

Malago Greenway

Early Engagement Report

March 2024

Active travel survey:
Malago Greenway

Have
your say!



Have your say by 17 March 2024
www.bristol.gov.uk/malagogreenwayFeb24



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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 Malago Greenway 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, 297 responses were received from the survey (291), emails (3), letters (1) and stakeholder response letters (2).

Of the survey respondents:

- 77% of responses were from residents and 16% from those who travel along the route.
- 71% of residents said they solely use active travel (walking + cycling) to travel along the route, although 96% said they use active travel alongside using a car.
- Car use is much lower for residents, with 3% solely using a car (driver + passenger) and 14% using a car alongside active travel modes.

- Of those who said they 'regularly travel along the route' 77% solely use active travel, although 94% use active travel alongside using a car.
- 0% of those who said they 'regularly travel along the route' solely use a car with only 2% saying they use a car and active travel.
- More respondents said they use the route several times a week (31%) compared to those who said they use the route daily (21%). Of those using it several times a week, 94% are using active travel compared to 23% using a car.
- As expected, due to the characteristics of this route being mainly off-road, more responses were from those who said they use active travel (93%). *Note: this is not sole use of active travel, rather those who use active travel and other modes.*
- 75% of respondents were aged 25-54yrs.
- 7% consider themselves to be a disabled person.
- 72% were White British, 14% Other White backgrounds, 9% prefer not to say, 2% Asian or Asian British, 1% Black, Black British Caribbean or African and 1% Mixed or Multi-ethnic groups.
- 52% were male and 41% female.
- 29% of respondents said that the improvements would have either a positive or negative effect on them because of their protected characteristics. Across all protected characteristic groups, more respondents said the improvements would have positive effects, compared to negative effects.

Across all questions:

- Section 1 'Upgraded lighting' received the highest proportion of Good/Very Good ratings across all improvements (92%) and received 5% of all total ratings.
 - Highest Very Good rating: Section 1 'Upgraded lighting' (70%)
 - Highest Good rating: Section 1 'Crossing on Windmill Hill' (33%)
- Section 1 'Improving pedestrian and cyclist access by removing barriers' received the highest proportion of Poor (7%) and Very Poor (7%) ratings across all improvements (total 14%) and received 1% of all total ratings.
- Section 1 had the largest number of respondents leave comments (51%) in the 'Any other comments' free text question.

Section 1 – Route Parallel to Cotswold Road North

- 'Upgraded lighting' received the highest proportion of Good/Very Good ratings (92%).
 - This improvement also received the highest proportion of Good/Very Good ratings from residents (93%), those using active travel (walking + cycling) (91%) and those using a car (driver + passenger) (51%).
- 'Improving pedestrian and cyclist access by removing barriers' received the highest proportion of Poor/Very Poor ratings (14%).
 - This improvement also received the highest proportion of Poor/Very Poor ratings by residents (17%) and those using active travel (14%).
 - However, this improvement was also rated as Good/Very Good by 94% of those who travel along the route.

- ‘Segregated two-way cycle path alongside the existing footpath’ received the highest proportion of Poor/Very Poor ratings by those who use a car (12%) and those who travel along the route (6%).
- Comments were categorised into eight themes: Design (54), Conflict (34), Supportive (25), Reasoning (23), Safety (18), Illegal Use of the Space (18), Accessibility (6) and Connectivity (3).

Section 2 - Marksbury Open Space

- ‘Widening existing footpath’ received the highest proportion of Good/Very Good ratings (86%).
 - This improvement also received the highest proportion of Good/Very Good ratings from those using active travel (84%) and those using a car (46%).
 - 46% of those using a car also rated ‘Paving along and at entrances of the route’ as Good/Very Good.
 - 94% of residents rated ‘Segregated two-way cycle path alongside existing footpath’ as Good/Very Good which was the highest proportion of residents compared to the other improvements.
 - The highest proportion of Good/Very Good ratings (90%) from those who travel along the route was for ‘Improving pedestrian and cycle access by removing barriers’.
- ‘Chicanes on Marksbury and Brixham Road’ received the highest proportions of Poor/Very Poor ratings (11%).
 - This was also true across all groups including residents (12%), those who travel along the route (6%), those using active travel (10%) and those using a car (12%).
- Comments were categorised into eight themes: Design (53), Conflict (35), Illegal Use of the Space (21), Supportive (21), Safety (17), Accessibility (11), Reasoning (11) and Connectivity (9).

Section 3 – Between Marksbury Road and Parson Street

- ‘Improving pedestrian and cyclist crossings with new raised crossing on Parson Street’ received the highest proportion of Good/Very Good ratings (87%).
 - This improvement also received the highest proportion of Good/Very Good ratings from residents (83%) and those using active travel (86%).
 - From those travelling along the route, the highest proportion of Good/Very Good ratings were given to ‘Improving pedestrian and cyclist crossings with new raised crossing on Parson Street’ and ‘Improving access by removing barriers and/or replacing with bollards’ (90%).
 - The highest proportion of those using a car also rated ‘Improving access by removing barriers and/or replacing with bollards’ and ‘Pedestrian crossing on Hastings Road’ as Good/Very Good (43%).
- ‘Chicanes on Lynton Road and Novers Hill’ and ‘Removal of on-street parking along Parson Street’ both received the highest proportion of Poor/Very Poor ratings (11%).

- This improvement also received the highest proportion of Poor/Very Poor ratings from those who using active travel (10%).
- ‘Chicanes on Lynton Road and Novers Hill’ and ‘Removal of on-street parking along Parson Street’ received the highest proportion of Poor/Very Poor ratings by residents (13%).
- ‘Removal of on-street parking along Parson Street’ received the highest proportion of Poor/Very Poor ratings by those who use a car (19%).
- Comments were categorised into nine themes: Design (45), Vehicle Use (19), Supportive (15), Reasoning (11), Accessibility (6), Connectivity (5), Safety (4), Illegal Use of the Space (4) and Conflict (3).

Section 4 – Hastings Road

- ‘Widen and resurface the shared-use path’ received the highest proportion of Good/Very Good ratings (89%).
 - This also received the highest proportions of Good/Very Good ratings amongst all groups including residents (84%), those who travel along the route (90%), those who use active travel (85%) and those who use a car (43%).
 - 43% of those who use a car also rated ‘Improve safety with a guard rail’ as Good/Very Good.
- ‘Improve safety with a guard rail’ received the highest proportion of Poor/Very Poor ratings (6%).
 - This also received the highest proportions of Good/Very Good ratings from those who travel along the route (10%) and those who use active travel (6%).
 - ‘Widen and resurface the shared-use path’ and ‘Improve access with a dropped kerb and bollards to replace the barriers’ both received the highest proportion of Poor/Very Poor ratings from those who use a car (5%).
 - All three improvements received the same proportion of Poor/Very Poor ratings (4%) from residents.
- Comments were categorised into six themes: Design (25), Conflict (9), Accessibility (8), Supportive (8), Reasoning (5) and Illegal Use of the Space (4).

2. Background

2.1 Active Travel Fund 4 (ATF4)

Malago Greenway 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 Malago Greenway: The Route

Malago Greenway is a north-south walking and cycling route connecting the city centre with Bedminster, Hengrove and Hartcliffe. This project focuses on the route following the Malago River which runs parallel to Cotswold Road North, through Marksbury Open Space, across Marksbury Road, down through the green open space towards Parson Street and along Hastings Road ending at Hartcliffe Way.

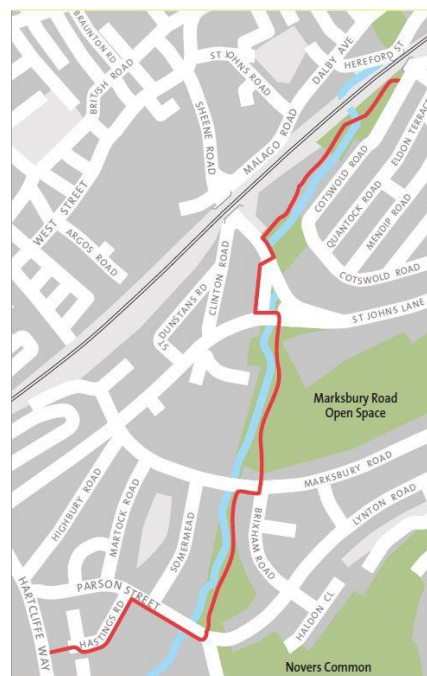
2.2.2 Objectives of engagement and communications

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 Malago Greenway 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

