer and more pleasant walking and cycling route to encourage more people to use it.

2.2.1 Concorde Way – the route

Concorde Way is a mostly off-road route for cyclists and pedestrians that connects Stoke Gifford in north Bristol, and the city centre near Cabot Circus.

This project is looking at the southern section of Concorde Way (see Figure 1) which starts close to Riverside Park by Wade Street, follows the route through the park and under junction 3 of the M32. It comes out on Mina Road and follows the route north up to City Farm by the Narrowways and through the tunnel. From there the route travels north along Mina Road and onto an off-road section through the allotments alongside the train tracks, up to the location of the new Ashley Down train station. It continues north alongside the allotments on the left and reaches Muller Road.

There are two sections not included in the scope of this project due to external factors:

1. Ashley Down station

There are several competing developments taking place around this area. The new train station being built by Station Road in Ashley Down is part of a wider project which will reopen the Henbury line to passenger traffic between Bristol Temple Meads to Henbury. This is one of three train stations on this line and will support the development of over 8,500 new homes.

The station entrance will be located on Concorde Way where the path meets Station Road in Ashley Down. This short section of Concorde Way is excluded from this project as this will be dealt with by another project instead.

During construction of the new train station part of Concorde Way has been temporarily closed and people are using Boiling Wells Lane as a diversion. For more information visit [Ashley Down station – Travelwest](#).

2. Dovercourt development

Lockleaze is an area undergoing a lot of change and more houses are set to be built as part of the council's commitment to provide affordable homes on brownfield land. There was a previous engagement exercise that focused on the northern section of Concorde Way from Muller Road to Constable Road in 2022. This exercise considered the proposed housing

2.2.2 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.

The target audiences for this project include stakeholders such as:

- Bristol City Council ward members, local MPs
- West of England Combined Authority
- Emergency services
- Educational facilities such as local schools
- Transport operators
- Transport campaign groups
- Equality groups
- Local people who live on the route or on side roads
- Local resident associations, faith, and community groups
- People working near the route.
- People who visit local places on the route
- People who use the route

3. Early engagement exercise

This early engagement exercise asked people about their views on the route and any issues they face when using it. People who live by or travel along Concorde Way 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 make cycling and walking safer and more enjoyable, in turn increasing the number of people who use it.

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 letters. 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/concordewaysouth that was promoted and publicised through social media channels. 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 or by writing to Concorde Way South, Transport Engagement, PO BOX 3399, 100 Temple Street, Bristol, BS1 9NE.

See the following image of the postcard/poster and survey website.



Figure 3. Postcard example

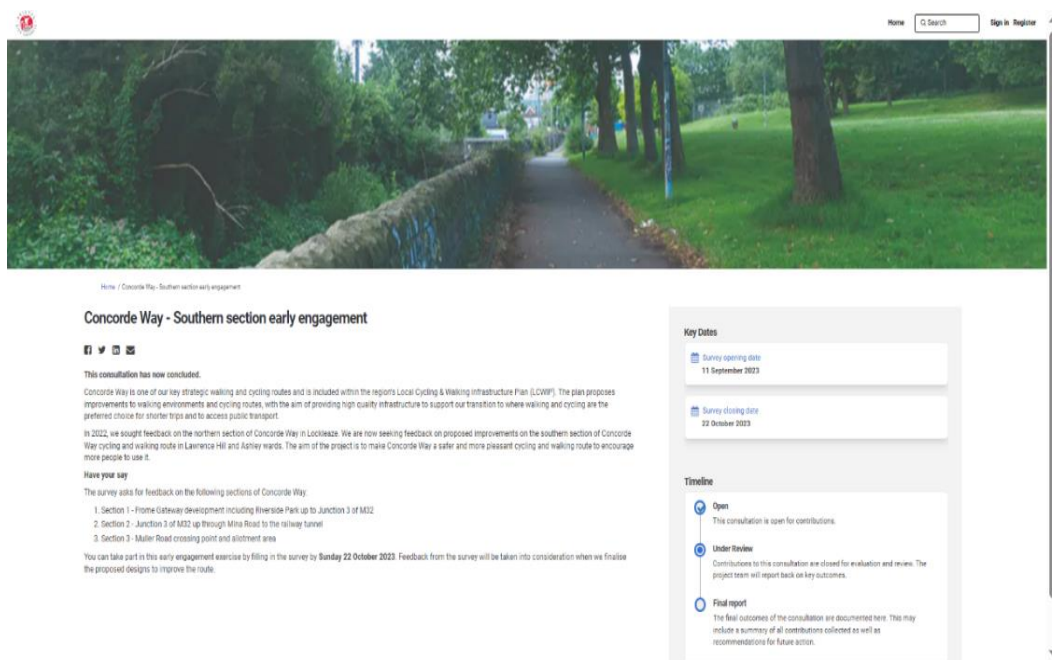


Figure 2. Screenshot of the survey website page.

The team encouraged everyone to have their say by:

- putting up posters in the local area so that those using the route regularly can see there is a survey taking place.
- posting out letters to 1,872 local properties to raise awareness of the survey and encourage local people to have their say.
- contacting local groups and key stakeholders and ask them to help raise awareness of the survey.
- posting social media messaging on X (Twitter) and Facebook
- Holding roadshow events at the following locations and dates:

Riverside Park

11 September 10am-2pm

25 September 10am-2pm

5 October 2pm-6pm

Mina Road Park

13 September 10am-2pm

27 September 10am-2pm

6 October 2pm-6pm

By Aldi Bridge

10 October 2pm-6pm

12 October 2pm-6pm

3.2 Survey

The survey was launched on 11 September and open until 22 October 2023, which allowed six weeks for comments. The team designed it to capture views from residents, businesses and anyone who lives and uses the route; helping build an existing picture. This information was gathered through an online survey available through the consultation hub platform on Bristol City Council's website (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 is long in distance and has distinct sections with different characteristics, the survey was divided into three sections to help people target their comments at the right location.

These sections were:

- 1) Frome Gateway development including Riverside Park up to Junction 3 of M32
- 2) Junction 3 of M32 up through Mina Road to the tunnel
- 3) Muller Road crossing point and allotment area

The survey was devised so that people answered questions about:

- 1) their own travel habits and what is important to them for cycling and walking routes.
- 2) their usage of Concorde Way and suggestions to improve the route.

- 3) each section of the route (following the order listed above). The four questions per section covered topics, such as the importance of different aspects, how the respondents feels about the route, what different improvements could be made and space for any other comments.
- 4) free active travel support that is available
- 5) 'About you' questions which are optional and help with demographic and equalities data.

3.4 Supporting communications.

The team created a suite of social media posts for Facebook and X (Twitter) which were posted throughout the engagement period.

