

Filwood Quietway

Early Engagement Report

March 2024

Active travel survey:
Filwood Quietway

Have
your say!



Have your say by 17 March 2024
www.bristol.gov.uk/filwoodquietwayFeb24



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1. Summary

1.1 How we engaged

This early engagement exercise asked people to rate different suggested improvements that could be made along the route. People who live by or travel along the Filwood Quietway 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 walking, wheeling and cycling route, and to encourage more people to use it.

The team created different products and methods to support the early engagement process including:

- An online survey, with postal option available on request (agreed as the best way to collate views from the community)
- Letters to residential and commercial properties
- Social media posts (Facebook and X formerly Twitter)
- Face to Face drop-in sessions (hosted at key community locations on/near to 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 5 February 2024 and was open until 24 March 2024, which allowed seven weeks for comments. The team designed it to capture views from residents, businesses and anyone who lives along and uses the route; helping build a picture of how people rate the suggested improvements.

1.3 Stakeholders

Responses (via the survey, letters and emails) were received from the following stakeholder groups:

- Bristol Walking Alliance
- Bristol Cycling Campaign

1.4 Survey results

In total, 199 responses were received from the survey (193), emails (4) and stakeholder response letters (2).

Of the survey respondents:

- The postcode map shows that most responses were from postcodes within the local area of the project site. This is supported by 83% of respondents saying they were residents in the local area.
- Over half (55%) of respondents were aged 35-54 years.
- More residents (84%) said they use a car or van (drivers + passengers) as the main form of transport along the route compared to 59% of residents who said walking and 44% cycling.

- Of those who said they regularly travel along the route, most cycle (77%) compared to 36% using a car or van (drivers and passengers).
- Of those using the route daily, 45% said they use a car or van (driver and passenger) compared to 26% walking and 17% cycling.
- 75% respondents were White British, 7% Other White Background and 2% Asian or Asian British, Black, Black British, Caribbean of African and Mixed/Multiple Ethnic Groups.
- 47% were female and 45% were male.
- Over a quarter (26%) of respondents said the improvements would have an effect on them because of their Protected Characteristics. Females, all Ethnic Groups (except White British) and all age groups were more likely to say the effects would be negative.

Across all questions:

- Section 5 'Raised table at the crossroad with Tavistock Road and Connaught Road (Junction 2)' receiving the highest amount of Good + Very Good ratings (3% of total ratings).
 - Highest Very Good rating: Section 1 'Widened cycle track'
 - Highest Good rating: Section 5 'Raised table at the crossroad with Tavistock Road and Connaught Road (Junction 2)'
- Section 2 'One-way direction on Wedmore Vale' received the most Very Poor + Poor ratings (4% of total ratings)
 - Highest Poor rating: Section 2 'Removing some on-street parking spaces on Wedmore Vale'
 - Highest Very Poor rating: Section 2 'One-way direction on Wedmore Vale'
- Section 2 had the largest number of respondents leave comments (60% of respondents) in the 'Any other comments' free text question.

Section 1: North Section of Wedmore Vale

- 54% rated the 'widened cycle track' as Good/Very Good compared to 35% who rated it Poor/Very Poor.
 - More residents (49% of total residents) rated it Good/Very Good, compared to 38% who rated it Poor/Very Poor.
 - Of those who rated it Good/Very Good, 53% said they use a car to travel along the route (driver + passenger) and 88% said they use active travel (walk + cycle).
 - Of those who rated it Poor/Very Poor, 62% said they use a car to travel along the route (driver + passenger) and 30% said they use active travel (walk + cycle).
- The same number (43%) rated the 'Removal of parking spaces' as Good/Very Good and as Poor/Very Poor.
 - Fewer residents (39%) rated it Good/Very Good, compared to 44% who rated it Poor/Very Poor.
 - Of those who rated it Good/Very Good, 48% said they use a car to travel along the route (driver + passenger) and 90% said they use active travel (walk + cycle)
 - Of those who rated it Poor/Very Poor, 94% said they use a car to travel along the route (driver + passenger) and 49% said they use active travel (walk + cycle).

- Comment themes includes Vehicle Use (61), Reasoning (30), Design (29), Conflict (12), Supportive (8), Accessibility (4) and Safety (1).

Section 2: South Section of Wedmore Vale

- The 'One-way on Wedmore Vale', 'Removal of parking' and 'One-way on Wingfield Road' improvements received the highest Poor/Very Poor ratings (60%, 44% and 56% respectively). These also received a higher proportion of all ratings compared to the improvements that received the highest Good/Very Good ratings.
- The improvements 'Segregated one-way cycle lane' and 'Speed cushions' received the highest Good/Very Good ratings (53% and 52% respectively).
- Residents were more likely to rate the One-Way systems as Poor/Very Poor, than they were to rate the speed cushions and segregated cycle lane as Good/Very Good.
 - By residents, 'Speed cushions' received the highest Good/Very Good ratings (49% of residents), followed by 'Segregated cycle lane' (48% of residents).
 - By residents, 'One-way on Wedmore Vale' received the highest Poor/Very Poor ratings (64% of residents), followed by 'One-way on Wingfield Road' (59% of residents).
- By those who travel along the route, 'Segregated cycle lane' received the highest Good/Very Good ratings (73% of those who travel along the route), followed by 'One-way on Wedmore Vale' and 'Removal of parking' (64% and 64% respectively).
- By those who travel along the route, 'Speed cushions' received the highest Poor/Very Poor ratings (32% of those who travel along the route), followed by 'One-way on Wedmore Vale' and 'One-way on Wingfield Road' (27%).
- Across all improvements, those who said they use active travel modes along the route (walking + cycling) made up a larger proportion of those who rated them Good/Very Good compared to those who use a car (drivers + passengers).
- Across all improvements, those who said they use a car to travel along the route (driver + passenger) made up a larger proportion of those who rated them Poor/Very Poor, compared to those who said they use active travel (walking + cycling).
- Comment themes include Vehicle Use (63 comments), Reasoning (44), Speeding (39), Design (33), Conflict (14), Supportive (9), Connectivity (5) and Accessibility (3).

Section 3: Wedmore Vale and Daventry Road Junction

- The following improvements received a higher proportion of Good/Very Good ratings compared to those rated Poor/Very Poor:
 - 'Improving pedestrian and cyclist access to Tavistock Road' (57%), 'Segregated cycle lane' (45%), 'Shared crossings at the T-junction' (46%) and 'Replacing the roundabout' (38%).
 - By residents, the 'Improved Crossings' received Good/Very Good by 49% and the 'Shared crossings' 41%.
 - By those who travel along the route, 86% rated the 'Improved Crossings' Good/Very Good and 64% rated the 'Shared crossings'.

- The improvement 'Proposed one way on Wedmore Vale (northbound towards Glyn Vale / Wingfield Road)' received a highest proportion of Poor/Very Poor ratings (57%).
 - This is also true by residents with 59% rating it Poor/Very Poor. The next highest Poor/Very Poor rating by residents was the 'segregated cycle lane' (42%).
- By those who travel along the route, 'Replace Roundabout', 'Shared Crossings' and 'One-way on Wedmore Vale' received the highest proportion of Poor/Very Poor (23%).
- Across all improvements, those who said they use active travel modes along the route (walking + cycling) made up larger proportions of those who rated each of them Good/Very Good compared to those who use a car (drivers + passengers).
- Across all improvements, those who said they use a car to travel along the route (driver + passenger) made up larger proportions of those who rated each of them Poor/Very Poor, compared to those who said they use active travel (walking + cycling).
- Of those who said they travel by active modes (walking + cycling), 42% rated the 'One-way on Wedmore Vale' as Poor/Very Poor. However, 79% of these also said they use a car (driver + passenger) which may explain an unexpectedly high result compared to those who solely use active travel modes (21%).
- Comment themes include Design (39), Reasoning (26), Vehicle Use (17), Supportive (8) and Conflict (6).

Section 4: Kenmare Road, Daventry Road and Newry Walk Junction

- All improvements received a higher proportion of Good/Very Good ratings, compared to Poor/Very Poor ratings.
 - 'Raised pedestrian and cyclist crossing on Daventry Rd' received the highest proportion of Good/Very Good ratings (57%) compared to the other improvements.
 - 'Two-way cycle path at Kenmare and Newry Walk' received the highest proportion of Poor/Very Poor ratings (25%) compared to the other improvements.
- More residents rated each of the three improvements as Good/Very Good (50%, 47% and 43% in order of the list below) compared to those who rated them as Poor/Very Poor (22%, 24%, 23%).
- More of those who travel along the route rated the three improvements as Good/Very Good (75% across all three) compared to those who rated them as Poor/Very Poor (18% across all three).
- Of those who rated the improvements Good/Very Good, a higher proportion said they travel by active travel modes (walking + cycling) (67%, 63% and 61%) compared to those who said they travel by car (driver + passenger) (42%, 39% and 33%).
- Of those who rated the improvements Poor/Very Poor, a higher proportion said they travel by car (driver + passenger) (28%, 32% and 32%), compared to those who said they travel by active modes (walking + cycling) (11%, 15% and 12%).
- Comment themes include Design (18), Supportive (11), Vehicle Use (7), Conflict (5) and Safety (2).

Section 5: Ilminster Avenue

- Both improvements received a higher proportion of Good/Very Good ratings (58% and 59%) compared to Poor/Very Poor ratings. Neither Good nor Poor received the next highest proportions of ratings (26% and 25%).
- Just over half of total residents rated each of the improvements as Good/Very Good (51% and 52% in order of the list below) compared to 16% of residents who rated them Poor/Very Poor.
- More of those who travel along the route rated both improvements Good/Very Good (73%) compared to 16% who rated them Poor/Very Poor.
- Of those who rated the improvements Good/Very Good, a higher proportion said they travel by active travel modes (walking + cycling) (83% and 84%) compared to those who said they travel by car (driver + passenger) (53% and 54%).
- Of those who rated the improvements Poor/Very Poor, a higher proportion said they travel by car (driver + passenger) (93%) compared to those who said they use active travel modes (walking + cycling) (38%).
- Comment themes include Supportive (9), Design (9), Reasoning (8), Conflict (7), Vehicle Use (7) and Accessibility (1).

