Warmley to Longwell Green Active Travel Scheme Stakeholder Engagement Report

Stakeholder Report

South Gloucestershire Council

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In partnership with

South Gloucestershire Council

Delivering with you

Prepared for:

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Prepared by:

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Executive Summary

This report summarises the findings of early stakeholder engagement on proposed improvements along two active travel routes between Warmley and Longwell Green (Figure 1).

Feedback was received from a broad range of age groups and stakeholders including residents, local community groups, business groups and current users of the routes; including those who drive, cycle, walk, use wheelchairs, and travel with pushchairs.

Overall, the project changes were well supported with some aspects of the proposed improvements receiving support from up to 80% of respondents. Some elements of the improvements (such as the proposed new signal-controlled junction to replace the existing mini roundabout at Craven Way, near Asda) received mixed responses. The proposals presented at consultation would be subject to further development and assessments, such as traffic modelling and environmental surveys at future stages of design. The feedback received at this stage of engagement will help enable a better understanding of the potential impacts of the proposed changes and assist with future design work.

Following the end of this public engagement period and further design work, an Outline Business Case will be submitted to the West of England Combined Authority. Funding for this early phase of the project has been provided by central government's Active Travel Fund 4 as part of a wider programme to improve active travel and public transport across the region.

Feedback gathered from this stakeholder engagement will help inform an Outline Business Case submitted to the West of England Combined Authority, which would then be used to support a future funding bid to deliver the improvements.

Below is a summary of relative support for the proposed improvements[1]:

Proposed Improvement	Supportive	Neutral	Opposed
A new signal-controlled crossing with dedicated space for cyclists on Marsham Way.	**64%**	**8%**	**26%**
A new signal-controlled junction to replace the existing mini roundabout at Craven Way, near Asda.	**48%**	**8%**	**43%**
Extending 20mph speed limit along Craven Way	**43%**	**35%**	**21%**
Removal of two parking spaces on Laycock Drive to allow for a new priority crossing for active travel users	**60%**	**25%**	**15%**
Replacement of chicane barriers with bollards along the routes to improve access	**68%**	**9%**	**23%**
Additional lighting along the Ring Road Path	**83%**	**10%**	**7%**

[1] Percentages have been rounded to the nearest whole % so may not total 100

1. Introduction

1.1 Background

1.1.1 In 2021, as part of the A4174 Junction Improvements scheme, work was undertaken to identify some improvements to the ring road cycle route, including a possible alternative to one section of the existing route, along Craven Way (in Barrs Court), and an upgraded crossing on the Leisure Road arm of Kingsfield roundabout (at the Aspects Leisure Park in Longwell Green), however the scheme was not taken forward for delivery at the time.

1.1.2 As part of its Local Cycling and Walking Infrastructure Plan (LCWIP), the West of England Combined Authority working with Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire councils, aims to transform active travel in the region. The plan identifies areas for investment, including routes and concept designs for cycling interventions in the Bristol East Fringe area of South Gloucestershire; Specifically, the Warmley to Longwell Green section of the A4174 Avon Ring Road path (Figure 1).

1.1.3 South Gloucestershire received funding from the West of England Combined Authority to further develop designs for improvements to the active travel routes between Warmley and Longwell Green. Work was undertaken in the following stages:

- **Stage 1** The technical team undertook an Options Assessment to identify the preferred route for development, producing an Options Assessment Report.
- **Stage 2** The findings of Options Assessment report were used to inform Stage 2 of the scheme which included the two phases of stakeholder engagement. Engagement was undertaken on the two routes identified by the Option Assessment Report produced at Stage 1.

1.1.4 Stakeholder engagement was a key part of the process and provided opportunity for stakeholders to influence design at an early stage and allow the design team to develop the most suitable design solutions which were best suited to the community and promote a strong Outline Business Case OBC.

1.1.5 This Stakeholder Engagement Report (SER) outlines the stakeholder engagement and consultation and engagement activities that were carried out as part of the Warmley to Longwell Green Walking and Cycling scheme for South Gloucestershire Council (SGC). This has supported the review of previous work and identification of the best value high quality Active Travel interventions for the A4174 Avon Ring Road corridor between Warmley and Longwell Green to deliver significant mode shift, and progress that solution through to Outline Business Case (OBC) submission.