A total of 10 posts were published between 11 September and 15 October 2023. Examples are below:

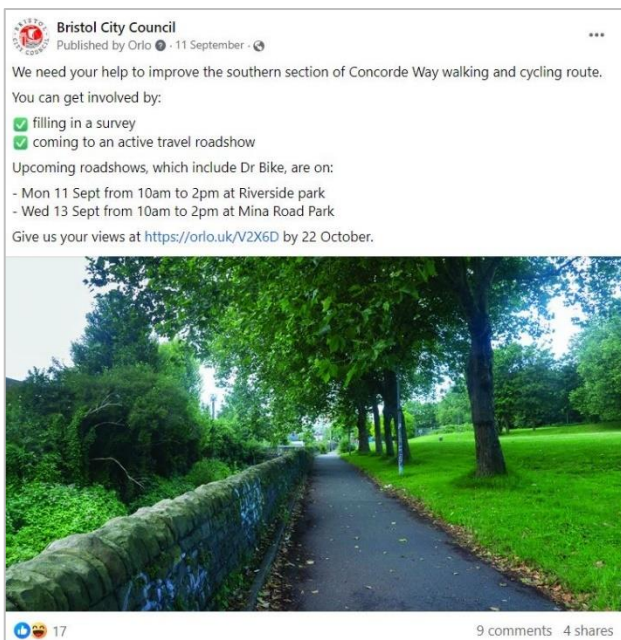


Figure 4. BCC Facebook Post



Figure 5. BCC Twitter post

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:

- 7 ward members covering Lawrence Hill, Ashley and Lockleaze and the local MP Thangam Debonnaire
- emergency service providers
- equality groups and disability groups
- transport / interest groups such as Bristol Cycling Campaign, Bristol Walking Alliance, Bristol Civic Society
- local interest groups such as Lockleaze Neighbourhood Trust, St Werburghs City Farm, The Climbing Academy
- educational institutions, including pre-schools, local primary schools and secondary schools.

Responses were received from two stakeholders and their comments are summarised below:

Bristol Walking Alliance (BWA)

Bristol Walking Alliance is a consortium of organisations and individuals campaigning to improve Bristol's walking environment; wanting to create an environment for pedestrians that is welcoming, safe, convenient and inclusive. BWA support improvements to Concorde Way along the southern part and provided a response to outline their opinion on the improvements they would like to see in any future design proposals. BWA believe the route is already well defined (with only potential change being within Riverside Park) however it is of poor quality with many parts requiring shared use for walking and cycling within limited widths.

The response to each section of the route is summarised below:

- Section 1: Frome Gateway development
 - Request the footway at the Wade Street end is widened to allow adequate access for wheelchairs, mobility scooters etc. as there are also no dropped kerbs to permit crossing the road.
 - Improvements to this section need to work alongside the proposals from the Frome Gateway Regeneration Framework.
 - Would rather see the path within Riverside Park for pedestrians.
 - Agree with statements in the Draft Frome Gateway Regeneration Framework document: *Page 43: Riverside commuter link must not impede pedestrian connection to River Frome. The route must be designed to reduce conflict between pedestrian and cycle traffic using clear signage and tactile material changes and Page 68: Threshold between pedestrian and cycle routes must be carefully considered to reduce conflict.*

- Support the proposals that the existing shared use paths at Junction 3 roundabout need to be widened and more legible for wayfinding and separate of modes.
- Section 2: Junction 3 of M32 up through Mina Road to the tunnel
 - Would welcome a low traffic neighbourhood and suggests this decoupled from the Concorde Way project due to protracted timescale for involving residents properly.
 - Noted that the roundabout at the Mina Road/York Street/James Street junction is a barrier for pedestrians and that at minimum there should be central reservations to allow pedestrians to cross in two independent movements but preferably zebra crossings on each arm.
 - Noted that the creation of a two-way segregated route under the railway tunnel should not affect pedestrians through narrowing of footways.
- Section 3: Muller Road crossing point and allotment area
 - Requested the shared use path between St Werburghs and Muller Road needs to be a minimum of 3m wide to reduce conflict between pedestrians and cyclists (LTN 1/20).
 - Feels a parallel crossing suggested for Muller Road would be an improvement only if the footway is widened along the east side of Muller Road between the signalised crossing and Petherbridge Way and referred to previous response to the consultation on the northern part of Concorde Way that this footway is unsatisfactory.

Sustrans

Sustrans is the charity making it easier for everyone to walk, wheel and cycle. They submitted a letter via email responding to each section of the route, overall noting that they want to see paths that are for everyone, welcoming, safe and inclusive and that all proposed walking and cycling routes should be designed and built to the highest standards (e.g., LTN 1/20) and for all approaches, co-design and community engagement should be used.

The response to each section of the route is summarised below:

- Section 1: Frome Gateway development
 - Placed very high importance on 9/9 aspects in Q6. *'Please tell us how important you think the following things are along this section of the walking and cycling route?'*
 - Referenced data from the End Violence Against Women 2021 and stated that certain groups will experience the route as particularly unpleasant and unsafe, particularly at night.
 - Certain groups will find the route not accessible particularly when having to navigate the barriers and narrow sections of Junction 3
 - Placed very high importance on 8/9 aspects in Q8. *'How important do you think the following improvements to this section of the route are?'*
 - Referenced data from the Bristol Walking and Cycling Index 2021 that shows the above changes would help residents walk, wheel or cycle more:

- 78% want nicer places along streets to stop and rest, e.g., more benches, trees and shelters.
 - 70% want more frequent road crossings, with reduced wait times.
 - 69% want wider pavements.
 - 75% want more traffic-free cycle routes away from roads, e.g., through parks or along waterways.
 - 75% want more cycle tracks along roads that are physically separated from traffic and pedestrians.
 - 72% want more signposted local cycle routes along quieter streets.
 - Supportive of improving biodiversity net gain (with consideration to species and climate change) and increased greenery but locations are chosen through community engagement to ensure any new planting does not contribute to actual or perceived threats/unsafe spaces.
 - Welcomes the possible widening the existing path in J3 roundabout and improving legibility but notes that physical barriers need to be addressed/re-designed and improved drainage is needed.
- Section 2: Junction 3 of M32 up through Mina Road to the tunnel
 - Placed very high important on 7/9 aspects in Q11 *'Please tell us how important you think the following things are along this section of the walking and cycling route?'*
 - Notes that minimising motor traffic volume and speed is of more importance than minimising traffic noise.
 - Highlights importance of physical separation between people walking, wheeling and cycling and motor traffic, as evidenced in the 2021 Walking and Cycling Index
 - Welcome ambitious plans for this section, with options fully explored.
 - Want to see paths that are for everyone and can be used by those 8 to 80. Notes that sections of this path feel unsafe when cycling, walking and wheeling.
 - Placed very high importance on 9/9 aspects in Q13 *'How important do you think the following improvements to this section of the route are?'*
 - Include sustainable drainage systems and rain gardens.
 - Think a possible low traffic neighbourhood is a very good idea.
 - Think considering parking restrictions at junctions and protection at side roads is a very good idea.
 - Think a segregated route underneath the railway bridge could also help more people but this would need to be coherent and join into the rest of the route. On its own it will not solve the most challenging parts of the route.
- Section 3: Muller Road crossing point and allotment area
 - Placed very high importance on 7/9 aspects in Q15. *'Please tell us how important you think the following things are along this section of the walking and cycling route?'*
 - Noted that the uphill and narrowing of the path heading north, can feel unsafe with potential conflict between all different users alongside uncertainty of right of way.
 - Placed very high importance on 9/9 aspects in Q17. *'How important do you think the following improvements to this section of the route are?'*

- In principle believes the widening of the path and improving the crossing at Muller Road are very good ideas however the information provided lacks details on where this would be. Legibility and connectedness to the rest of the route will be important to reduce conflict between users.