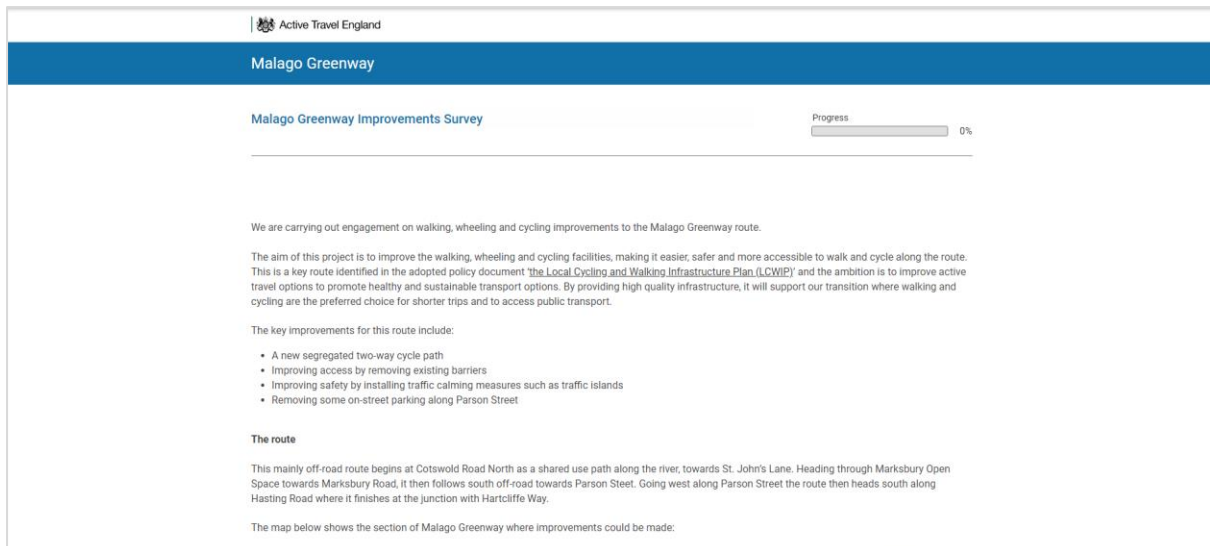
The team created different products to support the early engagement process and agreed on a survey as the best way to collate views from the community. The products included the survey (with postal option available on request), letters, posters, business cards and social media. Information was provided 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 <http://www.bristol.gov.uk/malagogreenwayFeb24> 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 Malago Greenway, 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 2,997 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 four sections to help people target their comments at the right location.

These sections were:

- Section 1 – Route Parallel to Cotswold Road North
- Section 2 – Marksbury Open Space
- Section 3 – Between Marksbury Road and Parson Street
- Section 4 – Hastings Road

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 one location-targeted post were published between 05 February 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:

- four 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 as Knowle West Health Park and Marksby Road Library
- 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	<p><u>Malago Greenway</u></p> <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)

- Welcome the opportunity to segregate the cycle path from the footpath wherever possible. Segregation needs to be clear to all users, especially those with visual impairments.
- Unfortunately, the section alongside the River Malago parallel to Cotswold Road North will remain shared use, presumably due to limited available width.

Bristol Cycling Campaign (BCyC)

- Welcomes the desire for improvements to the Malago Greenway, however have concerns that the proposed improvements do not go far enough to create a route that most people will feel safe to use, both from motor traffic and crime.
- Section 1 - Route parallel to Cotswold Road North
 - Welcome the intent to improve but issues of visibility and narrow path will remain.
 - Short section of segregated cycle track will have limited impact.
 - An alternative alignment for this route is required.
 - Mention of potential Windmill Hill modal filter
- Section 2 - Marksbury Open Space
 - Scheme doesn't attempt to address the current poor connection from Francis Road to Marksbury Open space or other key routes (such as St Johns Lane).
 - Strongly welcome the removal of the highly restrictive barriers.
 - Concerned this substantial investment will still result in a greenway that feels slow, indirect and unsafe after dark.
 - Investment in an alternative alignment along Bedminster Road or West Street would be better for most utility journeys and achieve higher mode shift.
- Section 3 - Between Marksbury Road and Parson Street
 - Strongly welcome the removal of the highly restrictive barriers at each end of this open space.
 - Concerned this substantial investment will still result in a greenway that feels slow, indirect and unsafe after dark.

- Greater levels of protection may be required along Marksbury Road to slow speeds and volumes of motor traffic to levels where people feel safe to share the carriageway.
- The junction treatments along Parson Street don't appear to go far enough to create a low speed and legible environment for the safety of all road users. Consider continuous footways or raised tables.
- Missed opportunity to install a modal filter on Novers Hill, which is currently very poor for walking and cycling. This would create a 'quietway' to Knowle West from the greenway, and by reducing traffic volumes improve road safety on Parson Street.
- Section 4 - Hastings Rd
 - Strongly support the removal of the current barriers, which are highly restrictive and prevent usage by many types of cycles.
 - The shared pavement along Hartcliffe Way is inadequate for safe walking and wheeling. Hope that the scope of this project could be expanded to at least provide a LTN 1/20 compliant route between Hastings Rd and Parson St Station.

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", one respondent 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", two other respondents answered with a name of a group.

Q2. Which of the following best describes you?	Voluntary Group/ Community Group/Social Enterprise name:
I work in the local area	Knowle West Healthy Living Centre
I am responding on behalf of Voluntary Group/ Community Group/Social Enterprise	Manor Woods Valley Group
I'm interested in low traffic initiatives and the improvement/biodiversity positive plans for this area	Friends of Novers Hill and Crox Bottom

A list of names and key comments are provided below, with their full responses included within the survey analysis.

- **Knowle West Healthy Living Centre**
Rated all 20 improvements as Good + Very Good. Comments include 'Segregated pavements need to be defined by different surface textures to protect sensory impaired people (visual impairments and hearing impaired)'.

- **Manor Woods Valley Group**
Rated 16/20 improvements as Good + Very Good. Comments include 'Upgraded lighting should not add to light pollution in the area, especially as this could adversely affect nocturnal wildlife that use the area e.g., bats.' and 'A two-way cycle lane would only work if vehicles were physically prevented from parking on it.'
- **Friends of Novers Hill and Crox Bottom**
Rated 18/20 improvements as Good + Very Good. No further comments provided.

4.2 Public feedback

Below details the response to the survey, emails, drop-in sessions and social media engagement. In total, 297 responses were received from the survey (291), emails (3), letters (1) and stakeholder response letters (2).

4.2.1 Survey

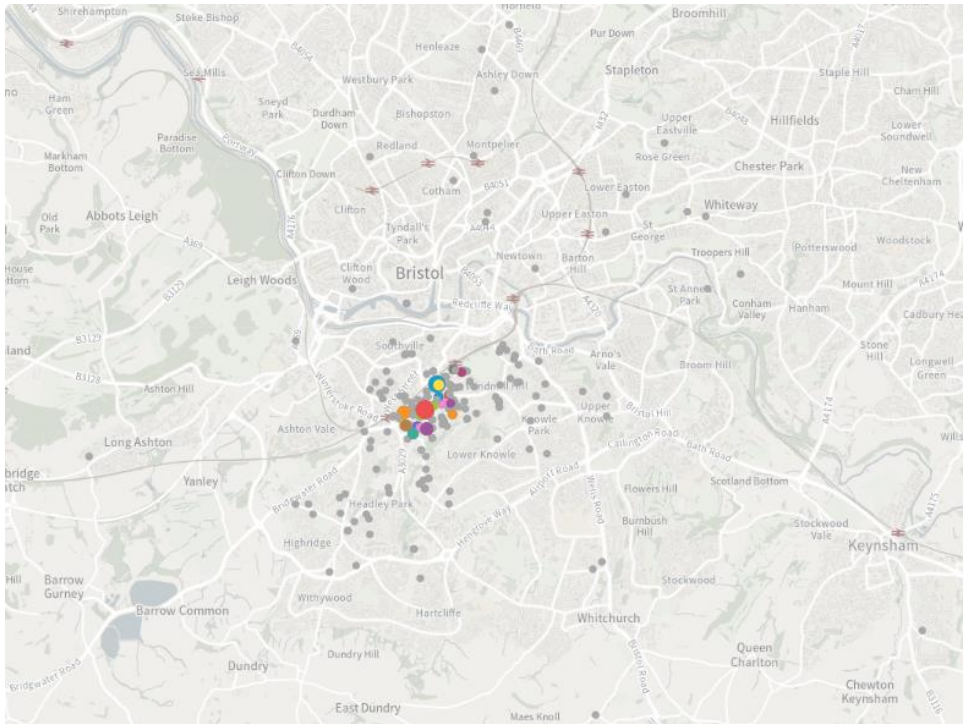
Below is a summary of each question with a breakdown of responses and free text analysis.