2. Background

2.1 Active Travel Fund 4 (ATF4)

Filwood Quietway is one of four routes in the Active Travel Fund 4 (ATF4) package. The ATF4 project has been funded by Active Travel England and aims to improve four of the key strategic walking and cycling routes included within the region's Local Cycling & Walking Infrastructure Plan (LCWIP). The LCWIP 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 ambition is to improve the walking, wheeling and cycling facilities, making it easier, safer and more accessible to walk and cycle along the route.

2.2.1 Filwood Quietway: The Route

Filwood Quietway is a north-south walking and cycling route connecting Victoria Park with Filwood Broadway. This project includes the route along Wedmore Vale between the junctions with Weymouth Road and Daventry Road/Tavistock Road. Also included are the junctions of Kenmare Road with Daventry Road, Ilminster Avenue with Newry Walk, and Ilminster Avenue with Tavistock Road and Connaught Road.

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 such as Bristol Disability Equality Forum and WECIL
- 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 how they would rate some suggested improvements that could be potential along the route. People who live by or travel along Filwood Quietway 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 walking, wheeling and cycling safer and more enjoyable, in turn increasing the number of people who use it.

3.1 Engagement Tools

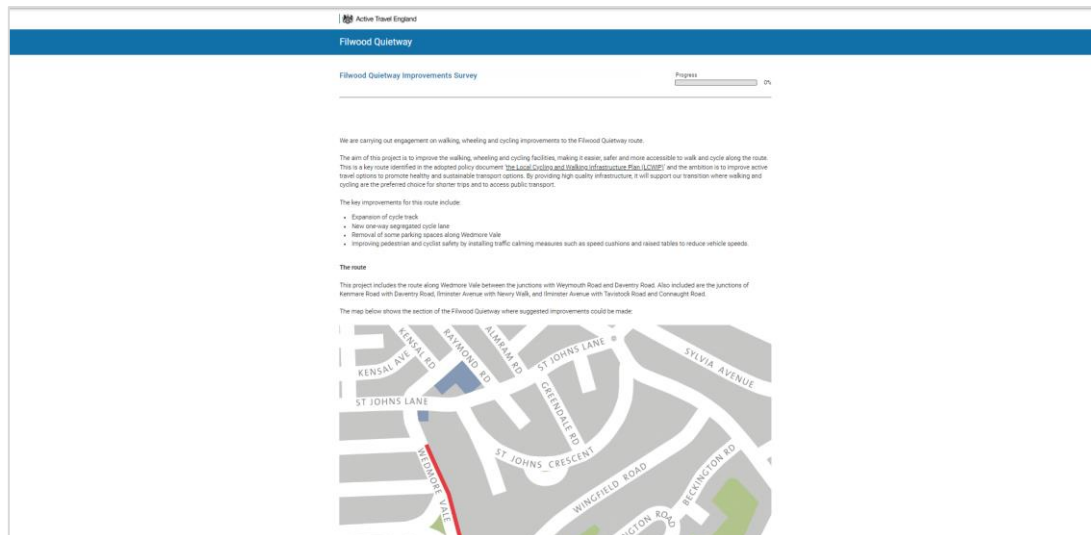
The team created different products to support the early engagement process and agreed on a survey as the best way to collate views from the community. The products included the survey (with postal option available on request), letters, posters, business cards and social media. Information was provided online and was compatible with word reader software and could be emailed out via editable pdfs.

The online survey was hosted from a link on a main ATF4 Walking and Cycling Improvements landing page and had a shortened link www.bristol.gov.uk/filwoodquietwayFeb24 that was promoted and publicised through social media channels. To ensure those who do not have online access were 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 Filwood Quietway, Transport Engagement, PO BOX 3399, 100 Temple Street, Bristol, BS1 9NE.

See the following images of the poster, business card and survey website.





The team encouraged everyone to have their say by:

- putting up ~50 posters along the route and in the local area so that those using the route could see the engagement was taking place.
- posting out letters to 3,237 local properties (residential and commercial) to raise awareness of the survey and encourage 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.
- Hosting a drop-in session and active travel roadshow event. This was in addition to the Active Travel Programme which offered behaviour change initiatives such as personal travel planning, cycle training, bus and train tickets etc., also being provided in the local area.
- Hosting a stakeholder workshop.

3.2 Survey

The survey was launched on 05 February and open until 24 March 2024, which allowed seven weeks for comments. Originally the closing date was 17 March 2024 however this was extended due to an issue with the letter posting.

The team designed the survey 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 made 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 five sections to help people target their comments at the right location.

These sections were:

- Section 1 – North section of Wedmore Vale

- Section 2 – South section of Wedmore Vale
- Section 3 – Wedmore Vale and Daventry Road Junction
- Section 4 – Kenmare Road, Daventry Road and Newry Walk Junction
- Section 5 – Ilminster Avenue

The survey was devised so that people answered questions about:

- 1) their own travel habits and usage of the route
- 2) how they would rate different suggested improvements
- 3) the free active travel support that is available
- 4) '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 six general ATF4 Project posts and a location-targeted post were published between 05 February September and 24 March 2024.

Social media engagement statistics are provided in [Section 4.2.4](#) of this report.

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:

- Six ward members, the Cabinet Member for Transport and the local MP Karin Smyth.
- emergency service providers
- equality groups and disability groups such as Bristol Disability Equality Forum and WECIL
- transport / interest groups such as Bristol Cycling Campaign, Bristol Walking Alliance, Bristol Civic Society
- local businesses and interest groups such Knowle West Health Park and Filwood Community Centre
- educational institutions, including local primary schools, secondary schools and universities

4.1.1 Stakeholder Workshops

The team arranged two workshops for which key stakeholders were invited to attend, learn more about the project, ask questions and give feedback.

Details of the workshops, including discussion notes, are shown below. Unfortunately, despite interest in registering for Workshop 1, there were no attendees.

	Workshop 1: Old Market Quietway and Deanery Road	Workshop 2: Malago Greenway and Filwood Quietway
Date	27/02/2024	06/03/2024
Time	1800-2000	1800-2000
Team Presenting	Juliet Gardner and Beth Dury	Juliet Gardner and Beth Dury
Attendees	N/A	Alan Morris – Bristol Walking Alliance Cllr Don Alexander – Cabinet Member for Transport
Notes	N/A	<u>Malago Greenway</u> <ul style="list-style-type: none"> • Highlighted issue with illegal use of the space by motorcycles • Discussions around why segregation of the route has been chosen - JG advised due to safety concerns by providing cycles with their own space to use it will reduce conflicts between pedestrians and cycles. Acknowledge concerns around speed of cycles. • Concerns around footbridge quality, concern if this needs works.

		<p><u>Filwood Quietway</u></p> <ul style="list-style-type: none"> • Agreed need for traffic calming along Wedmore Vale in the one-way section. • Discussions around the feedback already gathered - advised it's been a mix of positive and negative.
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4.1.1 Stakeholder Responses

Email / Letter Responses

Letter responses were received by email from two stakeholders and their comments are summarised below. Full response letters are available if required.

Bristol Walking Alliance (BWA)

- It is not clear whether the footway will be changed, or how the improved cycle way along Wedmore Vale will be segregated from the footway. We would expect all footways to be at least 2m wide after any changes, preferably with level separation from the cycle way.

Bristol Cycling Campaign (BCyC)

- Welcomes improvements to the route; strongly welcoming provision of an alignment along Wedmore Vale and crossing improvements.
- Concerned that some proposals don't provide sufficient protection from motor traffic and some may create conflict between people walking and cycling.
- Section 1: cycle track to meet LTN 1/20 standards and demarcated by trapezoidal strip, clear markings with use of colour if possible.
- Section 1: on this section vehicular crossings are so frequent and large that the surface is almost continuously heavily off-camber and the surface bumpy due to the difficulty of laying it to a constantly varying gradient. This section of route is a good example of where 'Dutch entrance kerbs' could be used to dramatically improve the pavement/cycle track
- Section 2: strongly welcome the provision of a new alignments along Wedmore Vale. Concerns that downhill motor traffic flows could be too high and at high speed and therefore unsafe for those cycling. Speed cushions may not be effective and could cause a hazard for those cycling (especially tricycles) if unsuitable gaps are provided. Suggest other traffic calming measures are considered and greater protection from motor vehicles.
- Section 2: suggest pedestrian and cycle right of way on the junction with Wingfield Road and those cycling are exempt from the one-way.
- Section 3: strongly prefer to see an arrangement that allows people cycling to directly cross into/from Tavistock rather than via a shared footway.
- Section 4: welcome proposals for high quality connection from Newry Walk however, feel the impact of this intervention may be limited.

- Section 5: feel this design is poor and needs to be improved. proposed design provides a level of protection that will not be suitable for most people as per LTN 1/20 guidance. Alternatives should be considered such as parallel zebra crossing from Tavistock Road to Connaught Road, such that people walking and cycling are protected from motor traffic. Request that continuous footways are provided across side roads where appropriate, which would be consistent with the residential nature of the area and could improve safety for all users.

Avon and Somerset Police (A&S)

A&S Police engaged with the team and were sent the stakeholder workshop presentations. They decided they would not respond at this early stage but would comment once the details had been decided and the project moves forward.

Survey Responses

In response to “Q2: Which of the following best describes you”, no respondents stated they were ‘responding on behalf of Voluntary Group/ Community Group/Social Enterprise’. However, in the open text comment box “Name of Voluntary Group/ Community Group/Social Enterprise”, three respondents answered with a name.