4.2 Public feedback







Below details the response to the survey, drop-in sessions and emails/ letters/ phone calls. In total 373 responses were received across the survey (368), emails (3) and stakeholder response letters (2).

4.2.1 Survey

Below is a summary of each question with the breakdown of responses and free text analysis.

Summary of Questions 1-5 (opening questions):

- 41% of respondents said they were a local resident and 51% regularly travel along the route.
- 40% use the route daily and 46% use the route between once and three times a week.
- 62% and 80% usually walk and cycle respectively in the local area to the route.
- 41% use the route for travelling to work and 34% use the route for leisure/social activities.
- Over a quarter (28%) of respondents use a car for journeys in the local area

| Which of the following best describes you? | | | | |
|--|--|---|------------------|----------------|
| | | | Response Percent | Response Total |
| 1 | I am a resident along the route |  | 40.71% | 149 |
| 2 | I am a business owner along the route |  | 0.55% | 2 |
| 3 | I work along the route |  | 1.37% | 5 |
| 4 | I regularly travel along this route |  | 51.37% | 188 |
| 5 | I am a regular visitor to the area |  | 5.19% | 19 |
| 6 | I am responding on behalf of Voluntary Group/ Community Group/ Social Enterprise | | 0.00% | 0 |
| 7 | If you are responding on behalf of a business/ voluntary group/ community group/ social enterprise, please provide the name: |  | 0.82% | 3 |

3. How often do you usually use the route?

| | | | Response Percent | Response Total |
|---|---------------------------|--|------------------|----------------|
| 1 | Daily | | 39.89% | 146 |
| 2 | Two to three times a week | | 35.25% | 129 |
| 3 | Once a week | | 10.66% | 39 |
| 4 | One or two times a month | | 10.66% | 39 |
| 5 | Once every few months | | 2.73% | 10 |
| 6 | One or two times a year | | 0.27% | 1 |
| 7 | Never | | 0.55% | 2 |
| | | | skipped | 2 |

4. What form of transport do you usually use in the local area close to this route? (Tick all that apply)

| | | | Response Percent | Response Total |
|---|---------------------------|--|------------------|----------------|
| 1 | Walk | | 61.64% | 225 |
| 2 | Bicycle and / or ebike | | 80.27% | 293 |
| 3 | Scooter and / or escooter | | 7.67% | 28 |
| 4 | Bus / Metrobus | | 5.21% | 19 |
| 5 | Car / Van driver | | 23.56% | 86 |
| 6 | Car / Van passenger | | 5.48% | 20 |
| 7 | Taxi | | 3.84% | 14 |
| 8 | Motorcycle | | 1.37% | 5 |
| 9 | Other (please specify): | | 2.47% | 9 |
| | | | skipped | 3 |

5. What is the main reason for using Concorde Way?

| | | | Response Percent | Response Total |
|---|---|--|------------------|----------------|
| 1 | Travelling to or from work | | 41.10% | 150 |
| 2 | Travelling to or from education services | | 4.93% | 18 |
| 3 | Travelling to or from leisure / social activities | | 33.97% | 124 |
| 4 | Travelling to or from shopping / retail | | 10.14% | 37 |
| 5 | Other (please specify): | | 9.86% | 36 |

Summary of Questions 6-10 (Section 1- Frome Gateway development)

- ‘People feeling safe’ was the aspect most placed with very high importance (84% respondents)
- ‘There is not enough room for pedestrians and cyclists’ was the most strongly agreed with statement (22%) with 40% saying they also ‘agree’ (total in agreement 62%)
- ‘Safer cycle routes’ was the aspect most placed with very high importance (43%). ‘Improved surfacing’ was most placed with high importance (32%)
- 91% rated the ‘Widening the existing paths in J3 roundabout and improve legibility’ improvement as very good and good.

6. Please tell us how important you think the following things are along this section of the walking and cycling route?

| | Very High importance | High importance | Moderate importance | Low importance | Not at all important | Response Total |
|---------------------------------|----------------------|-----------------|---------------------|----------------|----------------------|----------------|
| Having safe crossing points | 62.1% (221) | 22.2% (79) | 12.6% (45) | 2.0% (7) | 1.1% (4) | 356 |
| Having enough shade and shelter | 9.7% (34) | 15.7% (55) | 38.9% (136) | 28.0% (98) | 7.7% (27) | 350 |

6. Please tell us how important you think the following things are along this section of the walking and cycling route?

| | Very High importance | High importance | Moderate importance | Low importance | Not at all important | Response Total |
|---|----------------------|-----------------|---------------------|----------------|----------------------|----------------|
| Having places to stop and rest | 5.7% (20) | 11.9% (42) | 44.3% (156) | 28.1% (99) | 9.9% (35) | 352 |
| Minimising traffic noise | 13.6% (48) | 23.8% (84) | 38.5% (136) | 18.1% (64) | 5.9% (21) | 353 |
| Having places people can walk and cycle | 76.2% (272) | 19.3% (69) | 3.1% (11) | 0.6% (2) | 0.8% (3) | 357 |
| People feeling safe | 84.4% (303) | 12.0% (43) | 2.2% (8) | 0.3% (1) | 1.1% (4) | 359 |
| Having things to see and do | 5.2% (18) | 10.9% (38) | 43.3% (151) | 28.4% (99) | 12.3% (43) | 349 |
| People enjoying using the route | 39.8% (140) | 40.6% (143) | 15.1% (53) | 3.1% (11) | 1.4% (5) | 352 |
| Having clean air | 63.1% (224) | 26.5% (94) | 8.5% (30) | 1.1% (4) | 0.8% (3) | 355 |
| | | | | | answered | 360 |
| | | | | | skipped | 8 |

7. To what extent do you agree with the following statements about the route?

| | Strongly agree | Agree | I have not experience this | Disagree | Strongly disagree | Response Total |
|---------------------------------------|----------------|----------------|----------------------------|----------------|-------------------|----------------|
| The route is unpleasant to walk along | 6.7% (24) | 29.1% (104) | 27.2% (97) | 30.3% (108) | 6.7% (24) | 357 |
| The route is too busy with people | 2.5% (9) | 13.2% (47) | 28.5% (101) | 47.3% (168) | 8.5% (30) | 355 |
| It is not direct enough | 5.7% (20) | 14.5% (51) | 18.2% (64) | 49.6% (174) | 12.0% (42) | 351 |

7. To what extent do you agree with the following statements about the route?

| | Strongly agree | Agree | I have not experience this | Disagree | Strongly disagree | Response Total |
|---|----------------|----------------|----------------------------|----------------|-------------------|----------------|
| The route is not accessible | 4.5% (16) | 12.5% (44) | 35.7% (126) | 38.8% (137) | 8.5% (30) | 353 |
| The route is overgrown with vegetation and not maintained | 9.3% (33) | 25.6% (91) | 27.0% (96) | 32.6% (116) | 5.6% (20) | 356 |
| It is too hilly | 1.1% (4) | 4.0% (14) | 20.7% (73) | 53.7% (189) | 20.5% (72) | 352 |
| The route feels unsafe to cycle on | 9.6% (34) | 25.6% (91) | 26.5% (94) | 33.5% (119) | 4.8% (17) | 355 |
| There is not enough room for pedestrians and cyclists | 22.3% (80) | 39.9% (143) | 14.8% (53) | 20.4% (73) | 2.5% (9) | 358 |
| The route is busy with traffic | 8.5% (30) | 22.0% (78) | 24.9% (88) | 34.7% (123) | 9.9% (35) | 354 |
| | | | | | answered | 359 |
| | | | | | skipped | 9 |