1.1.6 This report documents how stakeholders participated and contributed through a variety of channels and activities, both digital and physical. All activities outlined in this document consider South Gloucestershire Council's values and approach to community involvement as outlined in its Statement of Community Involvement.

1.1.7 Our approach to early stakeholder engagement and subsequent consultation are outlined below and covered in more detail throughout this document, including:

- Internal and external stakeholder mapping
- Stakeholder engagement plan
- Workshops with strategic stakeholders
- Use of Commonplace website
- Public consultation and materials

Aims and Objectives

1.1.8 The scheme aims to improve the active travel network in South Gloucestershire, in addition the scheme objectives included:

- Make travelling by bike and walking/wheeling safer - addressing the incidences and perception of crime and antisocial behaviour taking place along the route.
- Make active travel more attractive and convenient to people - curtailing the perceived drop-off in cycling numbers associated with shorter days and dark evenings.
- Encouraging more people to switch to active travel options for shorter journeys.

1.1.9 To help achieve this, early engagement with the local community was undertaken to gain their insight and knowledge about the area, what is important to them, and what constitutes a successful walking, wheeling and cycling network.

1.1.10 We consulted on proposed improvements to two routes which were identified as the best options for improvement from the Options Assessment Report produced at Stage 1; a section of the existing Ring Road Path which is part of National Cycle Network Route 416 (Ring Road Path) and a length of Craven Way which runs parallel to the Ring Road Path (Craven Way). Figure 1 illustrates the scope of the scheme.

Figure 1: Geographical scope of the scheme



1.1.11 The aims of the consultation and engagement activities were:

- To better understand the usage of current routes
- To gather feedback from the local community which could be used to refine the proposed designs to better meet community need and improve active travel experience along the routes
- To understand what aspects of the design the local community views as most important or most beneficial
- To understand support for and concerns around the proposed designs

2. Stakeholder Mapping

2.1 Stakeholder Mapping Overview

To inform all of our stakeholder engagement activities, we first developed a comprehensive and inclusive stakeholder mapping. We performed desk-based research and sought local input to inform who we engaged with. This was enhanced through discussions with the SGC team to ensure their detailed local insight was reflected. Inclusion and community representation are a priority for the success of the scheme. Therefore, we identified under-represented audiences within the local community and shape engagement activities accordingly.

Throughout each stage of the programme, we provided the opportunity for those who took part in the engagement activities to opt-in to being kept up to date. Stakeholders who opted-in were added to a stakeholder database.

2.2 Approach to stakeholder mapping:

External Stakeholders were categorised into the following groups:

External Stakeholders

- Residents
- Community groups
- Businesses and business groups
- Active travel groups
- Sports and leisure clubs
- Schools and youth groups
- Under-represented groups (e.g. people with disabilities, families with young children, older people)
- Parish Councils and Area Forums
- Charities and Care Centres
- Emergency Services
- Places of Worship

2.2.1 The stakeholder categories listed above are set out in further detail the final stakeholder list. See Appendix B.

2.2.2 The stakeholder mapping facilitated contact with hard-to-reach groups, alongside a mix of online and in-person methods to encourage participation.

2.2.3 Relevant SGC ward members were also identified as internal stakeholders and were contacted via email about the proposals.

3. Engagement Activity

3.1 What we consulted on

3.1.1 The consultation sought to gain feedback on a number of proposed improvements across the two routes (Ring Road Path and Craven Way, Figure 1) which were identified in the Options Assessment Report produced in Stage 1 of the work.

Proposed improvements included:

- A new signal-controlled junction to replace the existing mini roundabout at Craven Way, near Asda.
- A new signal-controlled crossing with dedicated space for cyclists on Marsham Way.
- Improved shared-use path for cyclists and walkers.
- Resurfacing and widening the Ring Road Path to 3m where possible.
- New and upgraded zebra crossings.
- Priority road crossings for cyclists and pedestrians.
- Reduced speed limit.
- Improved signs and lighting.