Summary of Questions 1-5 (Opening questions):

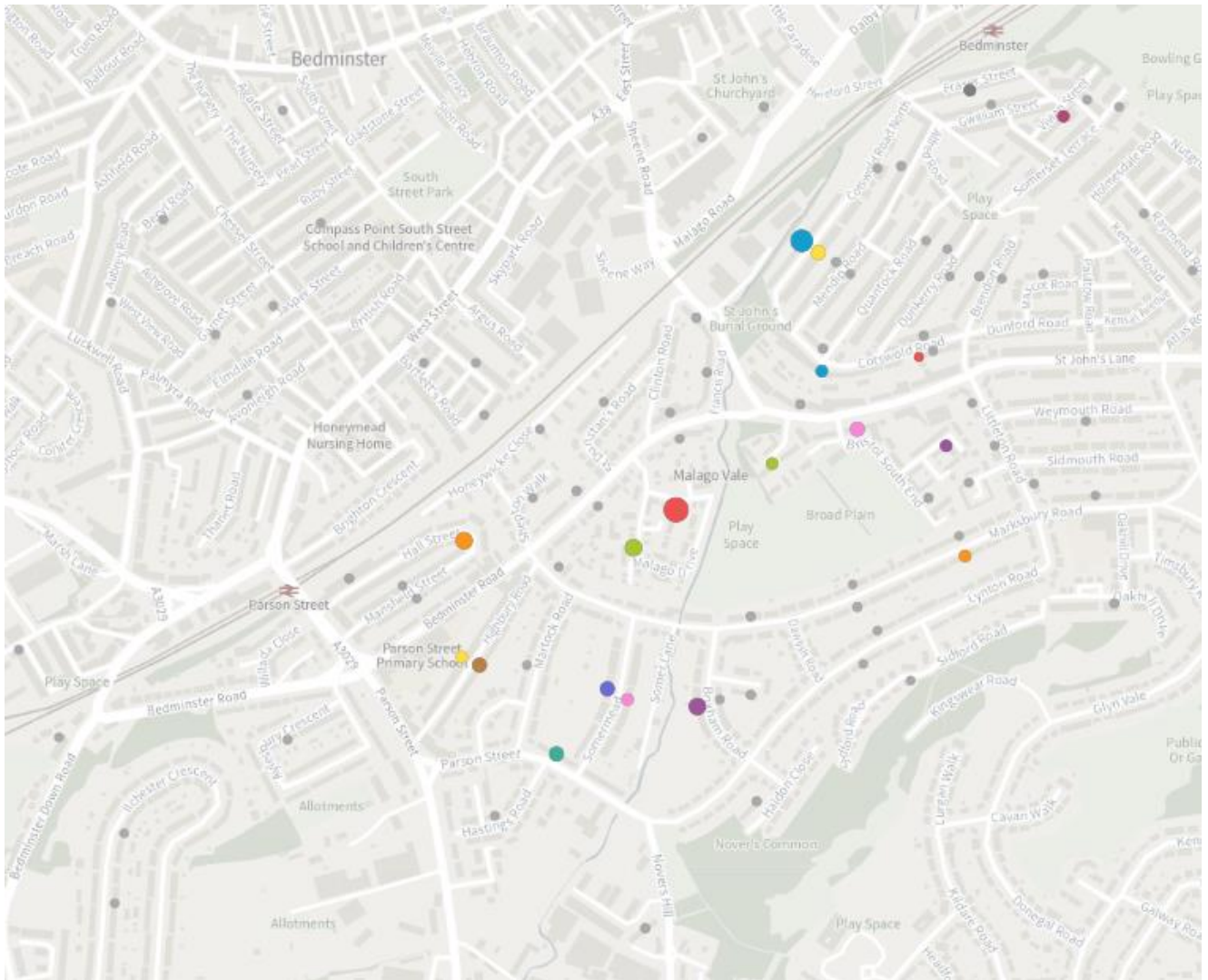
- The postcode map shows a concentration of responses collected from those living in the local area to the route, which is reflected in the statistics of respondents being 77% residents and 16% those who travel along the route.
- 71% of residents said they solely use active travel (walking + cycling) to travel along the route, although 96% said they use active travel alongside using a car.
- Car use is much lower for residents, with 3% solely using a car (driver + passenger) and 14% using a car alongside active travel modes.
- Of those who said they 'regularly travel along the route' 77% solely use active travel, although 94% use active travel alongside using a car.
- 0% of those who said they 'regularly travel along the route' solely use a car with only 2% saying they use a car and active travel.
- More respondents said they use the route several times a week (31%) compared to those who said they use the route daily (21%). Of those using it several times a week, 94% are using active travel compared to 23% using a car.
- As expected, due to the characteristics of this route being mainly off-road, more responses were from those who said they use active travel (93%). *Note: this is not sole use of active travel, rather those who use active travel and other modes.*

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 5LE). Coloured dots identify postcodes where three or more responses were received, and black dots identify postcodes where two or less responses were received (see key).



● BS35DR	11
● BS34NT	7
● BS35DW	5
● BS35LQ	5
● BS35PP	5
● BS34NX	4
● BS35BH	4
● BS35NT	4
● BS35QP	4
● BS35QR	4
● BS34LW	3
● BS34LY	3
● BS34NP	3
● BS34NS	3
● BS35BG	3
● BS35BJ	3
● BS35JY	3
● BS35NS	3
● BS35QS	3
● Other	178







2. Which of the following best describes you?






			Response Percent	Response Total
1	I am a resident in the local area		77.35%	222
2	I am a business owner in the local area		0.35%	1
3	I work in the local area		1.05%	3
4	I regularly travel along this route		16.03%	46
5	I am a taxi / private hire driver		0.00%	0
6	I am a regular visitor to the area		2.44%	7
7	I am responding on behalf of Voluntary Group/ Community Group/Social Enterprise		0.70%	2
8	Other (please specify):*		2.09%	6
			answered	287
			skipped	4

*other includes 'I would like to use the route but access barriers make it impossible', 'often cycle and walk with my dog', 'soon to be resident', 'home', 'I occasionally travel through the area' and 'I'm interested in low traffic initiatives and improvement/biodiversity positive plans for this area'.

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

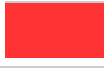






			Response Percent	Response Total
1	Walk		70.63%	202
2	Bicycle (including ebike)		58.04%	166
3	Scooter (e-scooter)		8.39%	24
4	Bus/Metrobus		7.69%	22
5	Park & Ride		0.00%	0

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






			Response Percent	Response Total
6	Train		3.85%	11
7	Car / Van driver		12.24%	35
8	Car / Van passenger		4.90%	14
9	Taxi		0.70%	2
10	Motorcycle		0.00%	0
11	Other (please specify):		3.50%	10
			answered	286
			skipped	5

*other includes 'run', 'mobility scooter', 'kid on scooter', 'wheelchair accessible vehicle' and 'wheelchair/adaptive handcycle'.

4. How often do you travel along this route?

			Response Percent	Response Total
1	Daily		21.05%	60
2	Several times a week		30.88%	88
3	At least once a week		20.35%	58
4	At least once a month		12.98%	37
5	Once every few months		9.82%	28
6	A few times a year		4.21%	12
7	Never		0.70%	2
			answered	285
			skipped	6

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

			Response Percent	Response Total
1	Travelling to or from work		28.92%	83
2	Travelling to or from education settings		3.83%	11
3	Travelling to or from leisure / social activities		44.95%	129
4	Travelling to or from shopping / retail		10.10%	29
5	Other (please specify):*		12.20%	35
			answered	287
			skipped	4

Other includes:

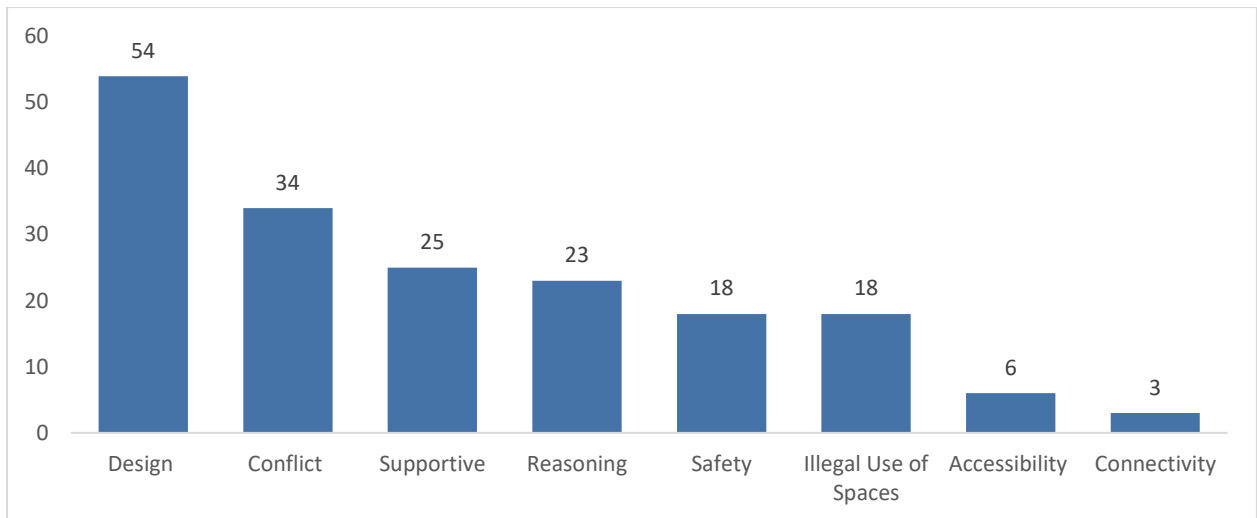
- *Running / exercise*
- *Leisure / dog walking*
- *Visiting friends and family*

Summary of Question 6 (Section 1 – Route parallel to Cotswold Road)

- ‘Upgraded lighting’ received the highest proportion of Good/Very Good ratings (92%).
 - This improvement also received the highest proportion of Good/Very Good ratings from residents (93%), those using active travel (walking + cycling) (91%) and those using a car (driver + passenger) (51%).
- ‘Improving pedestrian and cyclist access by removing barriers’ received the highest proportion of Poor/Very Poor ratings (14%).
 - This improvement also received the highest proportion of Poor/Very Poor ratings by residents (17%) and those using active travel (14%).
 - However, this improvement was also rated as Good/Very Good by 94% of those who travel along the route.
- ‘Segregated two-way cycle path alongside the existing footpath’ received the highest proportion of Poor/Very Poor ratings by those who use a car (12%) and those who travel along the route (6%).