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

| | Very High importance | High importance | Moderate importance | Low importance | Not at all important | Response Total |
|--------------------------------------|----------------------|-----------------|---------------------|----------------|----------------------|----------------|
| Better lighting | 30.7% (109) | 41.7% (148) | 19.4% (69) | 6.2% (22) | 2.0% (7) | 355 |
| Easier to cross the on road sections | 39.5% (140) | 28.8% (102) | 18.9% (67) | 11.3% (40) | 1.4% (5) | 354 |
| Wider paths | 32.4% (115) | 32.7% (116) | 23.4% (83) | 9.6% (34) | 2.0% (7) | 355 |
| Safer cycle routes | 43.1% (153) | 31.5% (112) | 16.3% (58) | 6.2% (22) | 2.8% (10) | 355 |

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

| | Very High importance | High importance | Moderate importance | Low importance | Not at all important | Response Total |
|--|----------------------|-----------------|---------------------|----------------|----------------------|----------------|
| More of the route to be separate from the road | 36.8% (130) | 26.1% (92) | 17.6% (62) | 15.0% (53) | 4.5% (16) | 353 |
| Separate pedestrians from cycles | 32.4% (116) | 28.8% (103) | 20.1% (72) | 16.2% (58) | 2.5% (9) | 358 |
| Improved signage | 19.8% (70) | 24.6% (87) | 36.0% (127) | 17.0% (60) | 2.5% (9) | 353 |
| Improved surfacing | 26.7% (95) | 32.3% (115) | 27.0% (96) | 12.4% (44) | 1.7% (6) | 356 |
| Increased greenery such as trees and bushes | 17.1% (61) | 22.5% (80) | 37.4% (133) | 19.1% (68) | 3.9% (14) | 356 |
| | | | | | answered | 360 |
| | | | | | skipped | 8 |

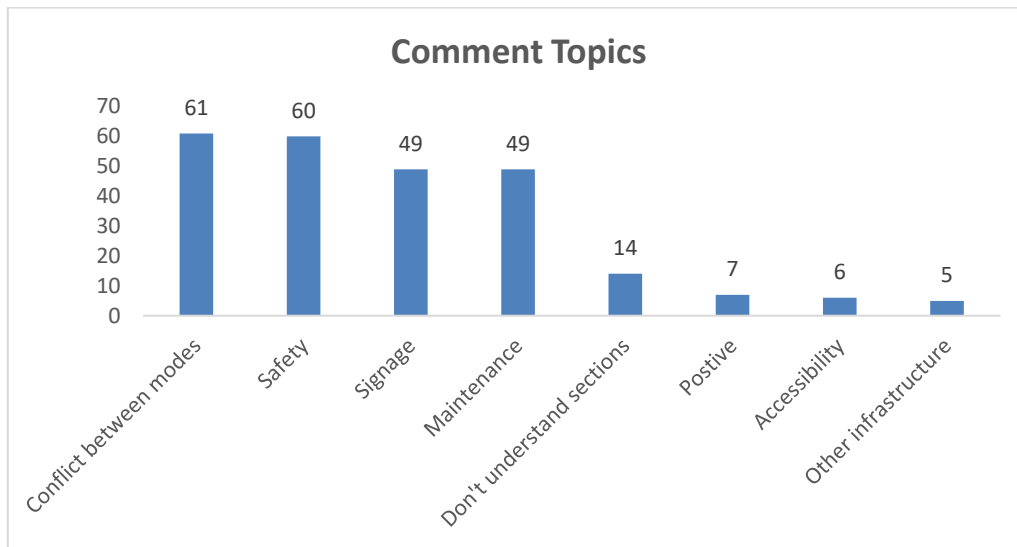
9. Some of the possible options to improve Concorde Way along this section include:• Widening the existing north western path as an alternative route for cycles• Widening the existing paths in J3 roundabout and improve legibility. Thinking about these improvements how would you rate them:

| | Very good | Good | Fair | Poor | Very poor | Response Total |
|---|----------------|----------------|---------------|--------------|-------------|----------------|
| Widening the existing north western path as an alternative route for cycles | 43.5% (150) | 34.5% (119) | 15.9% (55) | 4.6% (16) | 1.4% (5) | 345 |
| Widening the existing paths in J3 roundabout and improve legibility. | 65.5% (232) | 25.1% (89) | 5.6% (20) | 2.5% (9) | 1.1% (4) | 354 |
| | | | | | answered | 355 |
| | | | | | skipped | 13 |

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

| | | Response Percent | Response Total |
|---|---------------------|------------------|----------------|
| 1 | Open-Ended Question | 100.00% | 183 |

A total 180 comments were left (49% of total respondents), and these were categorised into 8 topics. Comments often covered more than one topic therefore the total number categorised is 241.



The main observations from the comments were:

- There's a need for more and improved lighting (specially to improve safety at night).
- There are issues around lack of segregation between modes which frequently causes conflicts.
- There is a lack of and poor current signage.

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

| Conflict between modes | |
|-------------------------------|--|
| Summary of comments | The underpasses in the J3 roundabout are much too narrow for the cycle and pedestrian traffic. The sharp bends approaching the roundabout seem to cause cyclists to cut across and crowd out pedestrians. Wade Street zebra crossing feels unsafe with high vehicle speeds and volumes. There are so many cyclists and scooter riders who travel very fast, and they make me, as an elderly pedestrian, feel nervous. The tarmac road beside the river in Riverside Park is a major attraction and highlight for pedestrians. If this is widened and made into a bustling cycle route, access to the riverside walk for pedestrians will become unsafe and unpleasant. |

Safety

| | |
|---------------------|---|
| Summary of comments | The J3 roundabout in particular feels very unsafe, with a threatening atmosphere. The J3 roundabout paths feel unsafe, especially at night, because they are narrow and have many corners and underpasses. It is not very well lit either. My kids go to school and the bit under the bridge and up Muller Road is dark and feels unsafe. The sidewalk on Muller Road is very unsafe as way too narrow for all these kids walking to school. Better lighting, as a woman I am very cautious at using this route at night. |
|---------------------|---|

Signage

| | |
|---------------------|--|
| Summary of comments | The Section around junction three needs better marking - in some places the bicycle signs have worn off leading to cyclists riding on both sides and pedestrians walking on both sides. The lack of any coherent signage, especially round the roundabout - I got so lost my first few times on it. It is a great cycle route, but I never knew it was called the Concorde Way or that it was a designated cycle path. The legibility of the cycle route can be poor at times, it does not feel like one continuous route. Site lines are very poor and the distinction between the pedestrians and cyclists is confusing and not helpful. |
|---------------------|--|

Maintenance

| | |
|---------------------|---|
| Summary of comments | The underpass by J3 often floods, improving draining is of vital importance. I think cleaning up and improving the river/waterway would have the biggest improvement on this area. Managing overgrowth of vegetation on traffic free Riverside path would improve width and visibility on bends. The pavement is terrible. It is all cracked and crumbly. |
|---------------------|---|

Do not understand the sections

| | |
|---------------------|---|
| Summary of comments | What is the north-western path. It is not clear what the 'north-western path' is so I cannot really give a sensible answer to that. |
|---------------------|---|