Q2. Which of the following best describes you?	Voluntary Group/ Community Group/Social Enterprise name:
I regularly travel along this route	Knowle West Media Centre
I am a business owner in the local area	Malago Play Association Limited.
supporter of low traffic initiatives	friends of Novers Hill & Crox Bottom

Their full responses are included within the survey analysis, however a list of names and key comments are provided below.

- **Knowle West Media Centre**
Mixed ratings (8 out of 17 as ‘good’). “The Northern slopes is very steep, it's secluded as a female cyclist - it doesn't feel safe (I am aware of incidents and therefore know that it is not safe). Would not use the Northern Slopes as a route, even in broad day light.” “Coming down Wedmore, at speed in unprotected space, adjacent to cars travelling at speed is very scary.”
- **Malago Play Association Limited**
Rated all suggested improvements as ‘very poor’ (17 out of 17). Didn't leave any further comments.
- **Friends of Novers Hill & Crox Bottom**
Rated majority of improvements as ‘very good’ (12 out of 17). Didn't leave any further comments.

4.2 Public feedback

Below details the response to the survey, emails, drop-in sessions and social media engagement. In total 199 responses were received across the survey (193), emails (4) and stakeholder response letters (2).

4.2.1 Survey

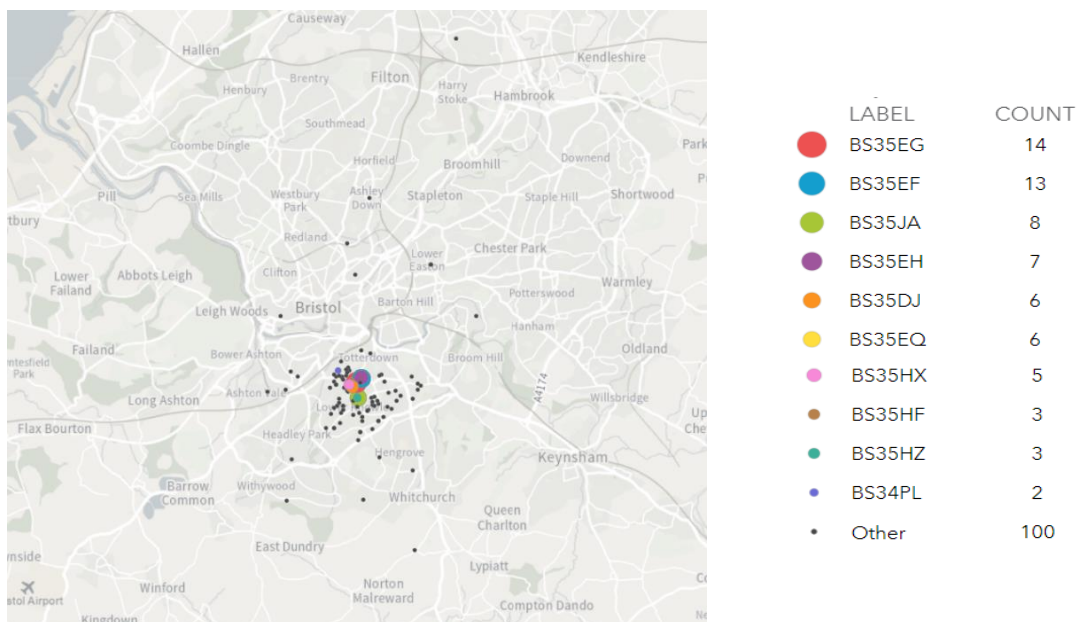
Below is a summary of each question with a breakdown of responses and free text analysis.

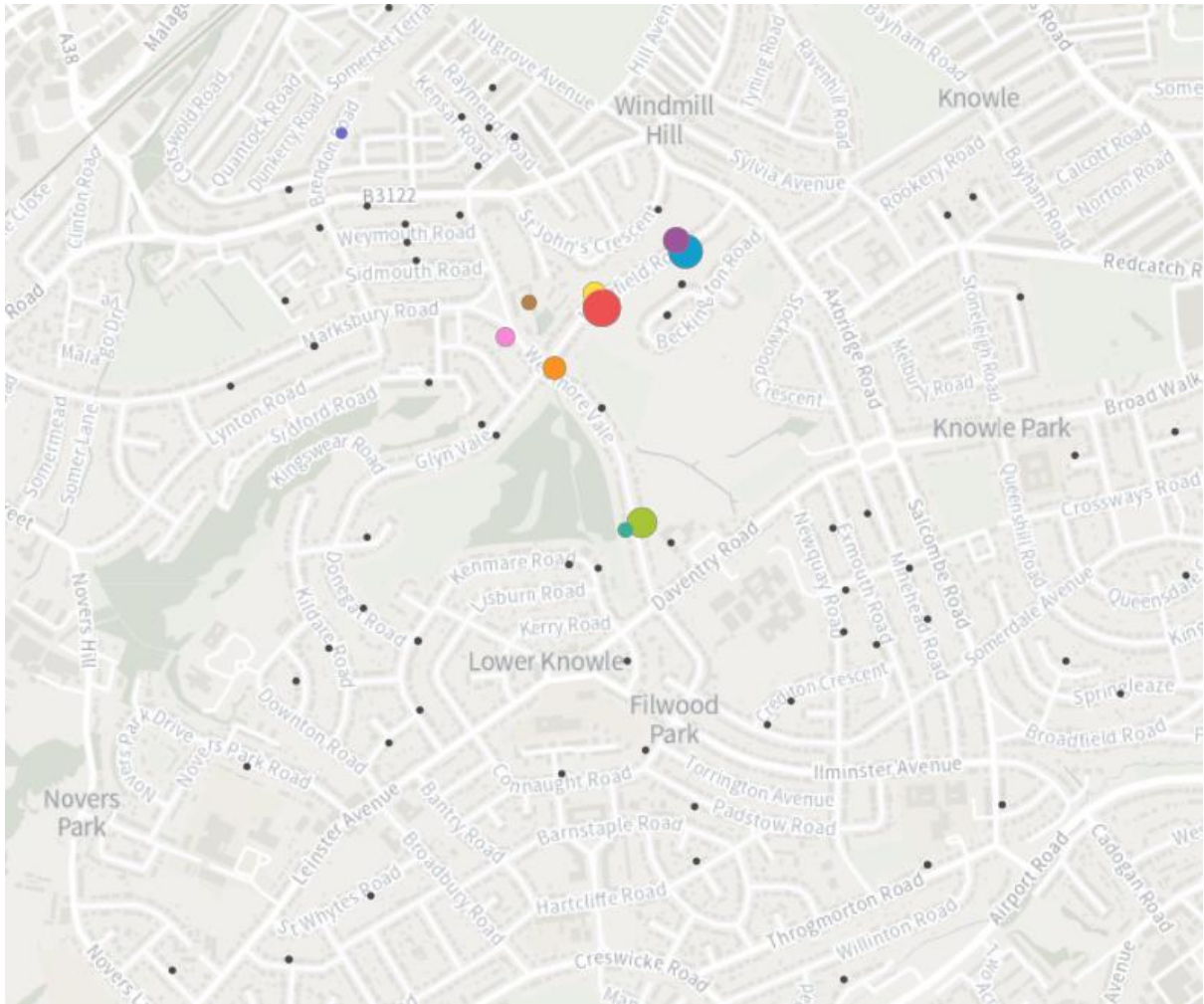
Summary of Questions 1-5 (Opening questions):

- The postcode map shows that most responses were from postcodes within the local area of the project site.
- More residents (84%) use a car or van (drivers and passengers) to travel along the route compared to 59% of residents walking and 44% cycling. 72% of those who said they use a car said they also use active travel (walking +/- cycling).
- Of those who said they 'regularly travel along the route', most cycle (77%) compared to 36% using a car or van (drivers and passengers).
- Of those using the route daily, 45% are using a car or van (driver and passenger) compared to 26% walking and 17% cycling.






Postcode Map


The maps below show that most of the responses were from postcodes in and around the project area. Each dot represents a unique postcode (e.g. BS3 5EQ). Coloured dots identify postcodes where more 3 or more responses were received, and black dots identify postcodes where 2 or less responses were received (see key).
















2. Which of the following best describes you?

		Response Percent	Response Total
1	I am a resident in the local area		83.07% 157
2	I am a business owner in the local area		0.53% 1
3	I work in the local area		2.65% 5
4	I regularly travel along this route		11.64% 22
5	I am a taxi / private hire driver		0.00% 0
6	I am a regular visitor to the area		1.06% 2

2. Which of the following best describes you?				
			Response Percent	Response Total
7	I am responding on behalf of Voluntary Group/ Community Group/Social Enterprise		0.00%	0
8	Other (please specify):		1.06%	2
			answered	189
			skipped	4
Other (please specify): (2)				

Other includes 'I live here' and 'supporter of low traffic neighbourhoods'.

3. What is your main form of transport you usually use along this route? (Tick all that apply)				
			Response Percent	Response Total
1	Walk		54.21%	103
2	Bicycle (including e-bike)		48.42%	92
3	Scooter (e-scooter)		3.68%	7
4	Bus/Metrobus		16.84%	32
5	Park & Ride		0.53%	1
6	Train		2.11%	4
7	Car / Van driver		62.11%	118
8	Car / Van passenger		14.74%	28
9	Taxi		4.21%	8
10	Motorcycle		0.53%	1
11	Other (please specify):		0.53%	1

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

	Response Percent	Response Total
	answered	190
	skipped	3
Other (please specify): (1)		





Other includes 'run'.