6. Thinking about these possible improvements, how would you rate them:						
	Very good	Good	Neither good nor poor	Poor	Very Poor	Response Total
Crossing on Windmill Hill	51.9% (148)	33.3% (95)	9.8% (28)	2.5% (7)	2.5% (7)	285
Segregated two-way cycle path alongside existing footpath	42.0% (120)	26.2% (75)	19.6% (56)	6.6% (19)	5.6% (16)	286
Improving pedestrian and cyclist access by removing barriers	53.1% (152)	25.2% (72)	7.7% (22)	7.3% (21)	6.6% (19)	286
Resurfacing the shared use path	59.6% (170)	28.8% (82)	7.0% (20)	2.8% (8)	1.8% (5)	285
Upgraded lighting	70.3% (201)	21.7% (62)	4.5% (13)	1.7% (5)	1.7% (5)	286
					answered	286
					skipped	5

A total of 149 comments were left (51% of total respondents) and these were categorised into eight themes. Comments often covered more than one theme therefore the total number of categorised comments is 181.



The main observations from the comments were:

- Route feels unsafe due to lack of lighting, blind corners, high amounts of litter and anti-social behaviour. Many respondents are unsure if the improvements will improve this atmosphere.
- Concerns that removing barriers will allow illegal use of the path by motorbikes and increase speeds of those cycling or using e-scooters.
- Concerns for wildlife impacts of either widening the path (installing cycle path) and of new lighting.
- Comments regarding how the crossing with work with other proposed road layout changes (e.g. Windmill Road one-way / modal filter).
- Suggestions that the two-way cycle path may not be better suitable for this short stretch of the route.

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:

Design	
Summary of comments	The crossing seems to be for pedestrians only, that's great, and sorely needed... it should be widened and apply also to cyclists heading north-east from Malago Greenway towards Fraser Street and Victoria Park (or the station). We were told that Windmill Hill was going to be closed to cars in at least one direction which would impact the design of the crossing. It's disappointing although understandable that the segregated path doesn't run all the way along the route. As part of resurfacing, ensuring polluted surface run-off is not just discharged straight into the Malago that runs alongside as this is already hugely polluted and suffers from much surface run-off pollutants. I would be concerned about lighting impacts on nocturnal wildlife so would only be supportive of reductions or sensitive lighting. 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 crossing should be raised to pavement level, and it should more directly connect to the path to better signal route direction. I'm

	supportive of the crossing on Windmill Hill... please consider aligning measures to prevent through traffic before building this crossing.
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Conflict (e.g. between modes)	
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Summary of comments	Removing barriers increases speed. If only partially segregating route won't this encourage cyclists to increase speed and then increase likelihood of conflict with pedestrians when they reach shared path with no barrier to slow them. At the junction of the Cycle path on to Cotswold Road/ Windmill Hill... it is not clear to cyclists or pedestrians where they should go onto the road. Near where the barrier is currently the path narrows and there is a bit of a blind corner because of the building.
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Supportive	
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Summary of comments	These improvements will make this route a lot more pleasant for walking and cycling- I especially welcome the upgrading of the Windmill Hill crossing. Removing barriers and improving lighting is excellent.
---------------------	---

Reasoning (e.g. demand, funding source)	
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Summary of comments	I support segregated paths being installed generally but not convinced this one is worth it- it's incredibly short to hardly make it worth it. Full segregation or don't bother- save the money to put properly on road segregation somewhere else. Stop start segregated/shared paths are confusing for users as rest of path is shared - a short section of segregated seems unnecessary. I've never found crossing Windmill Hill particularly difficult, and I do it every day, so not sure how necessary it is to have a new crossing.
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Safety (e.g. personal safety, anti-social behaviour)	
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Summary of comments	The footpath in this area is poorly lit which makes me feel unsafe when walking after dark. Cycle routes need to be taken seriously and not something off down a dark alleyway. Removing barriers will bring more motor bikes back, which are nightmare they cut through to avoid Malago Road. The biggest issue on this section is the blind corner near the bridge which makes the route feel unsafe for a lone woman especially at night. It's a shame Malago Vale Trading Estate have put up a very large fence along the path in recent years- it makes the area feel less safe and more threatening. I think that the overgrown vegetation and poorly lit path attracts anti-social behaviour during the night.
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Illegal Use of Spaces (e.g. by motorbikes)	
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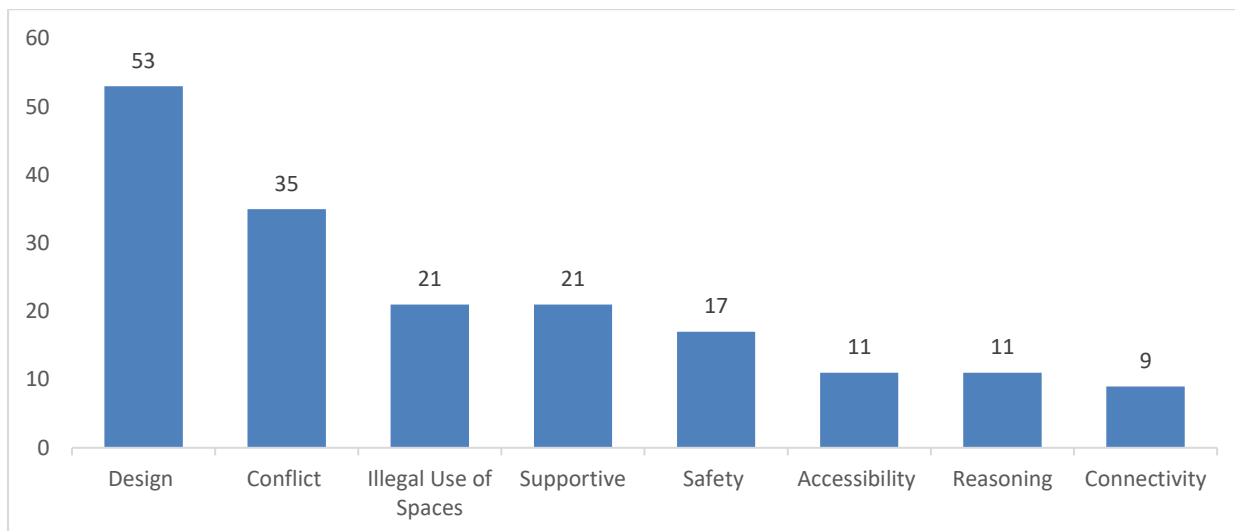
Summary of comments	The problem with removing the barrier is people race along there on electric motorbikes (and through Marksbury Open Space). There are already a number of burnt out scooters and motorbikes to be found on
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Summary of Question 7 (Section 2 - Marksbury Open Space)

- ‘Widening existing footpath’ received the highest proportion of Good/Very Good ratings (86%).
 - This improvement also received the highest proportion of Good/Very Good ratings from those using active travel (84%) and those using a car (46%).
 - 46% of those using a car also rated ‘Paving along and at entrances of the route’ as Good/Very Good.
 - 94% of residents rated ‘Segregated two-way cycle path alongside existing footpath’ as Good/Very Good which was the highest proportion of residents compared to the other improvements.
 - The highest proportion of Good/Very Good ratings (90%) from those who travel along the route was for ‘Improving pedestrian and cycle access by removing barrier’.
- ‘Chicanes on Marksbury and Brixham Road’ received the highest proportions of Poor/Very Poor ratings (11%).
 - This was also true across all groups including residents (12%), those who travel along the route (6%), those using active travel (10%) and those using a car (12%).

7. Thinking about these possible improvements, how would you rate them:						
	Very good	Good	Neither good nor poor	Poor	Very Poor	Response Total
Improving pedestrian and cycle access by removing barriers	58.5% (166)	23.2% (66)	8.8% (25)	4.9% (14)	4.6% (13)	284
Segregated two-way cycle path alongside existing footpath	53.5% (151)	26.6% (75)	12.1% (34)	5.3% (15)	2.5% (7)	282
Widening existing footpath	58.7% (166)	26.9% (76)	9.2% (26)	3.2% (9)	2.1% (6)	283
Paving along and at entrances of the route	50.7% (143)	31.6% (89)	12.4% (35)	2.8% (8)	2.5% (7)	282
Chicanes on Marksbury and Brixham Road	52.3% (148)	21.9% (62)	14.8% (42)	4.9% (14)	6.0% (17)	283
					answered	285
					skipped	6

A total of 108 comments (37% 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 178.