Positive

| | |
|---------------------|--|
| Summary of comments | I cycle this route a lot, it is incredibly useful, and I love it being traffic free. None - this section of the route currently works well, feels safe and easy to walk and ride and is maintained to a reasonable standard. This is one of the few cycle routes I think are reasonable in Bristol. I think funds should be used in other areas. |
|---------------------|--|

Accessibility

| | |
|---------------------|---|
| Summary of comments | Dropped kerbs where necessary for disabled access. Making the route through J3 wider and more easily traversable for bikes, wheelchairs, push chairs etc would go a long way. Mina road m32 underpass barriers are obstructive. |
|---------------------|---|

11. Please tell us how important you think the following things are along this section of the walking and cycling route?

| | Very High importance | High importance | Moderate importance | Low importance | Not at all important | Response Total |
|---|----------------------|-----------------|---------------------|----------------|----------------------|----------------|
| Having places to stop and rest | 5.8% (20) | 10.1% (35) | 38.2% (132) | 32.4% (112) | 13.6% (47) | 346 |
| Minimising traffic noise | 17.3% (60) | 21.4% (74) | 36.4% (126) | 19.7% (68) | 5.2% (18) | 346 |
| Having places people can walk and cycle | 64.8% (226) | 24.6% (86) | 8.0% (28) | 0.9% (3) | 1.7% (6) | 349 |
| People feeling safe | 71.0% (247) | 21.6% (75) | 5.2% (18) | 0.6% (2) | 1.7% (6) | 348 |
| Having things to see and do | 6.4% (22) | 13.3% (46) | 37.4% (129) | 28.1% (97) | 14.8% (51) | 345 |
| People enjoying using the route | 40.4% (141) | 37.0% (129) | 16.3% (57) | 3.4% (12) | 2.9% (10) | 349 |
| Having clean air | 53.7% (187) | 30.2% (105) | 11.5% (40) | 2.0% (7) | 2.6% (9) | 348 |
| | | | | | answered | 352 |
| | | | | | skipped | 16 |

12. To what extent do you agree with the following statements about the route?

| | Strongly agree | Agree | I have not experience this | Disagree | Strongly disagree | Response Total |
|---------------------------------------|----------------|----------------|----------------------------|----------------|-------------------|----------------|
| The route is unpleasant to walk along | 12.6% (44) | 28.9% (101) | 23.7% (83) | 29.4% (103) | 5.4% (19) | 350 |
| The route is too busy with people | 4.3% (15) | 19.0% (66) | 30.8% (107) | 39.5% (137) | 6.3% (22) | 347 |
| It is not direct enough | 5.2% (18) | 6.4% (22) | 21.8% (75) | 56.7% (195) | 9.9% (34) | 344 |

12. To what extent do you agree with the following statements about the route?

| | Strongly agree | Agree | I have not experience this | Disagree | Strongly disagree | Response Total |
|---|----------------|----------------|----------------------------|----------------|-------------------|----------------|
| The route is not accessible | 6.4% (22) | 23.1% (80) | 29.8% (103) | 35.3% (122) | 5.5% (19) | 346 |
| The route is overgrown with vegetation and not maintained | 6.3% (22) | 15.8% (55) | 24.1% (84) | 44.8% (156) | 8.9% (31) | 348 |
| It is too hilly | 1.4% (5) | 1.7% (6) | 22.7% (79) | 50.9% (177) | 23.3% (81) | 348 |
| The route feels unsafe to cycle on | 26.5% (92) | 34.0% (118) | 19.0% (66) | 16.4% (57) | 4.0% (14) | 347 |
| There is not enough room for pedestrians and cyclists | 42.5% (148) | 29.3% (102) | 8.9% (31) | 14.7% (51) | 4.6% (16) | 348 |
| The route is busy with traffic | 53.4% (186) | 26.1% (91) | 7.8% (27) | 9.2% (32) | 3.4% (12) | 348 |
| | | | | | answered | 352 |
| | | | | | skipped | 16 |

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

| | Very High importance | High importance | Moderate importance | Low importance | Not at all important | Response Total |
|--|----------------------|-----------------|---------------------|----------------|----------------------|----------------|
| Better lighting | 22.2% (77) | 29.1% (101) | 27.4% (95) | 16.7% (58) | 4.6% (16) | 347 |
| Easier to cross the on road sections | 52.7% (183) | 28.2% (98) | 10.1% (35) | 6.6% (23) | 2.3% (8) | 347 |
| Wider paths | 45.7% (159) | 31.3% (109) | 13.8% (48) | 5.5% (19) | 3.7% (13) | 348 |
| Safer cycle routes | 62.4% (217) | 20.7% (72) | 10.9% (38) | 2.6% (9) | 3.4% (12) | 348 |
| More of the route to be separate from the road | 55.3% (193) | 21.5% (75) | 10.9% (38) | 7.2% (25) | 5.2% (18) | 349 |

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

| | Very High importance | High importance | Moderate importance | Low importance | Not at all important | Response Total |
|---|----------------------|-----------------|---------------------|----------------|----------------------|----------------|
| Separate pedestrians from cycles | 37.1% (129) | 29.0% (101) | 20.4% (71) | 8.9% (31) | 4.6% (16) | 348 |
| Improved signage | 21.0% (73) | 24.2% (84) | 32.9% (114) | 15.0% (52) | 6.9% (24) | 347 |
| Improved surfacing | 30.5% (106) | 29.3% (102) | 27.3% (95) | 8.0% (28) | 4.9% (17) | 348 |
| Increased greenery such as trees and bushes | 16.2% (56) | 18.8% (65) | 35.0% (121) | 23.1% (80) | 6.9% (24) | 346 |
| | | | | | answered | 352 |
| | | | | | skipped | 16 |

14. Road space along Mina Road in St Werburghs is quite constrained so some of the possible options to improve walking and cycling on Concorde Way along this section include:

- Possible low traffic neighbourhood to provide dedicated pedestrian and cycle space and to improve safety along Mina Road, York Street and James Street including the mini roundabout
- Creating a two way segregated route underneath the railway bridge
- Consider parking restrictions around junctions and protection at side roads

Thinking about these possible improvements how would you rate them:

| | Very good | Good | Fair | Poor | Very poor | Response Total |
|--|----------------|---------------|---------------|--------------|--------------|----------------|
| Possible low traffic neighbourhood to provide dedicated pedestrian and cycle space and to improve safety along Mina Road, York Street and James Street including the mini roundabout | 66.9% (234) | 17.4% (61) | 6.9% (24) | 3.1% (11) | 5.7% (20) | 350 |
| Creating a two way segregated route underneath the railway bridge | 48.0% (167) | 19.8% (69) | 18.7% (65) | 6.3% (22) | 7.2% (25) | 348 |
| Consider parking restrictions around junctions and protection at side roads | 55.6% (194) | 22.3% (78) | 12.0% (42) | 5.7% (20) | 4.3% (15) | 349 |

14. Road space along Mina Road in St Werburghs is quite constrained so some of the possible options to improve walking and cycling on Concorde Way along this section include:

- Possible low traffic neighbourhood to provide dedicated pedestrian and cycle space and to improve safety along Mina Road, York Street and James Street including the mini roundabout
- Creating a two way segregated route underneath the railway bridge
- Consider parking restrictions around junctions and protection at side roads