4. How often do you travel along this route?

	Response Percent	Response Total
1 Daily	43.68%	83
2 Several times a week	26.32%	50
3 At least once a week	12.63%	24
4 At least once a month	9.47%	18
5 Once every few months	4.74%	9
6 A few times a year	2.11%	4
7 Never	1.05%	2
	answered	190
	skipped	3

5. What is your main reason for travelling along this route?

	Response Percent	Response Total
1 Travelling to or from work	37.23%	70

5. What is your main reason for travelling along this route?				
			Response Percent	Response Total
2	Travelling to or from education settings		7.45%	14
3	Travelling to or from leisure / social activities		31.38%	59
4	Travelling to or from shopping / retail		6.91%	13
5	Other (please specify):		17.02%	32
			answered	188
			skipped	5
Other (please specify): (32)				

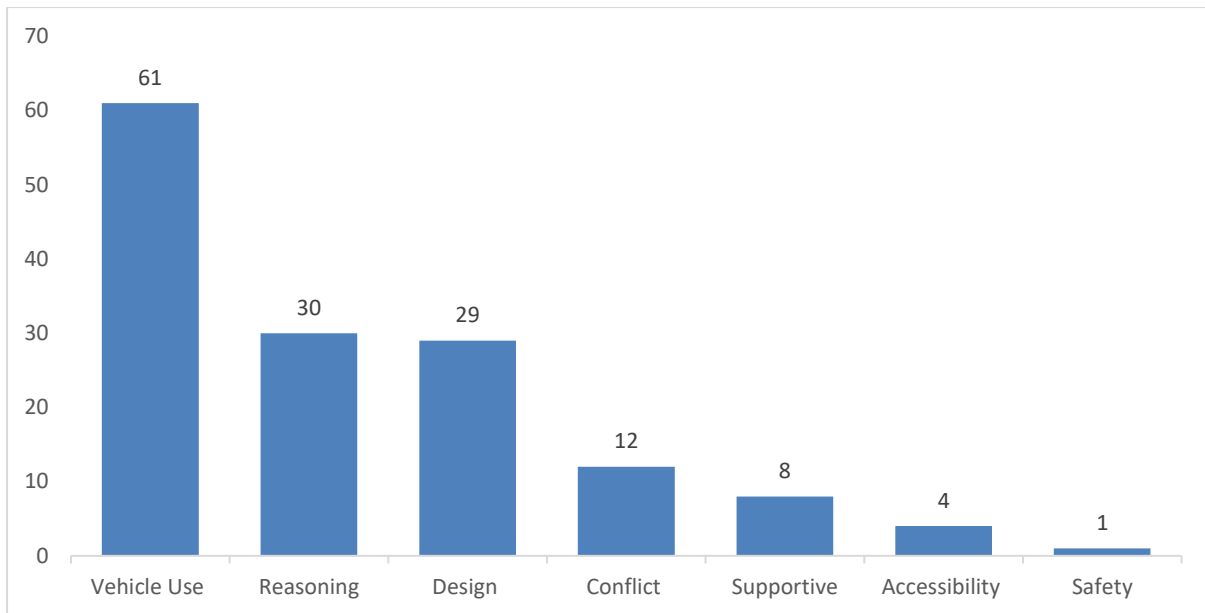
Other includes travelling to healthcare, taking children to nursery and 'all of above'.

Summary of Question 6 (Section 1- North section of Wedmore Vale)

- 54% rated the ‘widened cycle track’ as Good/Very Good compared to 35% who rated it Poor/Very Poor.
 - More residents (49% of total residents) rated it Good/Very Good, compared to 38% who rated it Poor/Very Poor.
 - Of those who rated it Good/Very Good, 53% said they use a car to travel along the route (driver + passenger) and 88% said they use active travel (walk + cycle).
 - Of those who rated it Poor/Very Poor, 62% said they use a car to travel along the route (driver + passenger) and 30% said they use active travel (walk + cycle).
- The same number (43%) rated the ‘Removal of parking spaces’ as Good/Very Good and as Poor/Very Poor.
 - Fewer residents (39%) rated it Good/Very Good, compared to 44% who rated it Poor/Very Poor.
 - Of those who rated it Good/Very Good, 48% said they use a car to travel along the route (driver + passenger) and 90% said they use active travel (walk + cycle)
 - Of those who rated it Poor/Very Poor, 94% said they use a car to travel along the route (driver + passenger) and 49% said they use active travel (walk + cycle).

6. Thinking about these possible improvements, how would you rate them:						
	Very good	Good	Neither good nor poor	Poor	Very Poor	Response Total
Widened cycle track	38.7% (72)	15.1% (28)	10.8% (20)	9.1% (17)	26.3% (49)	186
Removal of parking spaces	31.7% (59)	10.8% (20)	15.1% (28)	8.6% (16)	33.9% (63)	186
					answered	186
					skipped	7
Any other comments: (100)						

A total 100 comments were left (52% of total respondents) and these were categorised into seven themes. Comments often covered more than one theme therefore the total number of categorised comments is 145.



The main observations from the comments were:

- Very high concern of what impact the removal of parking will have on illegal parking practices and/or pavement parking (concern it will likely increase, making it more dangerous and increase conflict between those walking, wheeling and cycling and those parking).
- Experience of speeding vehicles on many of the local roads, with concerns changes and one-ways will increase this.
- Cycle path needs to be better signposted and differentiated against the footpath.

Below is a summary of the comments received in each theme. Comments have been chosen to represent a topic or recurring topics within the theme:

Vehicle Use (e.g. parking, traffic)	
Summary of comments	Big issue along this stretch is pavement parking, so will need to be enforced to ensure removal of parking bays does not increase this. The residents do need parking bays. Important to incorporate protection of the grassland triangle - it is already used as parking bays which has completely degraded the grass on one side. If you remove all the parking spaces that will affect the Boxing club and the Bedminster quakers which are important to the local community. There are work vehicles that occasionally parking on the cycling lane, even with the current arrangement. Won't stop people speeding - I live on Connaught some people do 50 up this road.

Reasoning (e.g. no demand, waste of funding)	
Summary of comments	The cycle track is wide enough for the amount of use it receives. I regularly cycle along this route and actually think the cycle lane is already pretty good. Any widening of the cycle path would encourage faster cycling/e-scooters - this is very dangerous where there are so many crossing movements involving pedestrians from the houses, flats, Meeting House and boxing gym.

Design Details

Summary of comments	<p>The current route is very confusing - the beginning around St John's Lane is great and then it just disappears and it's unclear where one should continue. The current lane is narrow and poorly signed - I do have confusion as a cyclist when approaching the Wedmore/Glyn Vale junction from the south (downhill) as I turn right onto Glyn Vale. One obstacle to increased use of all cycleways, is the poor signage, particularly where the route encounters a junction with a main road or other paths. I cycle so a better cycle path would be good, but they need to be made a brighter colour as everyone just walks in them. The proposal should NOT include making Wingfield Road a one-way street- We already had confirmation from the council that speedbump budget has been approved and just waiting to have them installed to slow rat runners from either Wedmore Vale or Redcatch Road using Wingfield Road as a short cut so the speedbumps will protect cyclists on Wingfield Road. This stretch of pavement is a good example of how 'Dutch entrance kerbs' could be used to dramatically improve the pavement/cycle track for those walking and wheeling. I usually cycle in the road as cycle paths usually introduce complications at junctions and I generally find the road faster and safer.</p>
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Conflict (between modes)

Summary of comments	<p>Removing parking spaces for people who need them might increase hostility towards cyclists. Unless Bristol council and/or traffic police are going to properly enforce the highway code and ticket and remove illegally parked vehicles, nothing will make it any safer for cyclists. Removal of parking spaces will help cyclist gaining better view when on the road, and don't have to disturb pedestrian. Any widening of the cycle path would encourage faster cycling/e-scooters. This is very dangerous where there are so many crossing movements involving pedestrians from the houses, flats, Meeting House and boxing gym.</p>
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Supportive

Summary of comments	<p>I really welcome this initiative, thank you - the current lane is narrow and poorly signed. I would welcome widening the cycle track on this section of road. The proposed changes are great. Removal of parking spaces will help cyclist gaining better view when on the road, and don't have to disturb pedestrian.</p>
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Accessibility

Summary of comments	<p>We need to consider those unable to walk or cycle due to age or disability - where will these people park when going to the GP, pharmacy or even the school? It is short sighted to think that everyone can cycle or walk there are people that need to use four wheels to get around.</p>
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Safety (personal safety)

Summary of comments

You want to make it safer for people to walk around, well maybe get some more police on the streets, you know, what with all the recent stabbings. As a female, I will NOT walk the streets after dark and WILL use my car, which is my right.

Below is a word cloud of the key words from 'other' comments. The larger the font, the more times the word was used across all comments. Although this should be taken with a pinch of salt, the word cloud can help give an overall idea of the general topics covered in the free text comments.