The main observations were:

- Concerns about speeds of vehicles traveling along Marksbury Road.
- Concerns about anti-social behaviour, illegal use of the space by motorcycles and littering and whether these improvements will solve this issues or exacerbate them.
- Respondents would like to see crossing improvements at the Bedminster Road and Marksbury Road to improve pedestrian and cycle access to the park section, including transitioning from road to path.
- Chicanes are an issue due to driver behaviour when travelling past them.
- Concerns about high speeds of cyclists when passing by children’s play park.

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

Accessibility	
Summary of comments	If bollards are off set then the angles sometimes means I can’t get through... this stops adapted cycles too for disabled cyclists and causes an issue for double buggies. The barriers in Marksbury Road open space are impossible to navigate on my bike... I have to ride on the road instead of using these paths which should be easily accessible. Segregated pavements need to be defined by different surface textures to protect sensory impaired people (visual impairments and hearing impaired). Tactile paving that has raised lines that go in parallel with the direction of travel for cyclists... when I take them as intended, instead I’ve fallen off twice when the surface has been slippery and my wheel has skimmed along the side of the raised lines.

Safety

Summary of comments	I have experience numerous incidents of anti-social behaviour all of which were instigated by youths congregating in the small shelter adjacent to the play area - the biggest improvement to this stretch of Malago Greenway in my opinion would be to remove the shelter. Would welcome extra lighting and CCTV to feel safer walking through though. The existing footbridge shown in the map is very slippery when wet as some of the grippy tiles have come off it. Cars use Marksbury Road as a short cut and their speed is an issue. That kind of tactile paving that has raised lines that go IN PARALLEL with the direction of travel for cyclists/wheeled transport.... when I take them as intended instead I've fallen off twice when the surface has been slippery and my wheel has skimmed along the side of the raised lines.
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Conflict

Summary of comments	Cycling on Marksbury Road can be pretty intimidating - cars drive fast and close - would be interested in seeing more widespread traffic calming there. Chicanes previously installed in the area have not necessarily have the effect intended... I've often felt squeezed by motorists trying to push past me/race past me at them. A segregated cycle path is a good idea here but consideration needs to be given for slowing cycle and scooter traffic outside the play park. I fear anything that makes this area easier to access i.e. without having to dismount or considerably slow down, would be dangerous for pedestrians walking along this path. Segregated cycle path... make sure the cycle path is on the other side of the walking path from the playground as the playground exit is very close and small children run out. Crossing Marksbury Road at the park entrance is dangerous for cyclists and pedestrians - I don't know if chicanes would slow traffic but having a pedestrian and cyclist crossing with lights would definitely be safer. Clear delineation between cycle and pedestrian routes is preferable.
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Design

Summary of comments	Improve the crossing on Bedminster Road. Main issue here is the non-continuous path as it crosses/follows Marksbury road... widen the footpath and make shared use, or better, a short stretch of full segregated path. The proposed chicane to the east on Marksbury Road is in an area always used for parking- parking is already difficult in this location and the chicane will only add to these issues. Existing footbridge over the river inside the park badly needs resurfacing. Widening the path and segregating cyclists would be a good improvement, as there are always people and dogs straying into the path of cyclists here. Strongly against chicanes - these are employed further along Marksbury Road and have resulted in a high frequency of speeding as drivers race to get to the chicane before they have to give way. Can you consider speed bumps instead. Some more trees or greenery on Marksbury Road and Brixham Road would make it better.
---------------------	--

Illegal Use of Space	
Summary of comments	Be aware of anti-social small motorcycle activity if you remove entrance barriers. Barrier changes really need to be actively preventing antisocial behaviour like this. I'd be worried about removing the barriers, as fly tipping is already a problem here and I worry removing the barriers would make it even easier for fly tippers. This section is commonly used to race and then set fire to stolen mopeds.

Connectivity	
Summary of comments	It is disappointing that a more continuous arrangement of the cycleway couldn't have been accommodated at the Marksbury Road junction. Pedestrian crossings around roundabout between St Johns Lane and Bedminster Rd are poor. If you could add cycle path from St John's Lane in particular and also Bedminster Road that would be great. It would be good to improve access between Malago Drive and the path through The Open Space as this might encourage the people living in this area to access the path. Make it easier for bicycles coming from St Johns Lane towards Bedminster Road to come off the road and join the path through the park that would be good.

Reasoning	
Summary of comments	Feels a lot like you're spending money on a path that doesn't need it rather than tackling any on road routes. The path through the park is perfectly adequate as it is - when is the volume of cycle traffic ever a problem. You don't need additional chicanes on Marksbury Rd as well as the existing ones and the speedbumps.

Supportive	
Summary of comments	Excellent proposals that will improve the route for walking and cycling. Barrier removal would be amazing I fully support this - I regularly use this route to cycle to the supermarket and it is very difficult to navigate, it must be even worse for wheelchair/mobility scooter etc, it is not very inclusive at the moment. Widening the path is necessary because pedestrians feel threatened by cyclists.

Below is a word cloud created from the comments:

Summary of Question 8 (Section 3 – Between Marksbury Road and Parson Street)

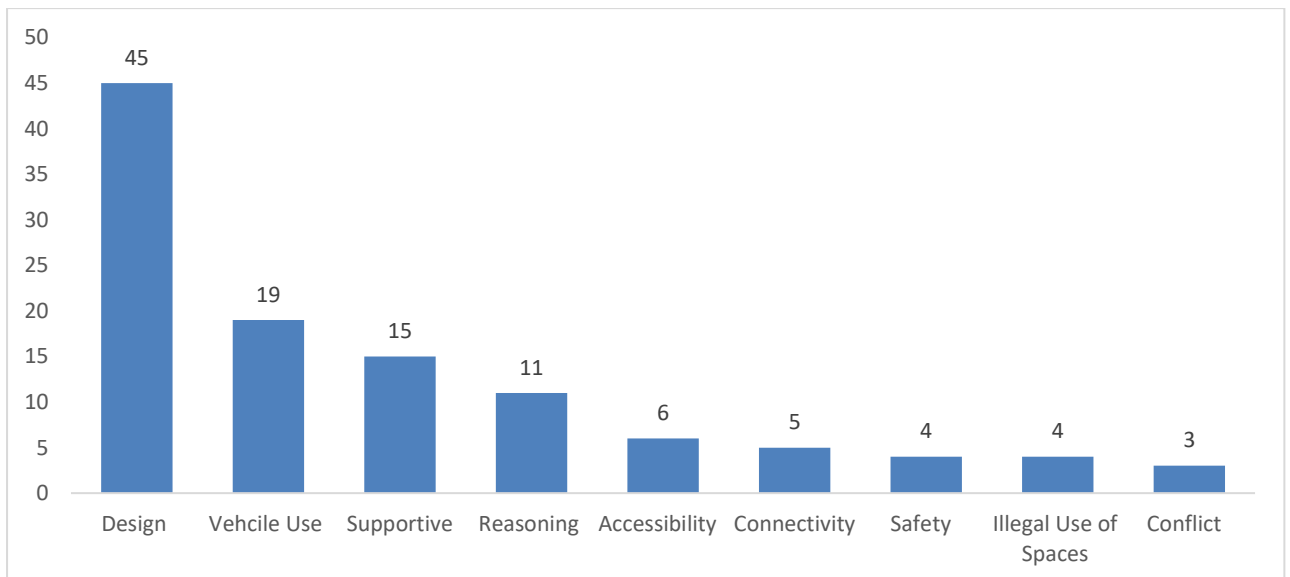
- ‘Improving pedestrian and cyclist crossings with new raised crossing on Parson Street’ received the highest proportion of Good/Very Good ratings (87%).
 - This improvement also received the highest proportion of Good/Very Good ratings from residents (83%) and those using active travel (86%).
 - From those travelling along the route, the highest proportion of Good/Very Good ratings were given to ‘Improving pedestrian and cyclist crossings with new raised crossing on Parson Street’ and ‘Improving access by removing barriers and/or replacing with bollards’ (90%).
 - The highest proportion of those using a car also rated ‘Improving access by removing barriers and/or replacing with bollards’ and ‘Pedestrian crossing on Hastings Road’ as Good/Very Good (43%).
- ‘Chicanes on Lynton Road and Novers Hill’ and ‘Removal of on-street parking along Parson Street’ both received the highest proportion of Poor/Very Poor ratings (11%).
 - This improvement also received the highest proportion of Poor/Very Poor ratings from those who using active travel (10%).
 - ‘Chicanes on Lynton Road and Novers Hill’ and ‘Removal of on-street parking along Parson Street’ received the highest proportion of Poor/Very Poor ratings by residents (13%).
 - ‘Removal of on-street parking along Parson Street’ received the highest proportion of Poor/Very Poor ratings by those who use a car (19%).