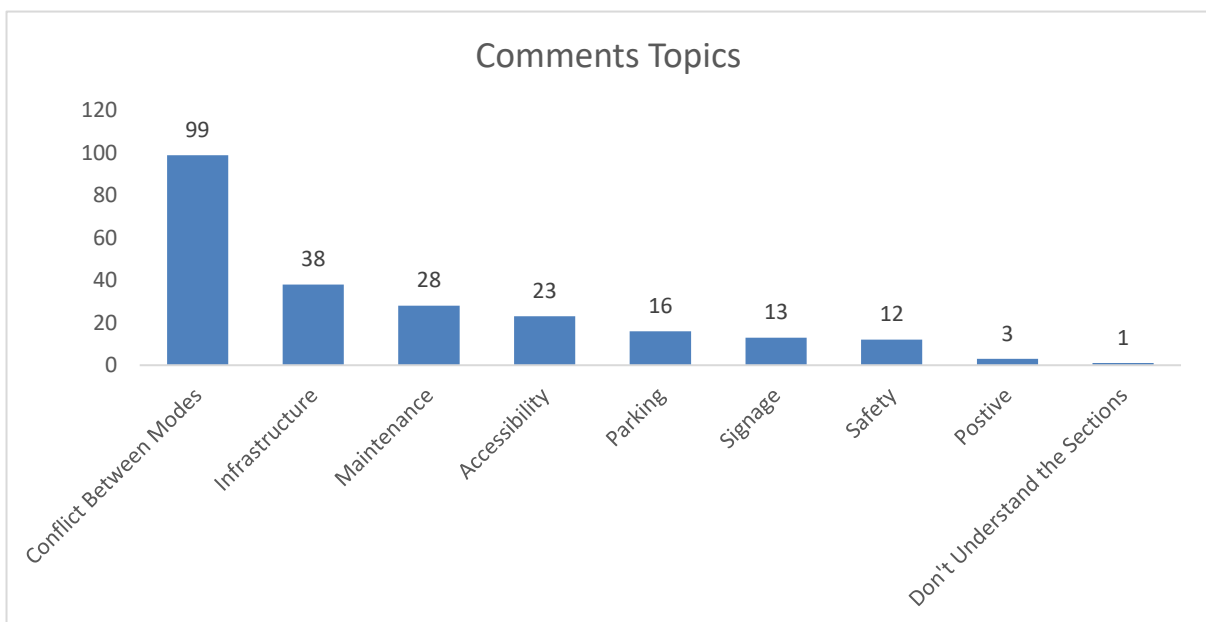
Thinking about these possible improvements how would you rate them:

| | Very good | Good | Fair | Poor | Very poor | Response Total |
|--|-----------|------|------|------|-----------|----------------|
| | | | | | answered | 352 |
| | | | | | skipped | 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% | 188 |

A total 186 comments were left (50% of total respondents), and these were categorised into 9 topics. Comments often covered more than one topic therefore the total number categorised is 229.



The main observations were:

- Mina Road is a large area of concern due to high speed of vehicles, limited space and dangerous parking.
- Many respondents stated the roundabout at York St, Mina Rd and James St is dangerous and lacks provision for pedestrians wanting to cross the roads.
- Dangerous and anti-social driving is experienced in this area regularly.

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

| Conflict between modes | |
|-------------------------------|--|
| Summary of comments | Mina Rd should become 'One Way' northbound for all traffic in a single lane. It is vital that any changes are accompanied by enforcement of parking restrictions. Help with crossing for both pedestrian and cycles at the roundabout. The roundabout is highly dangerous- I have had multiple, serious near-misses there from cars speeding along York St/James St, and from vans turning into York Rd from Mina Rd south. A low traffic area would make a significant improvement. The paths are narrow and if walking the opposite way to people currently you must step into cycle lane. |

| Infrastructure | |
|-----------------------|--|
| Summary of comments | Junction improvements at Mina Road/James Street/York Street roundabout are essential. Install speeding deterrents or cameras in Mina Road for traffic coming from the M32 junction. Cycle lane under railway bridge feels poor use of funds as not a busy section of the road. |

| Maintenance | |
|---------------------|---|
| Summary of comments | Maintenance of surfaces and management of vegetation would help now and will continue to be vital. When it rains the road fills up with water and cars splash pedestrians. The road surface is in poor condition, with the traffic calming humps having broken and making cycling particularly hazardous. |

| Accessibility | |
|----------------------|--|
| Summary of comments | I do not get why the access to M32 needs to exist here as there are already other main road routes to it nearby. Residents still need to access the area by car and be able to park as many people rely on cars as there are few viable alternatives. If a toucan crossing is put in place there should be a button accessible for both cyclists and pedestrians in both directions. The recent changes by adding the bike lane and reducing parking have increased the difficulty to the area. Please can we prevent cars parking in ways that make pavements impassable to wheelchairs and pushchairs. |

Parking

| | |
|---------------------|---|
| Summary of comments | Parking for residents is very difficult. Any further loss of parking needs be compensated by RPZ. Parking restrictions during peak hours would help create space and make this feel safer, however enforcement would be needed. It is impossible to park and many drivers park inconsiderately, blocking pavements. |
|---------------------|---|

Signage

| | |
|---------------------|--|
| Summary of comments | The separate cycle section along this part of the road is great- often car drivers assume it is two way and that cyclists should not be on the road at all, better signage is needed. The signage around this cycle path in and out of the underpass can be confusing for people that do not live here as they swap lanes regularly causing confusion. Improving signage from the mini roundabout to the tunnel warning drivers. |
|---------------------|--|

Safety

| | |
|---------------------|---|
| Summary of comments | In general, this area has been neglected for enforcement measures to discourage antisocial or dangerous driving. I regularly note dangerous driving from actively antisocial drivers along here. I am really worried about the air pollution on Mina Road. The subways under the roundabout at the motorway junction are awful, no visibility and feel unsafe. Mina Road does not feel like a safe place to walk and cycle yet there are so many families and commuters using this route daily. |
|---------------------|---|

Positive

| | |
|---------------------|---|
| Summary of comments | The route is not off putting to cycle or walk on, and I do both regularly. Leave it as is - it works. All above well overdue. |
|---------------------|---|

Do not understand the sections

| | |
|---------------------|--|
| Summary of comments | I do not know how to answer the above questions without prior knowledge of what the low traffic neighbourhood scheme looks like. |
|---------------------|--|

15. Please tell us how important you think the following things are along this section of the walking and cycling route?

| | Very High importance | High importance | Moderate importance | Low importance | Not at all important | Response Total |
|---|----------------------|-----------------|---------------------|----------------|----------------------|----------------|
| Having places people can walk and cycle | 59.4% (202) | 29.4% (100) | 6.5% (22) | 1.8% (6) | 2.9% (10) | 340 |
| People feeling safe | 70.6% (242) | 22.7% (78) | 4.7% (16) | 0.6% (2) | 1.5% (5) | 343 |
| Having things to see and do | 6.2% (21) | 10.9% (37) | 38.8% (132) | 29.1% (99) | 15.0% (51) | 340 |
| People enjoying using the route | 46.5% (159) | 33.0% (113) | 14.6% (50) | 2.9% (10) | 2.9% (10) | 342 |
| Having clean air | 52.7% (178) | 27.2% (92) | 13.0% (44) | 4.1% (14) | 3.0% (10) | 338 |
| | | | | | answered | 344 |
| | | | | | skipped | 24 |