Summary of Question 7 (Section 2- South of Wedmore Vale)

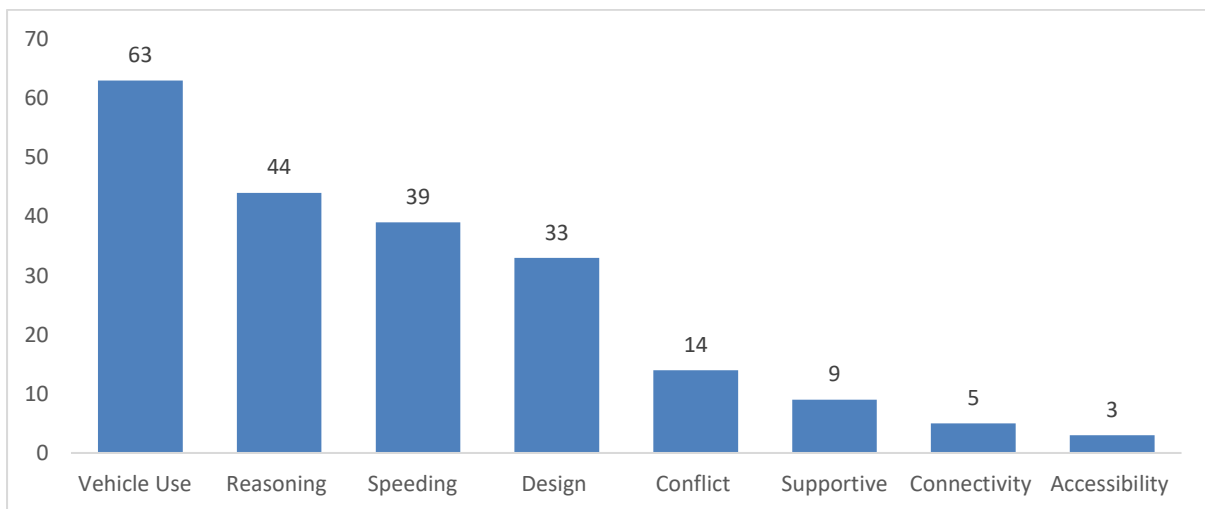
- The 'One-way on Wedmore Vale', 'Removal of parking' and 'One-way on Wingfield Road' improvements received the highest Poor/Very Poor ratings (60%, 44% and 56% respectively). These also received a higher proportion of all ratings compared to the improvements that received the highest Good/Very Good ratings.
- The improvements 'Segregated one-way cycle lane' and 'Speed cushions' received the highest Good/Very Good ratings (53% and 52% respectively).
- Residents were more likely to rate the One-Way systems as Poor/Very Poor, than they were to rate the speed cushions and segregated cycle lane as Good/Very Good.
 - By residents, 'Speed cushions' received the highest Good/Very Good ratings (49% of residents), followed by 'Segregated cycle lane' (48% of residents).
 - By residents, 'One-way on Wedmore Vale' received the highest Poor/Very Poor ratings (64% of residents), followed by 'One-way on Wingfield Road' (59% of residents).
- By those who travel along the route, 'Segregated cycle lane' received the highest Good/Very Good ratings (73% of those who travel along the route), followed by 'One-way on Wedmore Vale' and 'Removal of parking' (64% and 64% respectively).
- By those who travel along the route, 'Speed cushions' received the highest Poor/Very Poor ratings (32% of those who travel along the route), followed by 'One-way on Wedmore Vale' and 'One-way on Wingfield Road' (27%).
- Across all improvements, those who said they use active travel modes along the route (walking + cycling) made up a larger proportion of those who rated them Good/Very Good compared to those who use a car (drivers + passengers).
- Across all improvements, those who said they use a car to travel along the route (driver + passenger) made up a larger proportion of those who rated them Poor/Very Poor, compared to those who said they use active travel (walking + cycling).

7. Thinking about these possible improvements, how would you rate them:						
	Very good	Good	Neither good nor poor	Poor	Very Poor	Response Total
Segregated one-way cycle lane (southbound, heading uphill)	31.6% (59)	21.4% (40)	12.3% (23)	2.7% (5)	32.1% (60)	187
One-way direction on Wedmore Vale	17.1% (32)	14.4% (27)	8.6% (16)	8.0% (15)	51.9% (97)	187
Removing some on-street parking spaces on Wedmore Vale	23.1% (43)	16.7% (31)	16.1% (30)	11.3% (21)	32.8% (61)	186

7. Thinking about these possible improvements, how would you rate them:

	Very good	Good	Neither good nor poor	Poor	Very Poor	Response Total
Speed cushions (speed humps) on Wedmore Vale	31.9% (59)	20.5% (38)	16.8% (31)	9.2% (17)	21.6% (40)	185
One-way on Wingfield Road	17.0% (32)	11.7% (22)	14.9% (28)	8.0% (15)	48.4% (91)	188
					answered	188
					skipped	5
Any other comments: (117)						

A total of 117 comments (60% of respondents) were left and categorised into eight themes. Comments often covers more than one topic within a theme and therefore the total number categorised is 210.



The main observations were:

- Concerns around increasing traffic (an associated pollution) on other local roads (especially St Johns Lane and Redcatch Road) and displacement of parking leading to illegal/pavement parking. Suggestions that traffic controls would be needed on Wedmore Vale junction with St Johns Lane to support turning right towards Redcatch Road.
- Concerns that one-way roads will lead to more speeding vehicles due to no oncoming traffic.

- Some positive understanding that one-ways will help decrease speeding and rat-running, if installed alongside traffic calming measures.
- Limited comments regarding the cycle path itself; majority of comments are regarding the impacts on vehicles and traffic flows.

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

Vehicle Use	
Summary of comments	One way system for cars would increase traffic for other roads and make it very inconvenient for residents, may also affect house prices; also majority of the properties on Wedmore Vale do not have a drive access and therefore on-street parking is needed. As a resident of Wingfield Road, I believe these suggestions will merely encourage drivers to increase speed when driving down the road knowing they will face no oncoming traffic. We need a two-way road with traffic calming measures, not a one-way system that will allow even more speeding. The junction of Wedmore Vale and St John's Lane would need to be traffic controlled, and even then it is likely that traffic would be queuing right back onto Wedmore Vale. Changing Wingfield Road into one way would also reduce the need for pavement parking. I am also concerned there might be more traffic onto St John's Lane right by Victoria primary school, which already has a lot of air pollution and a lot of congestion.

Reasoning	
Summary of comments	Why is there a need to push traffic around on local streets, speed ramps on Wingfield Road would be enough. Perhaps the money would be better spent on potholes not on cyclists that don't use the paths they already have. This is not going to improve our areas congestion of traffic flow. This is going to make us have to travel on Saint John's Lane in order to travel southbound, it will increase congestion and travel time, it's absolutely ridiculous. This is a huge, unnecessary scheme with badly considered diversions. There is already a segregated cycle lane going through the whole of the Northern Slopes, which is totally traffic free. Most people don't cycle up that road, it's too steep! There is no need to reduce road space for other traffic when an alternative cycle route already exists.

Speeding	
Summary of comments	As a resident and cyclist making Wingfield Road one-way will make it less safe we already have a problem with speeding cars this will be exacerbated if the fear of oncoming traffic is removed. Wingfield Road would need traffic calming or speed camera if made one way as there are already a lot of cars travelling over the speed limit. Cycling up Wedmore Vale at present is not a nice experience; there is far too much traffic queuing up behind you, and no one sticks to the 20mph limit because there is no incentive to do so (no speed bumps or cameras); this would be a great improvement, but ideally there would

	be one coming down too on the other side; you will get some cyclists heading down the cycling path the wrong way to avoid sharing the road with cars. In my experience, speed cushions are ineffective at reducing driver's speeds as most modern cars bridge them and so they have no effect.
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Design	
Summary of comments	I am worried about increased traffic on Glyn Vale. I would suggest additional traffic calming measures on Glyn Vale, as people already drive dangerously on this road. The cycle lane as it currently is appears very well used and I have not been aware of any health and safety concerns, on the contrary people are able to share the spaces safely and thoughtfully. Great to have continuous crossing across Wingfield Road. One obstacle to increased use of all cycleways, is the poor signage, particularly where the route encounters a junction with a main road or other paths. The speed humps are particularly bad around this area, it gets neglected by the council and we don't want any more of them. Wedmore Vale would be jammed with traffic needing to turn right at the bottom. Traffic lights would be needed at the bottom of Wedmore if this goes ahead. If Wingfield Vale really has to be one-way it should be in the opposite direction or why not close it off at the Wedmore Vale end and take it completely out of the equation.

Conflict	
Summary of comments	Pedestrians are safe if kept away from cyclists. The traffic on Wingfield Road is dangerous enough as it is, and I would worry a one-way system would make it worse for the young children already here. It's so scary cycling up this road and most people use the pavement; coming down the road, even when I'm at more than 20mph due to the downhill I still get very close passes, so the speed bumps are welcomed!

Supportive	
Summary of comments	Again, strongly support all of this, I am so glad BCC is finally designing good cycling and walking infrastructure. Speed bumps are an excellent idea. The change in Wedmore Vale and Wingfield Rd into one-way is an idea which gets our full support; we live on Wingfield Road and it is used as a rat run at peak times between Wedmore Vale and Redcatch Rd this has resulted in the road being grid locked most mornings and evenings. If this means not having to use the Northern Slopes as a means of getting up that hill, I'm all for it.