8. Thinking about these possible improvements, how would you rate them:						
	Very good	Good	Neither good nor poor	Poor	Very Poor	Response Total
Segregated two-way cycle path alongside existing footpath	55.8% (158)	25.4% (72)	11.3% (32)	4.2% (12)	3.2% (9)	283
Improving access by removing barriers and/or replacing with bollards	59.4% (168)	20.8% (59)	12.4% (35)	4.2% (12)	3.2% (9)	283
Chicanes on Lynton Road and Novers Hill	55.1% (156)	21.9% (62)	11.7% (33)	6.4% (18)	4.9% (14)	283
Improving pedestrian and cyclist crossings with new raised crossing on Parson Street	64.3% (182)	22.3% (63)	8.1% (23)	2.8% (8)	2.5% (7)	283

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

	Very good	Good	Neither good nor poor	Poor	Very Poor	Response Total
Removal of on-street parking along Parson Street	52.3% (147)	21.0% (59)	15.3% (43)	5.0% (14)	6.4% (18)	281
Segregated two-way cycle lane along Parson Street	61.7% (174)	19.5% (55)	10.3% (29)	3.5% (10)	5.0% (14)	282
Pedestrian crossing on Hastings Road	52.5% (146)	32.4% (90)	10.4% (29)	2.2% (6)	2.5% (7)	278
					answered	284
					skipped	7

A total of 96 comments were left (33% of total respondents), and these were categorised into nine themes. Comments often covered more than one topic within a theme therefore the total number categorised is 112.



The main observations were:

- Concerns around removal of barriers enabling anti-social behaviour and motorbikes.
- Vehicle speeds and pavement are frequent issues along these roads.
- Calls for additional improvements to Novers Hill.

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

Accessibility	
Summary of comments	Make sure the bollards are spaced far enough apart to allow a double kids bike trailer through. Regarding barriers... make sure they are appropriate for all cyclists, a-frame barriers are a pain for those with wider handlebars, and chicanes are inaccessible to those on recumbents or with cargo bikes, bollards are probably the way to go. You need to be looking at the parking arrangements along Lynton Road from where it joins Parson St all the way along Lynton Road to Brixham Road - the residents there park on the pavement preventing those on mobility scooters, in wheelchairs and those pushing child buggies being able to use that side of the road - the pavement is completely inaccessible.

Safety	
Summary of comments	You need to improve lighting along this part of the route - it is very dark along the whole of it and the trees block the light (especially near Marksbury Rd). Policing of the cycle path will be very important. Experience regular anti-social behaviour.

Conflict between modes	
Summary of comments	Novers Hill is a huge hazard for pedestrians, vehicles absolutely scream up and down the hill. Crossing at Parson St is so dangerous with vehicles obstructing view and cars zooming well above 20mph. Removing barriers can mean cyclists go excessively fast.

Vehicle Use	
Summary of comments	If on-street parking is prohibited along Parson Street where will people park - this is a residential area, so parking is essential. The separated lane on Parson St is very good, drivers are very fast and loom over cyclists - whenever you put a lane in trades vehicles appear and start parking there in preference to blocking the road. I am happy to see ideas to slow speeds along the road, traffic is frequently well above 20 if not 30 here and on Parson Street - I do believe however the chicane shown in this diagram should be on the other side of the road- cars are already always parked on that side of the road and do not seem to be an effective deterrent to speeding. The traffic along Parson Street is very busy and cars regularly speed, and accidents occur - the speed limit isn't observed and this needs to be looked at.

Design	
Summary of comments	Are there any elements of greening being introduced on the road- e.g. is the separation of the cycleway going to mirror the planting used on Whitehouse Lane, will the traffic islands incorporate planting. The added chicane on Lynton Road will restrict access and vision along an

	<p>already narrow road which is usually only wide enough for one car due to parked cars along the pavement. I don't think chicanes are the right option for Novers Hill - I would encourage the council to consider greater changes and improvements for active travel on Novers Hill. Segregation through the park - not necessary and the actual pinch points on this route are not being addressed. The segregated two-way cycle lane should be extended along this short section of Marksbury Road and cross it using a dedicated parallel crossing. Would be great to make sure road markings and signage are clear. The segregated cycle lane could be good - but it needs to be really clear who has priority when there are vehicles wanting to cross it to go in and out of entrances.</p>
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Illegal Use of Spaces	
Summary of comments	I have concerns re: motorbike etc access here. Existing barriers are slightly inconvenient to cyclists but successfully block access for larger motorbikes - paths without such barriers will be illegally used by antisocial motorcyclists making them unsafe.

Connectivity	
Summary of comments	Where does the Parson Street cycle track go - if it isn't connected to more segregation further along it's a bit pointless and will be unused. I think the segregated cycle way would serve more people if it could be taken all the way along Parson St to the junction with Hartcliffe Way. The missing solution is that if Novers Hill was filtered, this would create a good quietway connection from the Greenway to the western part of Knowle West (including schools) - rather than the current rat run with no footway.

Reasoning	
Summary of comments	This road is perfectly good to cycle down without a segregated path. Parson Street is a narrow main road so messing around with it will make it even harder to manage traffic.

Supportive	
Summary of comments	Supportive of all, especially removal of vehicle parking and installation of chicanes - these would all be such valuable and well-received improvements to the local network. Fully support the removal of on-street parking along Parson Street, it will be much safer having a cycle lane. New crossings would be very welcome.

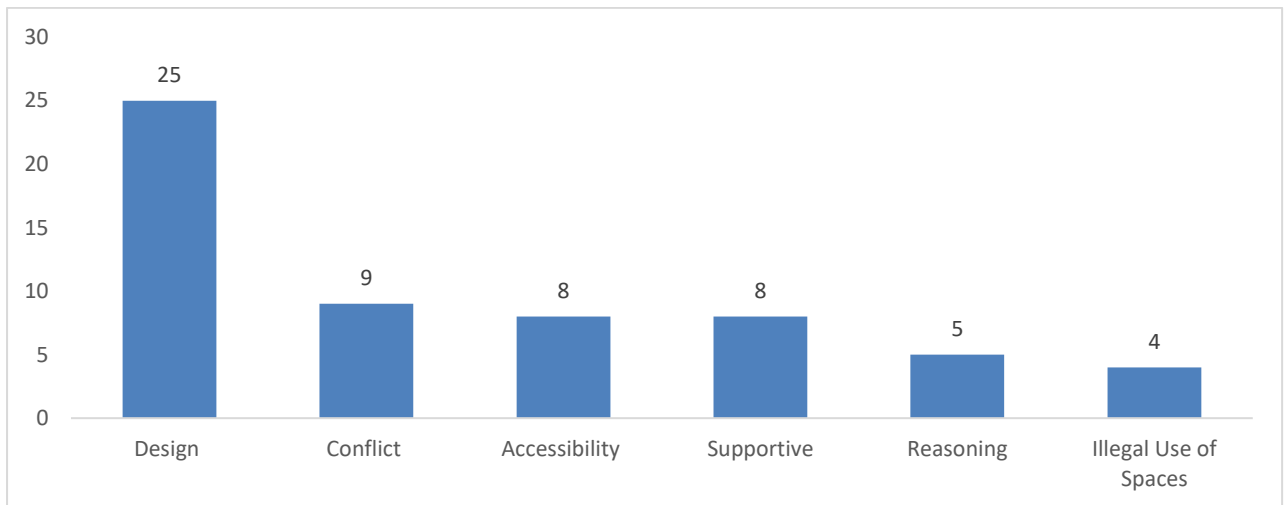
Below is a word cloud created from the 'other' comments:

Summary of Question 9 (Section 4 – Hastings Road)

- ‘Widen and resurface the shared-use path’ received the highest proportion of Good/Very Good ratings (89%).
 - This also received the highest proportions of Good/Very Good ratings amongst all groups including residents (84%), those who travel along the route (90%), those who use active travel (85%) and those who use a car (43%).
 - 43% of those who use a car also rated ‘Improve safety with a guard rail’ as Good/Very Good.
- ‘Improve safety with a guard rail’ received the highest proportion of Poor/Very Poor ratings (6%).
 - This also received the highest proportions of Good/Very Good ratings from those who travel along the route (10%) and those who use active travel (6%).
 - ‘Widen and resurface the shared-use path’ and ‘Improve access with a dropped kerb and bollards to replace the barriers’ both received the highest proportion of Poor/Very Poor ratings from those who use a car (5%).
 - All three improvements received the same proportion of Poor/Very Poor ratings (4%) from residents.

9. Thinking about these possible improvements, how would you rate them:						
	Very good	Good	Neither good nor poor	Poor	Very Poor	Response Total
Widen and resurface the shared-use path	61.1% (171)	27.5% (77)	7.9% (22)	1.4% (4)	2.1% (6)	280
Improve access with a dropped kerb and bollards to replace the barriers	64.1% (180)	21.7% (61)	9.6% (27)	2.1% (6)	2.5% (7)	281
Improve safety with a guard rail	50.7% (142)	28.6% (80)	14.6% (41)	1.8% (5)	4.3% (12)	280
					answered	281
					skipped	10

A total 52 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 59.



The main observations were:

- Other issues along this route are parked vehicles at the entrance to this section of the path and litter.
- Ensuring the bollards are accessible for adapted vehicles, cargo bikes, mobility scooters etc.
- Requests for opportunity to improve public realm e.g. additional planting / ensuring the grass and trees are kept.
- Consider better improvements that enable better transition to those cycling along Hartcliffe Way.