16. To what extent do you agree with the following statements about the route?

| | Strongly agree | Agree | I have not experience this | Disagree | Strongly disagree | Response Total |
|---|----------------|---------------|----------------------------|----------------|-------------------|----------------|
| The route is unpleasant to walk along | 7.9% (27) | 14.6% (50) | 26.8% (92) | 36.7% (126) | 14.0% (48) | 343 |
| The route is too busy with people | 4.4% (15) | 14.9% (51) | 28.4% (97) | 41.5% (142) | 10.8% (37) | 342 |
| It is not direct enough | 3.5% (12) | 8.0% (27) | 22.1% (75) | 52.2% (177) | 14.2% (48) | 339 |
| The route is not accessible | 5.9% (20) | 13.0% (44) | 33.1% (112) | 38.5% (130) | 9.5% (32) | 338 |
| The route is overgrown with vegetation and not maintained | 6.8% (23) | 22.6% (77) | 24.7% (84) | 38.8% (132) | 7.1% (24) | 340 |

16. To what extent do you agree with the following statements about the route?

| | Strongly agree | Agree | I have not experience this | Disagree | Strongly disagree | Response Total |
|---|-----------------------|----------------|-----------------------------------|-----------------|--------------------------|-----------------------|
| It is too hilly | 5.6% (19) | 22.1% (75) | 21.8% (74) | 42.6% (145) | 7.9% (27) | 340 |
| The route feels unsafe to cycle on | 6.8% (23) | 22.4% (76) | 31.6% (107) | 31.0% (105) | 8.3% (28) | 339 |
| There is not enough room for pedestrians and cyclists | 24.0% (82) | 35.5% (121) | 17.9% (61) | 17.0% (58) | 5.6% (19) | 341 |
| The route is busy with traffic | 9.4% (32) | 15.9% (54) | 26.5% (90) | 34.7% (118) | 13.5% (46) | 340 |
| | | | | | answered | 344 |
| | | | | | skipped | 24 |

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

| | Very High importance | High importance | Moderate importance | Low importance | Not at all important | Response Total |
|--|-----------------------------|------------------------|----------------------------|-----------------------|-----------------------------|-----------------------|
| Better lighting | 43.5% (147) | 30.5% (103) | 16.9% (57) | 5.6% (19) | 3.6% (12) | 338 |
| Easier to cross the on road sections | 39.5% (133) | 24.3% (82) | 18.1% (61) | 13.9% (47) | 4.2% (14) | 337 |
| Wider paths | 34.3% (117) | 31.4% (107) | 22.9% (78) | 8.2% (28) | 3.2% (11) | 341 |
| Safer cycle routes | 45.4% (154) | 28.6% (97) | 16.2% (55) | 6.5% (22) | 3.2% (11) | 339 |
| More of the route to be separate from the road | 30.3% (102) | 21.7% (73) | 19.6% (66) | 20.2% (68) | 8.3% (28) | 337 |
| Separate pedestrians from cycles | 31.4% (107) | 25.2% (86) | 22.6% (77) | 15.5% (53) | 5.3% (18) | 341 |

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

| | Very High importance | High importance | Moderate importance | Low importance | Not at all important | Response Total |
|---|----------------------|-----------------|---------------------|----------------|----------------------|----------------|
| Improved signage | 18.5% (62) | 25.6% (86) | 26.5% (89) | 22.3% (75) | 7.1% (24) | 336 |
| Improved surfacing | 16.4% (55) | 23.3% (78) | 32.2% (108) | 22.1% (74) | 6.0% (20) | 335 |
| Increased greenery such as trees and bushes | 12.7% (43) | 14.2% (48) | 29.5% (100) | 33.6% (114) | 10.0% (34) | 339 |
| | | | | | answered | 343 |
| | | | | | skipped | 25 |

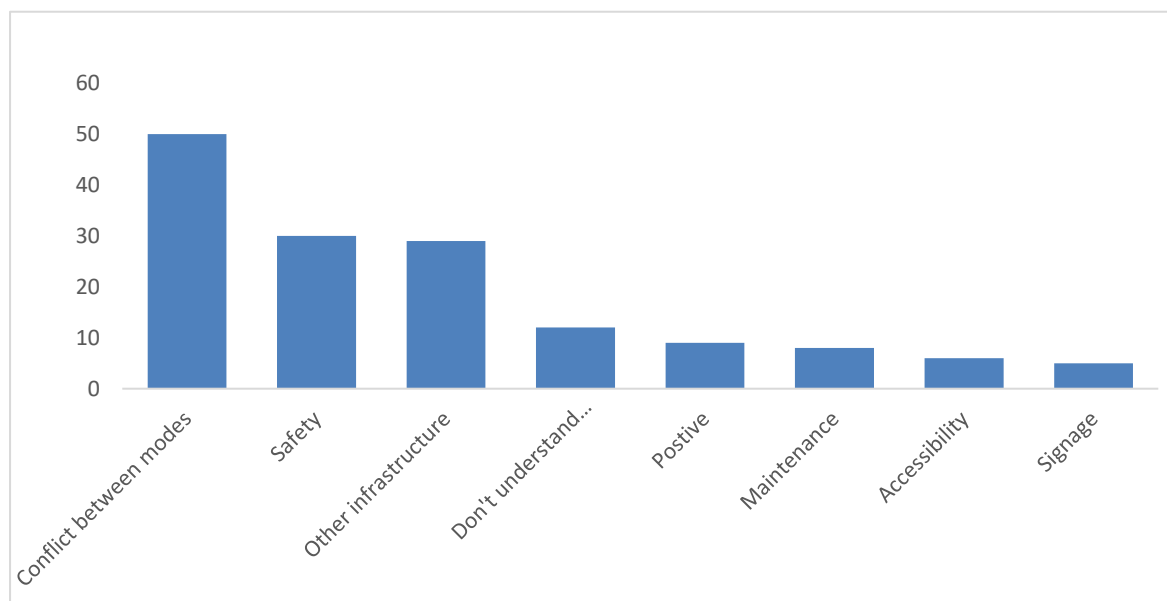
18. Some of the possible options to improve Concorde Way along this section include: • Potential to widen existing path • Provide a parallel crossing over Muller Road towards the new Concorde Way alignment. Thinking about these improvements how would you rate them:

| | Very good | Good | Fair | Poor | Very poor | Response Total |
|---|----------------|---------------|---------------|--------------|-------------|----------------|
| Potential to widen existing path | 58.0% (196) | 24.6% (83) | 11.5% (39) | 4.1% (14) | 1.8% (6) | 338 |
| Provide a parallel crossing over Muller Road towards the new Concorde Way alignment | 62.9% (214) | 25.0% (85) | 8.8% (30) | 0.9% (3) | 2.4% (8) | 340 |
| | | | | | answered | 344 |
| | | | | | skipped | 24 |

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

| | Response Percent | Response Total |
|-----------------------|------------------|----------------|
| 1 Open-Ended Question | 100.00% | 121 |

A total 120 comments were left (30% of total respondents), and these were categorised into 8 topics. Comments often covered more than one topic therefore the total number categorised is 149.