Connectivity	
Summary of comments	It will also make my journey southbound impossible! I work in the south of the city and it will increase traffic on Wedmore Vale/St Johns Lane junction, causing increased pollution and stress! This is a main road into Bedminster/town from the BS4 area, traffic on the Novers

Summary of Question 8 (Section 3 – Wedmore Vale and Daventry Road Junction)

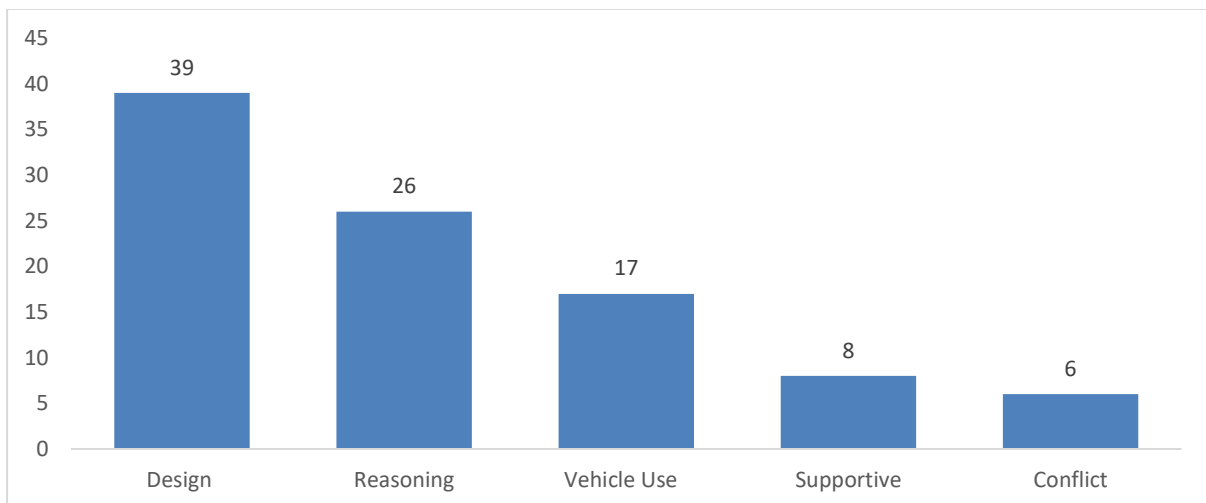
- The following improvements received a higher proportion of Good/Very Good ratings compared to those rated Poor/Very Poor:
 - ‘Improving pedestrian and cyclist access to Tavistock Road’ (57%), ‘Segregated cycle lane’ (45%), ‘Shared crossings at the T-junction’ (46%) and ‘Replacing the roundabout’ (38%).
 - By residents, the ‘Improved Crossings’ received Good/Very Good by 49% and the ‘Shared crossings’ 41%.
 - By those who travel along the route, 86% rated the ‘Improved Crossings’ Good/Very Good and 64% rated the ‘Shared crossings’.
- The improvement ‘Proposed one way on Wedmore Vale (northbound towards Glyn Vale / Wingfield Road)’ received a highest proportion of Poor/Very Poor ratings (57%).
 - This is also true by residents with 59% rating it Poor/Very Poor. The next highest Poor/Very Poor rating by residents was the ‘segregated cycle lane’ (42%).
- By those who travel along the route, ‘Replace Roundabout’, ‘Shared Crossings’ and ‘One-way on Wedmore Vale’ received the highest proportion of Poor/Very Poor (23%).
- Across all improvements, those who said they use active travel modes along the route (walking + cycling) made up larger proportions of those who rated each of them Good/Very Good compared to those who use a car (drivers + passengers).
- Across all improvements, those who said they use a car to travel along the route (driver + passenger) made up larger proportions of those who rated each of them Poor/Very Poor, compared to those who said they use active travel (walking + cycling).
- Of those who said they travel by active modes (walking + cycling), 42% rated the ‘One-way on Wedmore Vale’ as Poor/Very Poor. However, 79% of these also said they use a car (driver + passenger) which may explain an unexpectedly high result compared to those who solely use active travel modes (21%).

8. Thinking about these possible improvements, how would you rate them:						
	Very good	Good	Neither good nor poor	Poor	Very Poor	Response Total
Replacing existing roundabout with a T-junction	22.4% (41)	15.8% (29)	26.8% (49)	7.1% (13)	27.9% (51)	183
Shared crossings at the T-junction	24.3% (44)	21.5% (39)	25.4% (46)	3.9% (7)	24.9% (45)	181
Improving pedestrian and cyclist access to Tavistock Road	33.0% (60)	24.2% (44)	22.5% (41)	2.2% (4)	18.1% (33)	182

8. Thinking about these possible improvements, how would you rate them:

	Very good	Good	Neither good nor poor	Poor	Very Poor	Response Total
Proposed one way on Wedmore Vale (northbound towards Glyn Vale / Wingfield Road)	20.2% (37)	10.4% (19)	12.6% (23)	9.8% (18)	47.0% (86)	183
Proposed one-way southbound (uphill) cycle lane on Wedmore Vale	26.8% (49)	18.0% (33)	14.8% (27)	7.1% (13)	33.3% (61)	183
					answered	185
					skipped	8
Any other comments: (78)						

A total 78 comments were left (40% of total respondents), and these were categorised into five themes. Comments often covered more than one topic within a theme therefore the total number categorised is 96.



The main observations were:

- Concerns around traffic flow and how this may change due to the measures.
- Questions around enforcements (one-way cycling, cars parking on the cycle lane or pavement).
- Many respondents had questions about whether there is the demand / need for these measures.

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

Design	
Summary of comments	<p>Would the pedestrian/cycle crossing be controlled or a zebra/priority crossing? One obstacle to increased use of all cycleways, is the poor signage, particularly where the route encounters a junction with a main road or other paths. Why does the cycling have to be one way? How is that enforced? It just discourages cycling and makes life harder. Replacing the roundabout with a T junction would mean more cars waiting on the hill, potentially revving and creating pollution to the residents, until there is a space. Removal of the mini roundabout is a good idea as there are regular near misses at the junction with vehicles bot giving way correctly but not at the expense of Wedmore Vale becoming one way.</p>

Vehicle Use	
Summary of comments	<p>How will you stop cars parking in the bike lane as happens on Park Row? The roundabout creates a steadier flow of traffic coming from up the hill to left or right; disagree with one way road system, this would just cause more congestion and traffic elsewhere. Wingfield Road is already used as a rat run - if there was a restriction to the flow of traffic on Wedmore Vale, it could push further traffic onto Wingfield Road clogging it up. Better crossings at the junction for pedestrians and cyclists could be a small benefit, but one way traffic just pushes other traffic to other roads, causing congestion elsewhere.</p>

Conflict	
Summary of comments	<p>Coming down Wedmore Vale, at speed in unprotected space, adjacent to cars travelling at speed is very scary. Removal of the mini roundabout will lead to gridlock and make the junction a lot more dangerous for all users.</p>

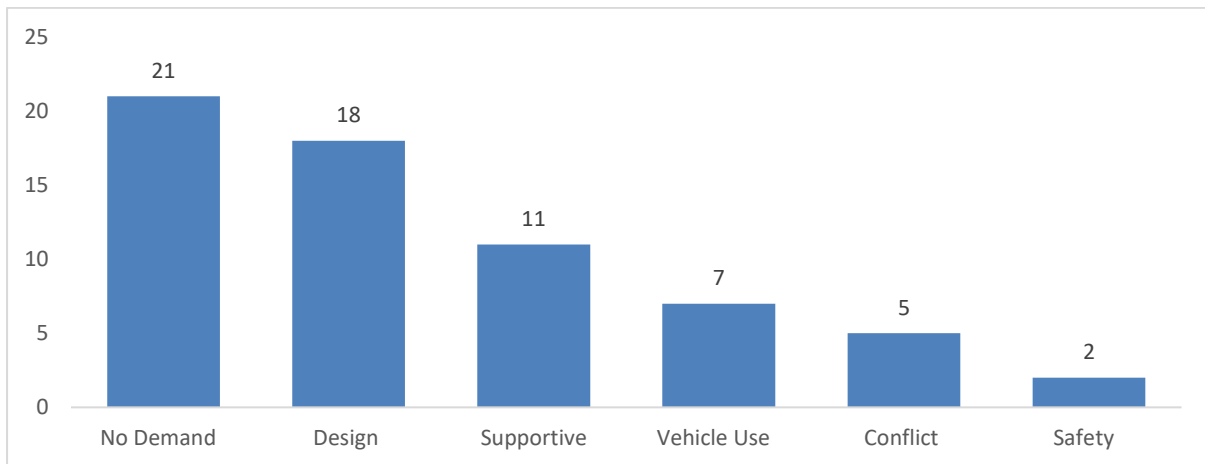
Supportive	
Summary of comments	<p>Removal of the roundabout and adding the crossings would be huge; this is impossible to cross on foot or by bike sometimes stood there for maybe 10 minutes as traffic just constantly flows from all directions at high speed with no proper crossing for the road. The uphill only cycle lane is better than nothing but is still a compromise in comparison to a two-way segregated cycle lane.</p>

Summary of Question 9 (Section 4 – Kenmare Road, Daventry Road and Newry Walk Junction)

- All improvements received a higher proportion of Good/Very Good ratings, compared to Poor/Very Poor ratings.
 - ‘Raised pedestrian and cyclist crossing on Daventry Rd’ received the highest proportion of Good/Very Good ratings (57%) compared to the other improvements.
 - ‘Two-way cycle path at Kenmare Road and Newry Walk’ received the highest proportion of Poor/Very Poor ratings (25%) compared to the other improvements.
- More residents rated each of the three improvements as Good/Very Good (50%, 47% and 43% in order of the list below) compared to those who rated them as Poor/Very Poor (22%, 24%, 23%).
- More of those who travel along the route rated the three improvements as Good/Very Good (75% across all three) compared to those who rated them as Poor/Very Poor (18% across all three).
- Of those who rated the improvements Good/Very Good, a higher proportion said they travel by active travel modes (walking + cycling) (67%, 63% and 61%) compared to those who said they travel by car (driver + passenger) (42%, 39% and 33%).
- Of those who rated the improvements Poor/Very Poor, a higher proportion said they travel by car (driver + passenger) (28%, 32% and 32%), compared to those who said they travel by active modes (walking + cycling) (11%, 15% and 12%).

9. Thinking about these possible improvements, how would you rate them:						
	Very good	Good	Neither good nor poor	Poor	Very Poor	Response Total
Raised pedestrian and cyclist crossing on Daventry Road	35.4% (64)	21.5% (39)	21.0% (38)	2.2% (4)	19.9% (36)	181
Raised speed table at the Kenmare Road / Daventry Road junction	31.7% (57)	22.8% (41)	21.1% (38)	3.3% (6)	21.1% (38)	180
Two-way cycle path at Kenmare Road and Newry Walk junctions	35.2% (63)	15.1% (27)	25.1% (45)	2.8% (5)	21.8% (39)	179
					answered	181
					skipped	12
Any other comments: (48)						

A total 48 comments were left (25% of total respondents), and these were categorised into six themes. Comments often covered more than one topic within a theme therefore the total number categorised is 62.