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

Accessibility	
Summary of comments	Bollards must be 1.5m wide to allow all bikes and mobility aids through, such as trikes or cargo bikes. Dropped kerbs for improved disabled access. The current barriers are very restrictive, I have seen people with double buggies struggling to negotiate this barrier.

Conflict	
Summary of comments	I am somewhat concerned about conflict between pedestrians & cyclists here, the existing railings do mean at least that cyclists have to slow considerably before popping out onto the main road. It is also always better to segregate pedestrians and bikes if possible - isn't that path wide enough to have a bike side and pedestrian side. Making it clear that this is the entrance to a cycle path so vehicles aren't parked across the entrance on Hastings Road would be helpful.

Design	
Summary of comments	Don't agree with guard rails - don't help safety for pedestrians and encourage drivers to go faster. Ensure guide rail is appropriately visible at night, it would be easy to swing to turn on to the path and catch a handlebar if it was a black railing at nighttime. Does the path need widening, maybe leave some grass- will any additional improvements be made to the public realm at this green spot, e.g. any additional planting. More bins in the area, there is so much rubbish/littering throughout this routes, those bins which are on there are too small and regularly overflow. The entry/exit to Hartcliffe Way should be completely rethought - for example by creating a table for this whole section of highway to slow drivers and communicate that cyclists will be entering and exiting the highway here - particular thought needs to be given to people needing to turn right off Hartcliffe Way onto Hastings Rd, this is a particularly scary/dangerous manoeuvre for cyclists where drivers are not asked to give way. Where does the route go once it gets to Hartcliffe Way - if it just peters out then it won't be used.

Illegal Use of Spaces	
Summary of comments	Barriers stop motorbikes. If you remove barriers motorbikes and scooters will just utilise the path and cause havoc and make things more dangerous.

Reasoning	
Summary of comments	Hastings Road is a cul-de-sac so barely has any traffic and given that cyclists then have to use Hartcliffe Way, which is far busier, spending money on Hastings Road just isn't valueable. While improvements are welcome, I think the existing route functions fine as it is so I would prefer money spent elsewhere.









Supportive	
Summary of comments	This will make the cycle route much more accessible. Excellent proposals. Now as a pedestrian they look helpful and will also be good for buggies, mobility scooters and wheelchairs.


Below is a word cloud created from the 'other' comments:

Demographics Analysis








Questions 12-21

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

12. What is your age?			Response Percent	Response Total
1	0-10		0.00%	0
2	11-15		0.00%	0
3	16-17		0.00%	0
4	18-24		3.26%	9
5	25-34		26.81%	74
6	35-44		28.99%	80
7	45-54		19.57%	54
8	55-64		11.23%	31
9	65-74		7.97%	22
10	75-84		0.72%	2
11	85 +		0.00%	0
12	Prefer not to say		1.45%	4
			answered	276
			skipped	15

13. Do you consider yourself to be a disabled person?			Response Percent	Response Total
1	Yes		6.96%	19

13. Do you consider yourself to be a disabled person?				
			Response Percent	Response Total
2	No		88.64%	242
3	Prefer not to say		4.40%	12
			answered	273
			skipped	18

14. What is your ethnic group? (Please select one only)				
			Response Percent	Response Total
1	Asian or Asian British		2.19%	6
2	Black, Black British, Caribbean or African		1.09%	3
3	Gypsy, Roma or Traveller		0.00%	0
4	Mixed or multiple ethnic groups		1.09%	3
5	White British		72.26%	198
6	Other White background		13.50%	37
7	Prefer not to say		9.49%	26
8	Other ethnic background (please specify):*		0.36%	1
			answered	274
			skipped	17

*other includes 'White Irish'

15. What is your religion/faith?

									Response Percent	Response Total
1	No Religion								70.74%	191
2	Buddhist								0.37%	1
3	Christian								17.78%	48
4	Hindu								0.00%	0
5	Jewish								0.00%	0
6	Muslim								0.37%	1
7	Pagan								0.37%	1
8	Sikh								0.00%	0
9	Prefer not to say								8.52%	23
10	Other (please describe):*								1.85%	5
Statistics	Minimum	1	Mean	2.25	Std. Deviation	2.52	Satisfaction Rate	13.87	answered	270
	Maximum	10	Variance	6.33	Std. Error	0.15			skipped	21

*other includes 'Quaker', 'Atheist' and three blanks.

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

			Response Percent	Response Total
1	Female			41.18% 112
2	Male			52.94% 144
3	Prefer not to say			5.51% 15
4	Other (please describe):			0.37% 1

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

		Response Percent	Response Total
		answered	272
		skipped	19

**other includes a blank answer.*

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

		Response Percent	Response Total
1	Yes (e.g. trans or non-binary)	1.85%	5
2	No	90.00%	243
3	Prefer not to say	8.15%	22
		answered	270
		skipped	21

**Yes includes 'gender non-conforming' and a comment about how the question is phrased.*

18. What is your sexual orientation?


		Response Percent	Response Total
1	Bi	3.70%	10
2	Gay / Lesbian	7.04%	19
3	Heterosexual / Straight	68.52%	185
4	Prefer not to say	20.00%	54

18. What is your sexual orientation?				
			Response Percent	Response Total
5	I use another term (please specify):		0.74%	2
			answered	270
			skipped	21

*other terms include 'Questioning' and a blank answer.

19. Are you pregnant or have you given birth in the last 26 weeks?				
			Response Percent	Response Total
1	Yes		2.60%	7
2	No		91.82%	247
3	Prefer not to say		5.58%	15
			answered	269
			skipped	22

20. Are you a carer?				
			Response Percent	Response Total
1	Yes		6.27%	17
2	No		87.82%	238
3	Prefer not to say		5.90%	16
			answered	271
			skipped	20

21. Are you a refugee or asylum seeker?				
			Response Percent	Response Total
1	Yes		0.00%	0
2	No		95.57%	259
3	Prefer not to say		4.43%	12
			answered	271
			skipped	20

Question 22: Protected Characteristics

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

Main observations:

- 29% of respondents said that the improvements would have either a positive or negative effect on them because of their protected characteristics.
- Across all groups, more respondents said the impacts would be positive (slightly + very) (see Table 2).
- Females were more likely to say the improvements would have a positive effect (28%) compared to men (16%).
- Across all three age groups (based on the population age profile from census 2021), more respondents said the improvements would have a positive effect on them (24%, 18% and 29%) compared to negative effects (2%, 4%, 8%).
- Across all groups, those from other white backgrounds and those 65yrs+ had the highest proportion of respondents who said the effects would be negative (8%).
- Across all three age groups (based on the population age profile), more respondents said the improvements would have a positive effect (24%, 18%, 29%) on them compared to a negative effect (2%, 4%, 8%).

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






			Response Percent	Response Total
1	Very negative effect		2.07%	5
2	Slightly negative effect		2.49%	6
3	No effect		71.37%	172
4	Slightly positive effect		9.96%	24
5	Very positive effect		14.11%	34
			answered	241
			skipped	50

Table 1.

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
Sex		
Female	53%	73%
Male	40%	18%
Prefer Not to Say	5%	9%
Different gender to sex at birth	3%	0%
Ethnic Group		
Asian or Asian British	3%	0%
Black, Black British, Caribbean or African	3%	0%
Mixed or multiple ethnic groups	2%	0%
White British	66%	64%
White Irish	2%	0%
Other white background	17%	27%
Prefer not to say	7%	9%
Age Group		
18-34yrs	34%	18%

35-64yrs	50%	55%
65+yrs	12%	18%

Table 2:

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	28%	7%
Male	16%	1%
Prefer Not to Say	20%	7%
Different gender to sex at birth	40%	0%
Ethnic Group		
Asian or Asian British	33%	0%
Black, Black British, Caribbean or African	67%	0%
Mixed or multiple ethnic groups	33%	0%
White British	19%	4%
White Irish	100%	0%
Other white background	27%	8%
Prefer not to say	15%	4%
Age Group		
18-34yrs	24%	2%
35-64yrs	18%	4%
65+yrs	29%	8%