The main observations were:

- Lack of lighting making people feel unsafe and increasing risk of collisions between modes, especially at night and in the tunnels.
- Muller Road is felt to be unpleasant to cycle along with a challenging crossing connecting Concorde Way across the main road.
- Many people referring to the current closed section by the Ashely Down station construction - advising that it is hard to give full opinions on the route that is currently being diverted.

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

| Conflict between modes | |
|-------------------------------|--|
| Summary of comments | The corner where Mina Road meets Boiling Wells Road is very dangerous for cyclists and pedestrians. There is a conflict point from where the path meets Muller Rd by the bridge until the road by Aldi - between all sets of users. This path is narrow and there's not enough space for cyclists to pass pedestrians especially people with prams or pushchairs. Muller road needs to be seriously calmed, it is a residential road, with a large pedestrian flow of young people both morning and evening- Average speeds are extremely low due to congestion on the road, but cars often accelerate up short sections, intimidating and endangering active travel users, and then must stop shortly afterwards. |

Safety

| | |
|---------------------|--|
| Summary of comments | Lighting at night is very poor and makes the route feel unsafe. The section of the path from Mina Road to the allotments is far too steep and narrow- an accessible gradient should be delivered as part of any scheme improvements. The route is isolated and feels unsafe during dark hours. |
|---------------------|--|

Infrastructure

| | |
|---------------------|---|
| Summary of comments | The current diversion onto Muller Road is unsafe. Toucan crossing aligned with Petherbridge way would be good. A clearer, wider, better connected and more engineered crossing of Muller Road would be good. My concern about widening it would be that it would take away allotment space or damage the hedges lining the route. Waiting for ages to stop muller road traffic to cross is frustrating. |
|---------------------|---|

Do not understand terminology

| | |
|---------------------|---|
| Summary of comments | What is the 'new Concorde Way alignment.' I do not know what a parallel crossing means. |
|---------------------|---|

Positive

| | |
|---------------------|---|
| Summary of comments | A pleasant place to cycle though can get a bit congested with cyclists and pedestrians at peak times. It is an incredibly valuable route for those living in the north of the city to access the centre without needing to use busier roads such as Gloucester Road. This is a lovely walk as it is - It feels very rural and full of vegetation currently which is lovely. This is an excellent cycle path and I really miss it while they are building the station. |
|---------------------|---|

Maintenance

| | |
|---------------------|--|
| Summary of comments | Needs maintaining to avoid vegetation narrowing the path. Gritting is needed on all off-road sections when there is risk of ice, especially on this section of Concorde Way. Have seen and been involved in near misses associated with slippery wet leaves and bits of overhanging vegetation on this section. The surface on the section from station road to Muller Rd needs resurfacing as the path is falling away into the allotments. |
|---------------------|--|

Accessibility

| | |
|---------------------|---|
| Summary of comments | Please provide better access onto the route from Sheldon Road. An accessible gradient should be delivered as part of any scheme improvements. The short steep section from Mina Road onto the cycle path is difficult to cycle on and could potentially provide accessibility issues. |
|---------------------|---|

- Across all three route sections on average:
 - The highest proportion of a mode group to ‘strongly agree’ with the statement ‘there isn’t enough room for pedestrians and cyclists’ were bus users (33%) and car passengers (28%).
 - 51% of bus users and 41% of those using a bike said ‘more of the route to be separate from the road’ was of very high importance.
 - 32% of scooters and bus users and 31% of those who walk and those who cycle said ‘Separate pedestrians from cycles’ was of very high importance.
 - The second section of the route (Junction 3 of M32 up through Mina Road to the tunnel) had the highest percentages of mode groups strongly agreeing or giving very high importance to the three conflict-based statements.

4.2.2 Public emails

Three members of the public submitted their thoughts via emails to transport.engagement@bristol.gov.uk. A summary of the topics covered is below.

| Emails | |
|---------------------|--|
| Summary of comments | I absolutely support the proposed improvements on the southern section of Concorde Way. I am concerned about the lack of public toilets along the length of this pathway. It is important that between the allotments from Station Road and City Farm it is not made any narrower. |

4.2.3 Drop-in sessions

The project team organised roadshow events in different locations along the Concorde Way route to encourage people to come down and talk to us about the project and sign up for free support to walk, cycle and catch the bus:

| Date | Location | Total attendees |
|-------|------------------------|-----------------|
| 11/09 | Riverside Park | 15 |
| 25/09 | Riverside Park | 40 |
| 13/09 | Mina Road Park | 33 |
| 27/09 | Mina Road Park | 16 |
| 05/10 | St Werberghs City Farm | 17 |
| 10/10 | St Werberghs City Farm | 18 |
| 06/10 | Ashley Down Open Space | 27 |
| 12/10 | Ashley Down Open Space | 13 |
| | Total | 179 |

All sessions were held between 10am – 2pm during weekdays. 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.

In total, the team spoke to over 170 people across all roadshow events, with Riverside Park and Mina Road Park having the highest engagement numbers.

Comments and questions received at the roadshows covered issues like:

- Unsafe junctions and crossings with lots of accidents/near-misses
- E-scooters using the path at high speed.
- Bollards on the cycle way are unsafe.
- Needs improved and increased lighting.
- Motorway junction known for crime/assaults.
- Mina Road by the park is too busy with traffic- should be one way and with speed bumps.
- Junction 3 is too narrow making it easy to collide with other users.
- Signage is confusing and lacking.
- Flooding is a regular occurrence at Junction 3 especially.
- Motorcycles use the path/area.
- Poor bus services
- Needs improved police patrols.
- Cycle lanes are not connected to each other.
- Poor path surface
- Cyclists use the path with high speed.
- People are not aware the route is called Concorde Way

4.2.4 Social media engagement

Alongside the survey and drop-in sessions, social media was used to further promote the engagement survey. The 10 posts (across Facebook and X (Twitter)) had over 22,000 views/impressions and over 900 engagements (e.g., likes, shares, comments) in total.

Below is a breakdown of engagement from each post:

| X (Twitter) | Views | Reposts | Quote | Likes | Bookmark |
|--------------|---------------|-----------|----------|-----------|----------|
| 11/09/2023 | 3,609 | 6 | 1 | 8 | 1 |
| 22/09/2023 | 1,462 | 1 | 0 | 2 | 0 |
| 03/10/2023 | 1,665 | 1 | 0 | 1 | 0 |
| 08/10/2023 | 2,919 | 5 | 1 | 8 | 0 |
| 15/10/2023 | 2,375 | 3 | 0 | 4 | 1 |
| total | 12,030 | 16 | 2 | 23 | 2 |

| Facebook | Interactions | Comments | Shares | Impressions | Post reach | Engagement |
|--------------|--------------|-----------|----------|--------------|--------------|------------|
| 11/09/2023 | 17 | 9 | 4 | 2,093 | 2,066 | 145 |
| 22/09/2023 | 25 | 15 | 3 | 2,636 | 2,518 | 267 |
| 03/10/2023 | 19 | 1 | 1 | 1,313 | 1,273 | 54 |
| 08/10/2023 | 19 | 7 | 0 | 2,289 | 2,249 | 159 |
| 15/10/2023 | 20 | 7 | 1 | 1,761 | 1,714 | 112 |
| total | 100 | 24 | 7 | 5,363 | 5,236 | 325 |