3.1.2 The consultation also sought to gather information on how the existing routes are used by the local community; views on the condition and suitability of current routes for people travelling actively; and feedback on the proposed improvements and interventions.

3.2 Approach to engagement

3.2.1 A variety of methods were used to maximise participation from relevant stakeholders and the local community. This approach centred on a public consultation which ran from Tuesday 9 July to Tuesday 10 September via a bespoke project website: https://warmley-to-lwg.commonplace.is. The website provided detailed information about the proposals, as well as an interactive feedback form. Physical versions of the feedback form were available to collect from Cadbury Heath Library or to download from the website.

3.2.2 The aim of the consultation was to reach as many people as possible who may be interested in or affected by the proposals and gather their feedback on the draft design. An effective and proportional approach was developed that aligned with SGC's Statement of Community Involvement.

3.2.3 On Monday 8 July, ahead of the start of the engagement period, a briefing on the proposals was provided for the relevant SGC ward members. This was done via an online webinar and an email containing project information and background.

3.2.4 The consultation ran for nine weeks from 9 July to 10 September. A six-week consultation had initially been planned to run prior to the summer holidays, however, this was postponed due to the snap 2024 general election. To mitigate the changing date and the summer holidays, the decision was taken to extend from six weeks and to run the consultation for nine weeks to ensure that there was ample opportunity to respond. Engagement events were spread throughout the consultation period to give as much opportunity as possible for stakeholders and the community to attend. This aimed to take account of those who might take time off over the summer period.

3.2.5 The consultation website went live on 9 July and an email was sent to a range of organisations on 11 July 2024. See Appendix A for further detail on organisations contacted.

To ensure that people could take part in a way that suited them, the hybrid consultation approach included:

- **Digital** - Utilising Commonplace software on SGC's webpage and one Teams Live webinar
- **In-person** – Two advertised in person drop in events in locations across the scheme, as well as non-advertised pop-up visits to local public spaces to hand out leaflets and answer questions.

3.2.6 The events and consultation were publicised via

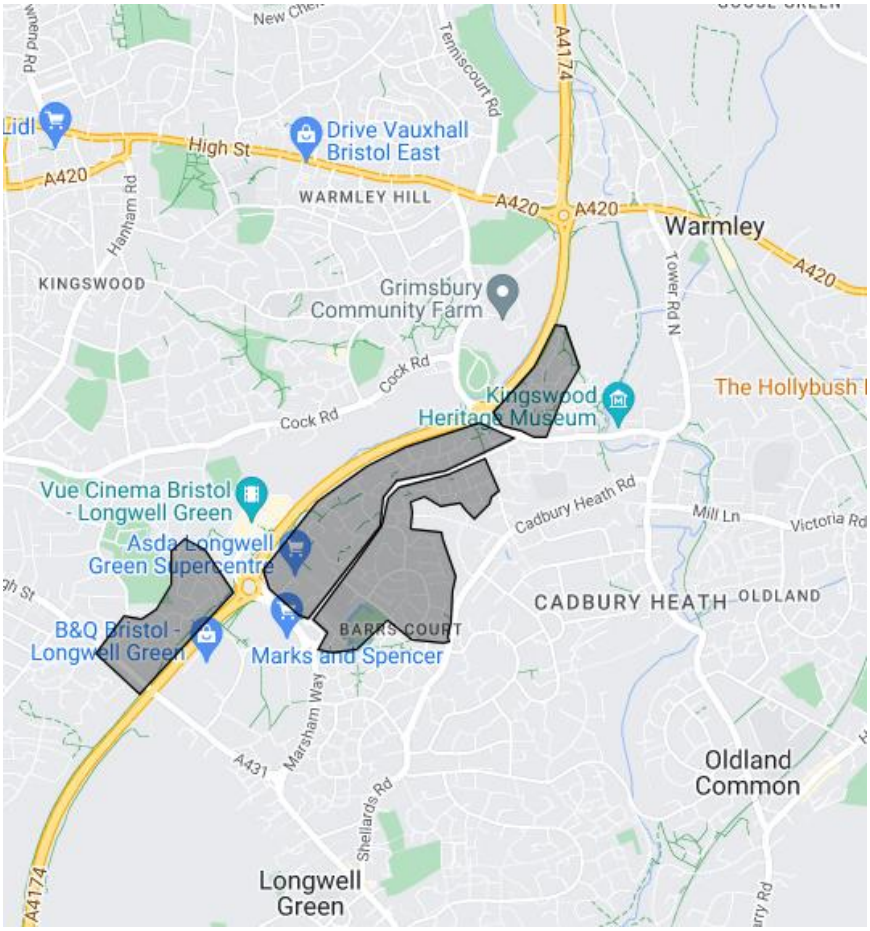
Postcards delivered to residents living along the route,