The main observations were:

- Some lack of reasoning and belief that these improvements won't make a difference to driver behaviour and vehicle speeds. However, there is also support for designs that provide more crossings and traffic calming measures.
- Some respondents feel the designs won't remove the conflict between pedestrians and cyclists.

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

Design	
Summary of comments	If bollards are to be used to prevent vehicle access, please ensure they are spaced at least 1.5m apart to allow for all types of bike and mobility aids. Would be keen to see any road closure incorporate elements of greening and seating. I think be good have a zebra crossing there which would make it more safe for the children. Adding new crossings, removing parking spaces, widening the cycle track and adding double yellow lines would cause a shortage of residents parking and significant congestion along Wedmore Vale, St John's Lane and Daventry Road reducing the air quality and causing noise pollution. Again, on Daventry Road they already got the speed humps which don't really work. The diagram seems to suggest that drivers on Daventry Road will need to give way to the cyclists crossing but I fear reality will be a bit different and most drivers will just ignore it.

Vehicle Use

Summary of comments	As a resident of Kenmare Road for 20 years, this will cause absolute mayhem and chaos; terrible idea, there is already a zebra crossing near this junction, we don't need two crossings here, it's a waste of time, money and effort. Closing the Kenmare Road/Daventry Road junction will force more traffic onto other streets.
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Conflict

Summary of comments	Two-way cycle path - like a bike motorway for pedestrians, a nasty prospect for disabled people to deal with. Making it a two-way cycle path gives a rider a false sense of security; as a cyclist myself, I feel very strongly about this, it increases the danger for me, rather than reduces it! I'm always up for any changes that make it less scary for cyclists; I tried this junction before and it was not a relaxing experience at all with cars speeding from both directions.
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Supportive

Summary of comments	More pedestrianisation and cycle crossings are good - as are any traffic calming measures as vehicles often speed. I agree with Daventry Road due to new school going there, and this will help with the children that's going. I am always in favour of any measure which support cyclists and pedestrians, and reduce speeding so these sound good.
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Reasoning

Summary of comments	It won't stop traffic it will just make it harder for the residents and increase the speed of cars. This is a very bad proposal - there is already a pedestrian crossing about 30 metres away, off Melvin Square; the new proposal at the junction to Kenmare Road, together with the existing pedestrian crossing at Melvin Square is overkill. I am not aware that this junction is much of a problem and doubt the need for such expenditure.
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Safety

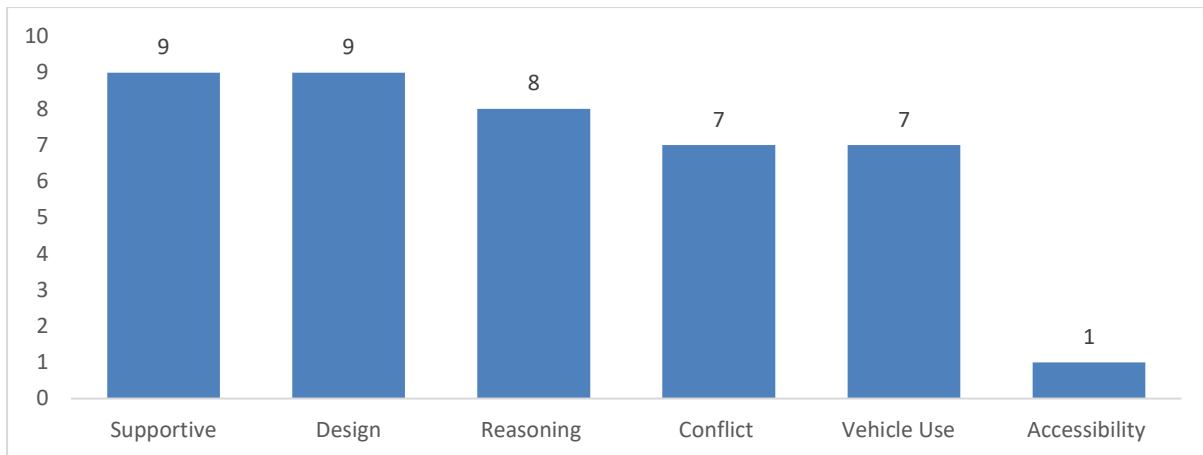
Summary of comments	Please let have more camera monitors around Knowle to make it a safer place (traffic and social). Do your research on the areas near schools because I know neighbours who are already up in arms about these proposals because it will not make things any safe.
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Summary of Question 10 (Section 5 – Ilminster Avenue)

- Both improvements received a higher proportion of Good/Very Good ratings (58% and 59%) compared to Poor/Very Poor ratings. Neither Good nor Poor received the next highest proportions of ratings (26% and 25%).
- Just over half of total residents rated each of the improvements as Good/Very Good (51% and 52% in order of the list below) compared to 16% of residents who rated them Poor/Very Poor.
- More of those who travel along the route rated both improvements Good/Very Good (73%) compared to 16% who rated them Poor/Very Poor.
- Of those who rated the improvements Good/Very Good, a higher proportion said they travel by active travel modes (walking + cycling) (83% and 84%) compared to those who said they travel by car (driver + passenger) (53% and 54%).
- Of those who rated the improvements Poor/Very Poor, a higher proportion said they travel by car (driver + passenger) (93%) compared to those who said they use active travel modes (walking + cycling) (38%).

10. Thinking about these possible improvements, how would you rate them:						
	Very good	Good	Neither good nor poor	Poor	Very Poor	Response Total
Raised table at Newry Walk (Junction 1)	28.5% (51)	29.1% (52)	26.3% (47)	2.8% (5)	13.4% (24)	179
Raised table at the crossroad with Tavistock Road and Connaught Road (Junction 2)	28.5% (51)	30.2% (54)	25.1% (45)	2.2% (4)	14.0% (25)	179
					answered	179
					skipped	14
Any other comments: (35)						

A total 35 comments were left (18% of total respondents), and these were categorised into six themes. Comments often covered more than one topic within a theme therefore the total number categorised is 62.



The main observations were:

- Speeding vehicles is the main / most frequent concern. However, peoples experience of speed tables on other roads in the area is that they don't deter speeding vehicles.

Design	
Summary of comments	Could the traffic priority be reversed at the second junction to give priority to the movement between Connaught and Tavistock over Ilminster Road? Raised tables are OK so long as they are a steep slope up to them hence more noticeable. I think there's plenty of scope to go further here to create genuinely safe space for cycling. I think you're overestimating how much these raised tables will slow down drivers. Why not also make the pavements continuous across the side road entry/exit? As mentioned before, there are a lot of illegal scooters and electric bike users and these would not deter riders.












Vehicle Use	
Summary of comments	Speed limits are in place enforce them. I think this would make pulling out of the junctions better as this would reduce vehicles speeding. Would also be good to stop the illegal parking that regularly takes place on Melvin Square. Speed cameras would be a lot more effective, acting as a deterrent for local road users and visitors.

Conflict	
Summary of comments	Safer for pedestrians. Ilminster Avenue should have had speed measures put in place years ago, being a road with a school on; I've seen people driving like lunatics up and down it over the years and have always thought it was dangerous. Whilst an improvement on the existing, a BCC count from 2015 shows motor vehicle flows on Ilminster Avenue as over 4300 vehicles per day; therefore this design feels quite a poor level of protection and we should be protecting people in time and or space.

Demographics Analysis








Questions 12-21

These questions were designed to understand the characteristics of the audience responding to the survey.

13. What is your age?			Response Percent	Response Total
1	0-10		0.55%	1
2	11-15		0.55%	1
3	16-17		0.00%	0
4	18-24		2.75%	5
5	25-34		19.23%	35
6	35-44		31.32%	57
7	45-54		23.63%	43
8	55-64		10.44%	19
9	65-74		5.49%	10
10	75-84		2.20%	4
11	85 +		0.55%	1
12	Prefer not to say		3.30%	6





14. Do you consider yourself to be a disabled person?			Response Percent	Response Total
1	Yes		11.17%	20
2	No		81.56%	146
3	Prefer not to say		7.26%	13

15. What is your ethnic group? (Please select one only)



			Response Percent	Response Total
1	Asian or Asian British		1.67%	3
2	Black, Black British, Caribbean or African		1.67%	3
3	Gypsy, Roma or Traveller		0.00%	0
4	Mixed or multiple ethnic groups		2.22%	4
5	White British		75.00%	135
6	Other White background		7.22%	13
7	Prefer not to say		11.11%	20
8	Other ethnic background (please specify):		1.11%	2

*other includes South East Asian, and a comment on information relevance.

16. What is your religion/faith?





			Response Percent	Response Total
1	No Religion		61.58%	109
2	Buddhist		0.00%	0
3	Christian		20.90%	37
4	Hindu		0.00%	0
5	Jewish		0.00%	0
6	Muslim		2.82%	5
7	Pagan		0.56%	1

16. What is your religion/faith?

			Response Percent	Response Total
8	Sikh		0.00%	0
9	Prefer not to say		11.30%	20
10	Other (please describe):		2.82%	5




**other includes 'all religion', Quaker, Order of the sacred mushroom and comment on information relevance.*

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

			Response Percent	Response Total
1	Female		46.63%	83
2	Male		45.51%	81
3	Prefer not to say		7.30%	13
4	Other (please describe):		0.56%	1






**other includes a comment on information relevance.*

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

			Response Percent	Response Total
1	Yes (e.g. trans or non-binary)		0.58%	1
2	No		90.75%	157
3	Prefer not to say		8.67%	15




**other includes a comment on information relevance and an individuals view on the question.*

19. What is your sexual orientation?




			Response Percent	Response Total
1	Bi		4.65%	8
2	Gay / Lesbian		2.91%	5
3	Heterosexual / Straight		72.09%	124
4	Prefer not to say		17.44%	30
5	I use another term (please specify):		2.91%	5

*other includes pansexual and comments on information relevance.