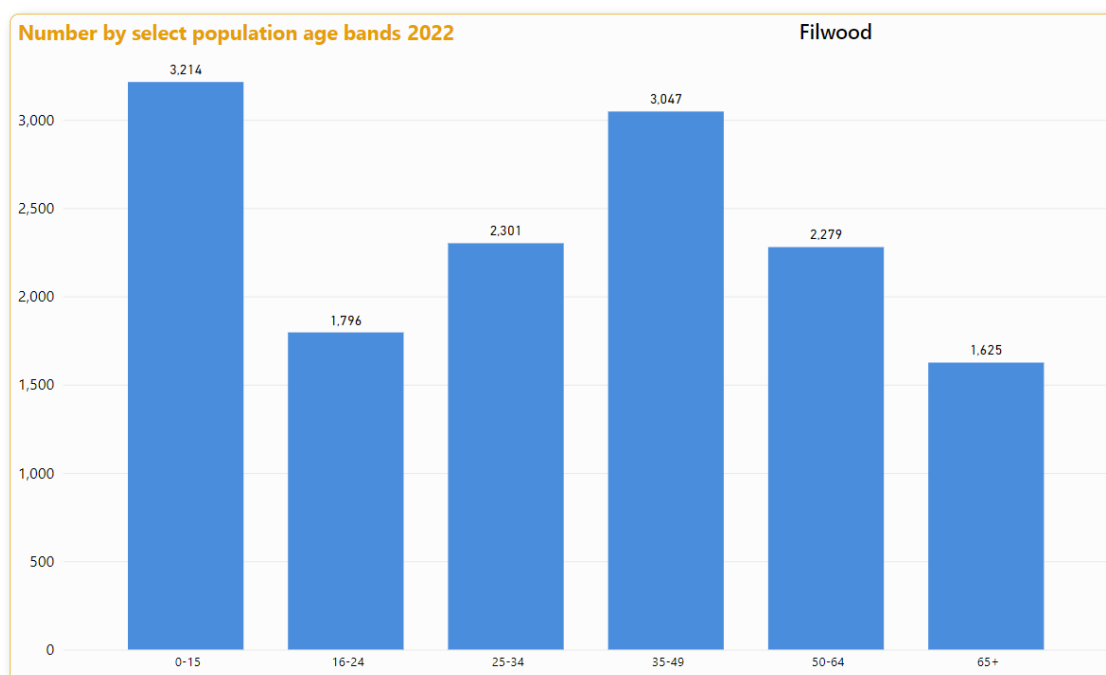


Figure 1. Population Age Profile in Filwood, Ward Profiles Tool 2024

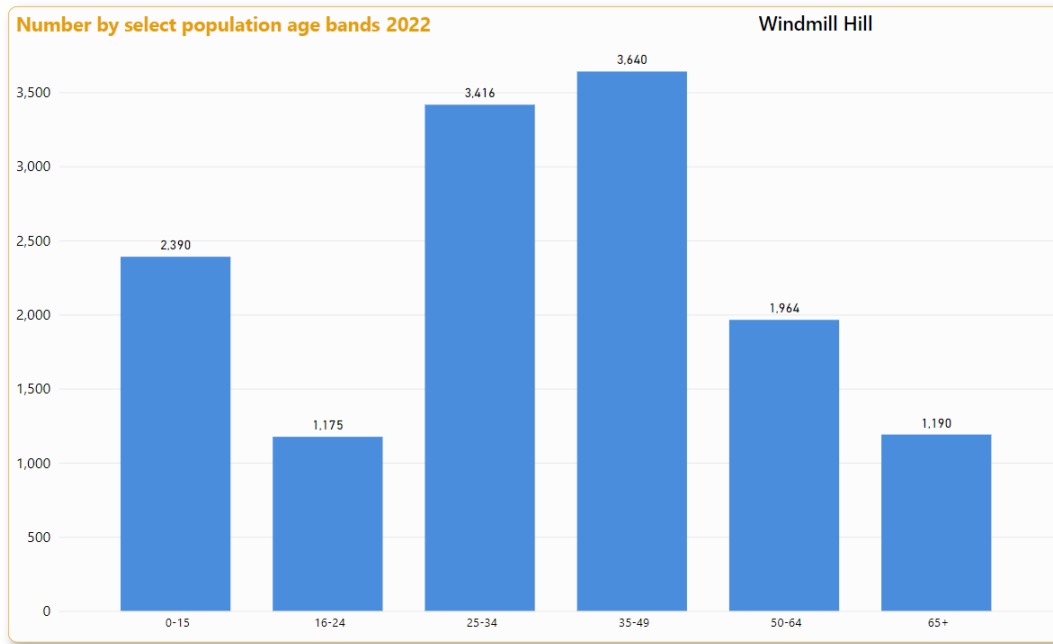


Figure 2. Population Age Profile in Windmill Hill, Ward Profiles Tool 2024

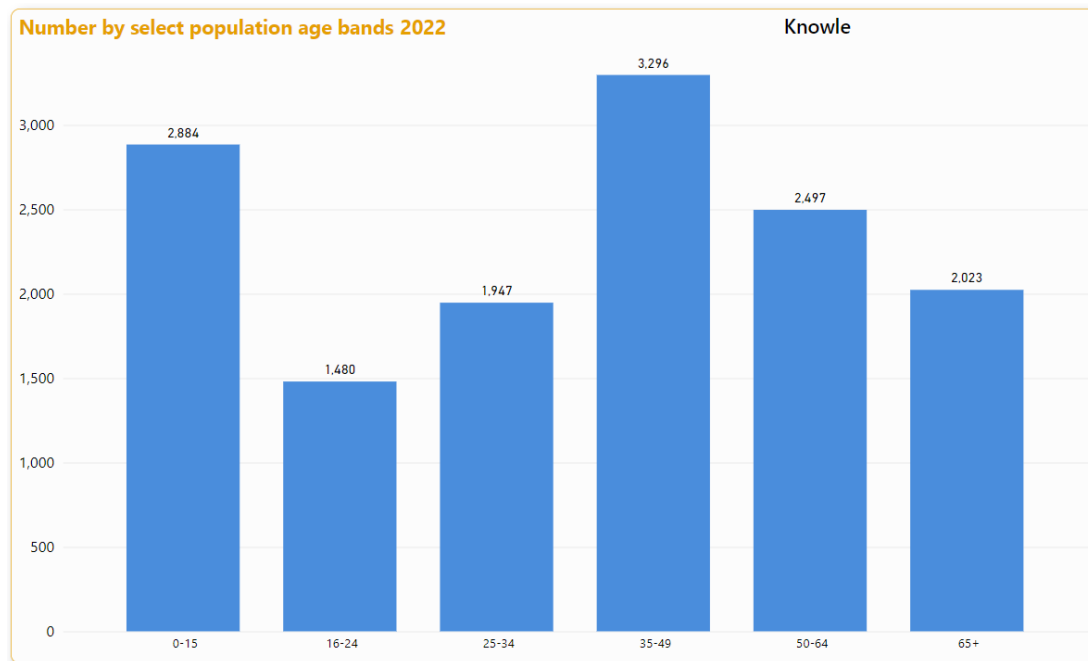


Figure 3. Population Age Profile in Knowle, Ward Profiles Tool 2024

Question 22: Free Text Themes

If you think the proposals would affect you because of your protected characteristics, please say how: (35)

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	21 comments
As a woman walking alone at night, improved lighting on the isolated paths makes me feel safer. Increasing accessibility. Separation of cyclists from pedestrians would make walking safer. I have disabilities and mobility issues... the improvements suggested will make it easier for me to get around on my mobility scooter and will make me feel less isolated. I currently can't use large sections of the safer portions of the Malago Greenway due to the A-barriers being set too narrow for my wheelchair hand-bike.	

Very Negative and Slightly Negative Effect	9 comments
The proposals appear to seek to remove bottlenecks along the Malago Greenway for easier accessibility... the unintended negative impact of this is potentially enabling easier access for motorised users (motorbikes) to the route which is already an antisocial behaviour issue. By removing more and more parking spaces, you're effectively restricting my access to various places and motivating me to stay confined to my house. Parking for disabled and carers. I am a female pedestrian - many male cyclists feel entitled to take up more/ the majority of the space on shared cycling/pedestrian spaces. Building cycling highways through parks & green spaces is not the way to go.	

No effect	5 comments
If the proposals result in faster cycling speeds on shared pathways, I would have concerns about being hit by a speeding cyclist because this could result in serious injury as I get older. Obviously there is no effect because of protected characteristics, but that still doesn't mean that the proposals have no impact because the money could be spent in a different way which could have a much greater positive impact. Not relevant to the survey.	

4.2.2 Public emails and letters

Three 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	Comment about survey format and questions. I need to be reassured that there are safer spaces for buggies, double buggies for twins and safe pavements in general for all walkers. My concern is that these changes will make the Greenway better for cyclists but less comfortable for pedestrians some of whom are walking with dogs, and/ or children who won't find it easy to keep to their side of the path - the removal of barriers will accustom cyclists to ride more speedily.

One member of public submitted their thoughts via a letter posted to Transport Engagement, 100 Temple Street. A summary of the letter is below.

Letter	
Summary of comments	Object to removal of parking on Parson Street. Parking is already difficult here and more issues will be caused, especially for the elderly.

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
29/02/2024	1000-1400	Knowle West Health Centre, BS4 1WH	16
BCC Team	Officers: Beth Dury, Juliet Gardner, James Morvan TA Roadshow: Jonathan and Claire		
<p><u>Comments and Questions</u></p> <ul style="list-style-type: none"> • Concerns about removing barriers (speed of cycles, safety, motorcycles/e-scooters) • Define the cycle path. • Novers Hill steps (improve connection from the greenway) • Positive feedback on the route as it is. • Anti-social behaviour is frequent, and people don't feel safe. • Lighting issues mean it can feel unsafe and dark. • Look at adding lighting along the route, not only in section 1. 			

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
21-28 February	13	277	247	£0.20	£49.40