- social media posts,
- press release
- emails to stakeholders, and;
- Posters and postcards on display in local public spaces and businesses.

3.2.7 Consultation posters (Appendix C) were put up at local community spaces such as local libraries, shops, community centres and businesses.

3.2.8 A mailing zone was developed to identify residents living along the route of the proposed improvements. To inform these residents an A5 postcard (Appendix D) was posted to all houses in the areas on the map below:

Figure 2: Map of post card distribution area



3.3 Engagement Events

3.3.1 Engagement formally began on Monday 8 July with briefing for local members, this was done via an online webinar which outline the proposals and methods of engagement, local members were also sent email containing project information and background for any members who could not attend the webinar.

3.3.2 On Tuesday 6 August an online webinar was held for local active travel groups between 12:30pm-1:30pm. More than 50 groups, organisations and individuals were invited to take part in an open discussion about the current routes and the proposed improvements. To help draw key insight from local active travel group members who already use the route or have valuable information from different active travel perspectives.

3.3.3 As part of the engagement for this scheme two in-person public drop-in events were delivered at local venues along the scheme area. The events were open from 3pm-7pm to give people the best chance to attend. The event was staffed by representatives from SGC and the AECOM scheme team. Consultation boards and A1 prints of the technical drawings were displayed for information in person events were attended by a total of 22 people.

3.3.4 An online public webinar was held to reach members of the community who were unable to attend in-person. The event took place on Thursday 8 August 6pm-7pm and had 17 attendees. The webinar used Microsoft Teams, which enabled the project team to deliver a presentation, followed by a Q&A session.

Table 1: List of scheme events

Event	Date / Time
Warmley to Longwell Green Active Travel Scheme - Members Briefing	Monday 8 July 4pm - 5pm
Public Drop in Event - Warmley Community Centre	Monday 22 July 3pm -7pm
Warmley to Longwell Green Active Travel Scheme - Active Travel Groups Webinar	Tuesday 6 August 6pm - 7pm
Warmley to Longwell Green Active Travel Scheme - Public Engagement Webinar	Thursday 8 August 12:30pm – 1:30pm
Public Drop in Event - The Centre Longwell Green	Wednesday 4 September 3pm-7pm

3.3.5 Alongside organised events pop-up visits to local areas were also held to raise awareness of the project and consultation to reach as wide an audience as possible by engaging with people as they go about their day to day lives. Project staff issued out information leaflets and were available to answer any questions, pop up events were held at the locations below:

- Barrs Court School
- Cadbury Heath Primary School
- Longwell Green Leisure Centre
- Warmley Waiting Room/platform
- Gallagher Retail Park

4. Feedback Capture and Analysis

4.1 Feedback Capture Methods

4.1.1 Feedback was captured via an online questionnaire, email address and paper copies of the feedback form, the total number of responses received was 255. Table 1 provides a breakdown of the platforms by which people submitted their responses:

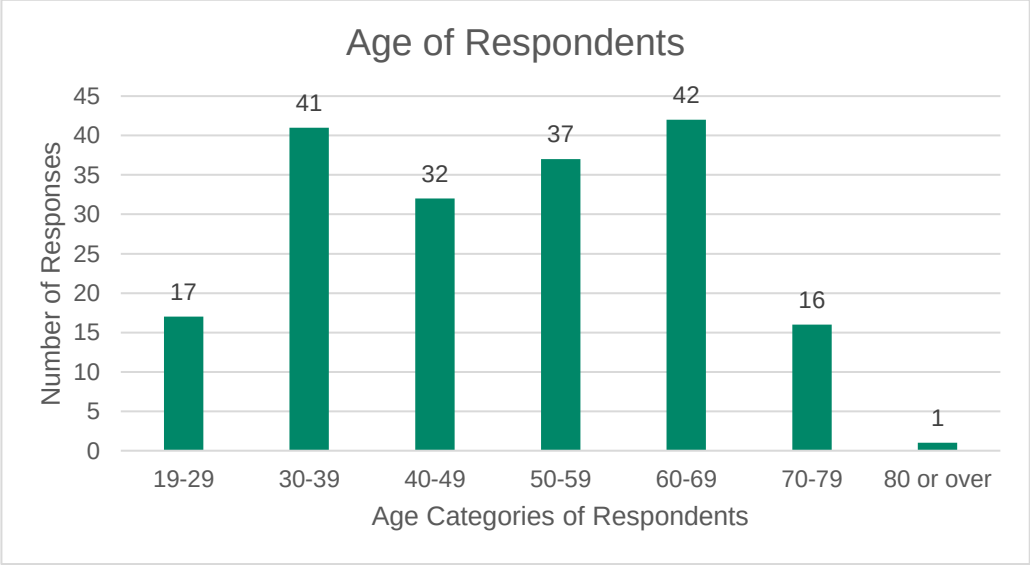
Table 2: Responses received

Platform	Number
Commonplace website	250
Physical copies of the feedback form	2
Email	3

4.2 Respondent Demographics

4.2.1 When asked about age, 186 out of 252 respondents provided demographic data for the purpose of the survey. The age category with the highest response rate was the 60-69 age category. This equated to 22% (42 respondents) of respondents who answered this question. This was closely followed by 21% (41 respondents) who selected the 30-39 year old category. Of the remaining respondents, 19% (37 respondents) selected the 50-59 year old category, 17% (32 respondents) selected the 40-49 year old category, and 9% (17 respondents) selected 19-29 year old category as well as 9% (17 respondents) who selected the 70–79 and 80 or over age categories.

Figure 3: Bar Graph Depicting the Age of Respondents



4.2.2 175 out of the 251 respondents provided their gender. 49% (86 respondents) were male, 45% (78 respondents) were female, 1% (1 respondents) were non-binary and 5% (10 respondents) selected the “prefer not to say” option. Respondents were also given the option to select “other”, however this was not selected by anyone. Please note that some respondents left the demographic questions blank.

4.2.3 Overall, the demographic data demonstrates that responses were received from a broad range of age groups and shows a relatively even male/ female gender split.

4.3 Usage of existing routes

4.3.1 Respondents were asked about if or how they use the current routes. It was possible to select more than one option.

- 172 people walk or wheel along the routes (including use of a mobility scooter, pushchair or wheelchair).
- 101 people noted that they cycle along the route.