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

			Response Percent	Response Total
1	Yes		3.49%	6
2	No		89.53%	154
3	Prefer not to say		6.98%	12

21. Are you a carer?

			Response Percent	Response Total
1	Yes		13.22%	23
2	No		78.74%	137
3	Prefer not to say		8.05%	14

22. Are you a refugee or asylum seeker?

			Response Percent	Response Total
1	Yes		0.00%	0
2	No		93.64%	162
3	Prefer not to say		6.36%	11

Question 22: Protected Characteristics

This question looked at how respondents thought the suggested improvements would affect them due to their protected characteristics.





Main observations:

- 26% of respondents said that the improvements would have either a positive or negative effect on them because of their protected characteristics.
- Three groups (White British, Female and 35-64yrs) made up the highest proportions of those who said there would be a ‘positive effect’, compared to other groups. This is also the same for those who said there would be a ‘negative effect’.
- Over a quarter of Females (28%) said the proposals would have a ‘negative effect’ on them in comparison to 7% of Males.
- Across all Ethnic Groups (except Other White Background), a higher proportion of respondents said the improvements would have a ‘negative effect’ on them, compared to a positive effect.
- Across all three age groups (based on the population age profile from census 2021), more respondents said the improvements would have a ‘negative effect’ on them (19%, 18% and 27%), compared to a positive effect (10%, 8% and 13%).

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

			Response Percent	Response Total
1	Very negative effect		17.09%	27

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

			Response Percent	Response Total
2	Slightly negative effect		5.06%	8
3	No effect		67.72%	107
4	Slightly positive effect		2.53%	4
5	Very positive effect		7.59%	12
			answered	158
			skipped	35

This table shows the make-up of respondents who said the improvements would have either a Positive Effect or a Negative Effect.

	% of total who said Positive Effects	% of total who said Negative Effects
Total Responses	8%	18%
Sex		
Female	50%	66%
Male	44%	17%
Prefer Not to Say	6%	14%
Ethnic Group		
Asian or Asian British	0%	0%
Black, Black British, Caribbean or African	0%	6%
Mixed or multiple ethnic groups	0%	3%
White British	69%	66%
Other white background	19%	3%
Other ethnic background	0%	0%
Prefer not to say	13%	23%
Age Group		
18-34yrs	25%	23%
35-64yrs	56%	60%
65+yrs	13%	11%

This table shows the % of each group who responded to say the improvements would have a positive effect and the % of each group who said the improvements would have a negative effect.

% of Total Group	Positive Effects	Negative Effects
Sex		
Female	10%	28%
Male	9%	7%
Prefer Not to Say	8%	38%
Ethnic Group		
Asian or Asian British	0%	0%
Black, Black British, Caribbean or African	0%	67%
Mixed or multiple ethnic groups	0%	25%
White British	8%	17%
Other white background	23%	8%
Other ethnic background	0%	0%
Prefer not to say	10%	40%
Age Group		
18-34yrs	10%	19%
35-64yrs	8%	18%
65+yrs	13%	27%

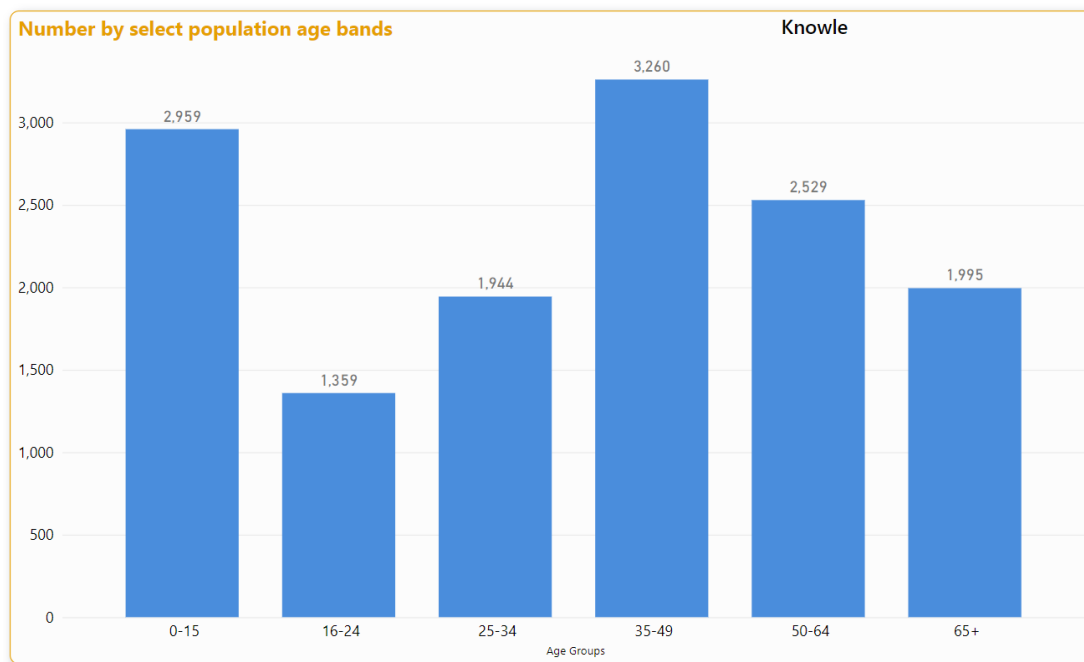


Figure 1. Population Age Profile in Knowle Ward, Census 2021

Question 22: Free Text Themes

If you think the proposals would affect you because of your protected characteristics, please say how: (29)

Respondents were asked how the suggested improvements would affect them because of their protected characteristics. Below the main themes are listed from the free text comments.

Very Positive and Slightly Positive Effect	5 comments
<p>It improves this difficult route for middle-aged/elderly cyclists, it feels dangerous to ride on the road there. Living in sheltered housing on Wedmore Vale we have to cross the cycle path to get to bus stop, doctors and chemists and the cyclists go too fast. Feel safer to cycle as a woman if there are more cycle lanes. Some drivers are much more aggressive towards women cyclists. Sharing the road with them is always scary so it's great to see more segregated cycle lanes.</p>	

Very Negative and Slightly Negative Effect	19 comments
<p>As someone disabled and with limited mobility I rely on taxis and buses - these proposals would significantly impact my ability to make appointments and work on time. The one-way system on our street would make it difficult for me to travel easily as a pregnant person who increasingly uses a car. My husband and I are almost 70 years of age - although quite fit, neither of us are able to use a bike and so cycle routes and a 1-way system in our road will be useless and make our local experience more stressful. I am having a baby very soon and I am very concerned about how this will affect my commute to work and to nursery as car travel will be my only option - also air pollution concerns me as this can cause ill health and fatality in young children. As a carer, of a disabled child any proposals which would increase my journey time or make it more stressful leaving the house are completely unreasonable. My son is disabled so not being able to park on his grandmother's road (Wedmore Vale) would be difficult and changing the route would cause him a lot of distress - I do agree on the speed humps. When you are of a certain age and unsteady on your feet you need to feel safe on the pavement not to be yelled at by cyclist who think they have exclusive rights to the whole pavement - cycle paths should be part of the road not the pavement. I have disorder that doesn't deal with change nor does it allow me to deal with the changes in the road layout.</p>	

4.2.2 Public emails

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

Emails	
Summary of comments	The existing cycle lane is seldom used therefore it would appear creating a two-way system is a complete waste of limited resources. Wingfield Road is currently used as a high-speed rat run it will be become busier. Also, the request for speed restrictions along Wingfield Road have for approx. ten years been ignored. Other issues in the area to fix such as lack of bus routes, cycle and e-scooter behaviour, potholes and traffic issues. I live on Redcatch Road by closing this one lane on Glyn Vale will mean the traffic now using Glyn Vale coming down will go onto Redcatch Road, which now has very heavy traffic already.

4.2.3 Drop-in Session

The project team organised a drop-in session and roadshow event 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. Details of this session, comments and questions received are covered below.

Date	Time	Location	Total attendees
06/03/2024	1230-1530	The Park Centre	12
BCC Team	Officers: Beth Dury, Juliet Gardner, James Morvan Roadshow: Nico and John		
<p><u>Comments and Questions</u></p> <ul style="list-style-type: none"> • Clear resident concern about removal of parking - parking for contractors, green square is already used by vehicles to park, yellow lines are ignored. • Issues with off-road bikes and anti-social behaviour on the Northern Slopes. • Wedmore Vale and Glyn Vale junction – consider dominant traffic flows and bus routes to determine best options for movement. • Pedestrian safety is a concern. 			

The session was 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.

4.2.4 Social media engagement

Alongside the survey and drop-in session, social media was used to further promote the engagement survey. As the four ATF4 project surveys were being run simultaneously, generic social media posts were published alongside location/postcode targeted posts.

General Posts

The six general posts (across Facebook and X (Twitter)) had over 23,000 views/impressions and over 1,000 engagements (e.g., likes, shares, comments, link clicks).

Below is a breakdown of engagement from each post:

X (Twitter)	Post Shares	Views	Likes	Comments
06/02/24	2	1,700	5	5
27/02/24	12	1,800	7	4
11/03/24	8	2,700	7	2
total	22	6,200	19	11

Facebook	Impressions	Reach	Engagement	Reactions	Comments	Link Clicks
05/02/24	1,077	1,024	92	14	35	9
27/02/24	1,365	1,365	30	9	1	4
11/03/24	15,034	14,713	685	31	19	33
total	17,745	17,101	807	54	55	46

Targeted Posts

The site-specific post was a targeted FB ad which was based on postcodes for the area. Below is a breakdown of engagement with that post:

Length of Ad	Post Shares	Page Engagement	Link clicks	Cost per click	Total Cost
01-05 March	2	80	64	0.45	£28.80