Figure 4: Bar chart of current active travel use along the routes

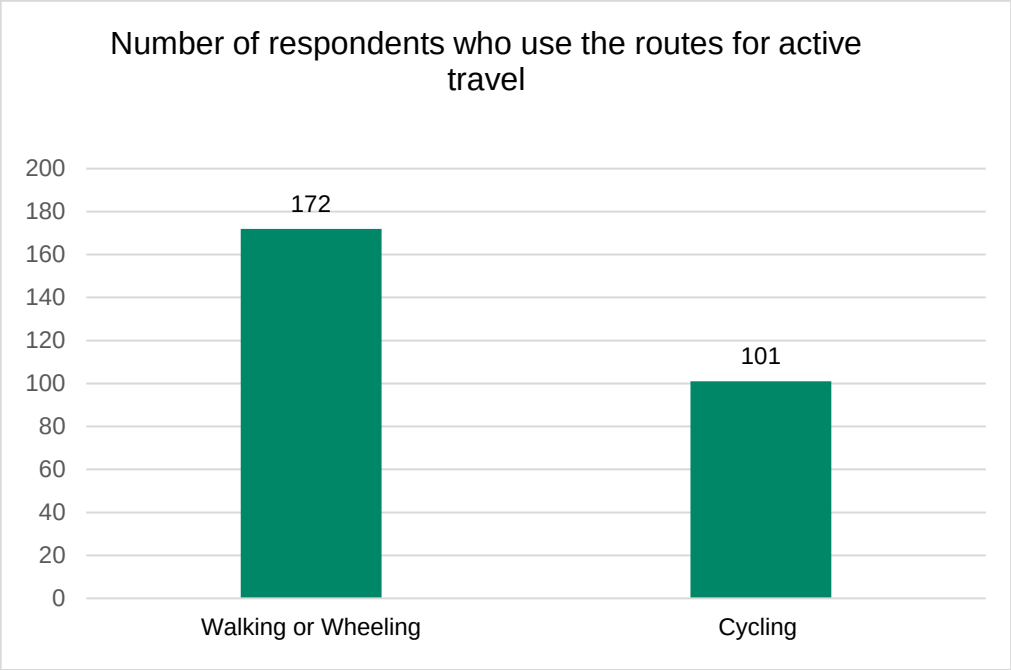
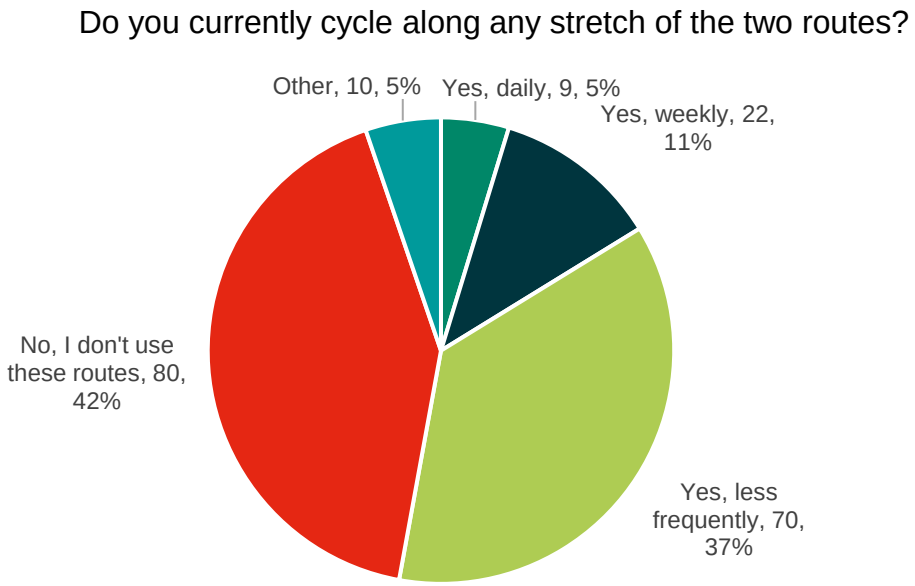
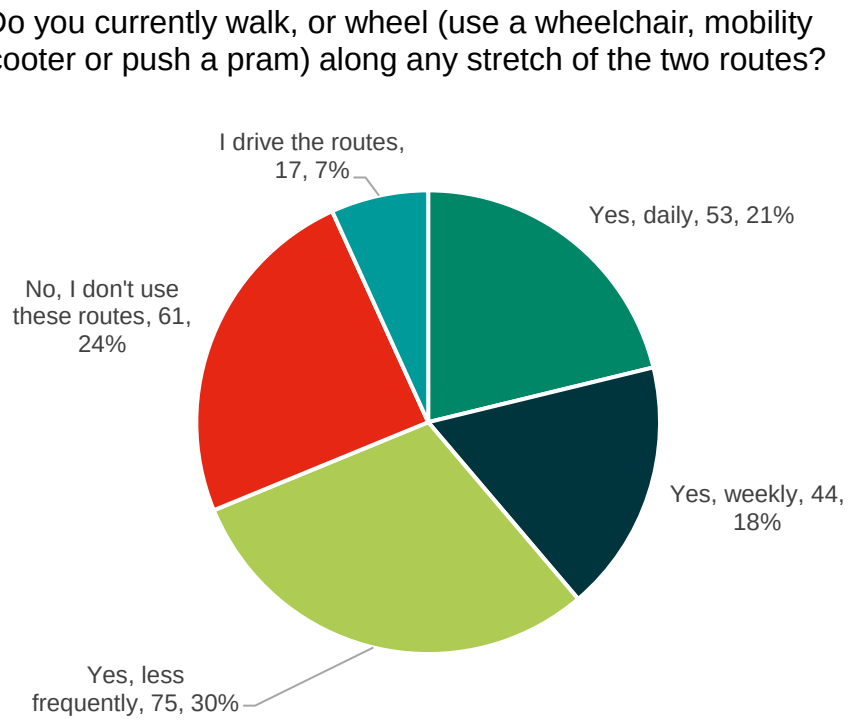


Figure 5: Chart of responses regarding cycling on the routes[2]



[2] Percentages have been rounded to the nearest whole % so may not total 100

Figure 6: Chart of responses regarding walking or wheeling on the routes[3]



4.4 Reasons for using the route

4.4.1 Respondents were asked to provide further details on their use of existing routes in a free text box. This question was optional, but many respondents chose to give more detail which included reasons for using the existing routes or the destinations of their journey. Both routes were used by respondents for a range of reasons including:

- Access to shopping
- Access to leisure facilities
- Walking the dog
- Fitness and leisure
- Using part of the route on their commute to work
- Visiting family and friends
- Travelling to school
- Accessing to other / adjoining local active travel routes

[3] Percentages have been rounded to the nearest whole % so may not total 100

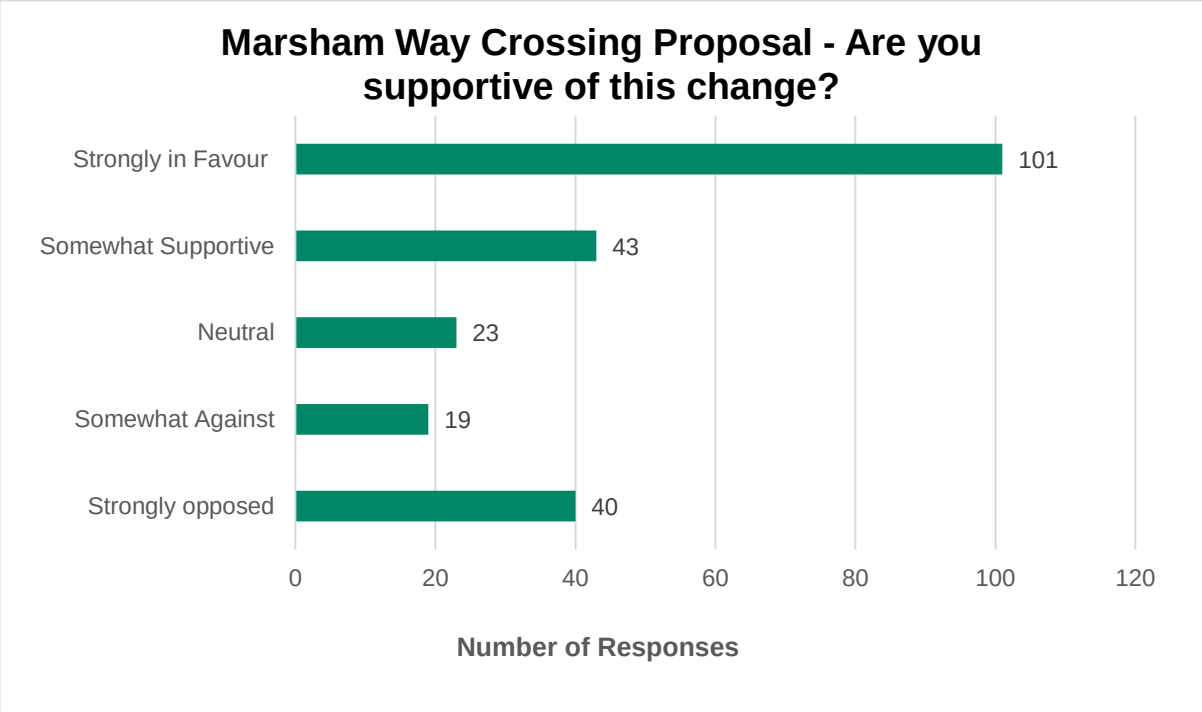
4.5 Responses to Questions on proposed improvements

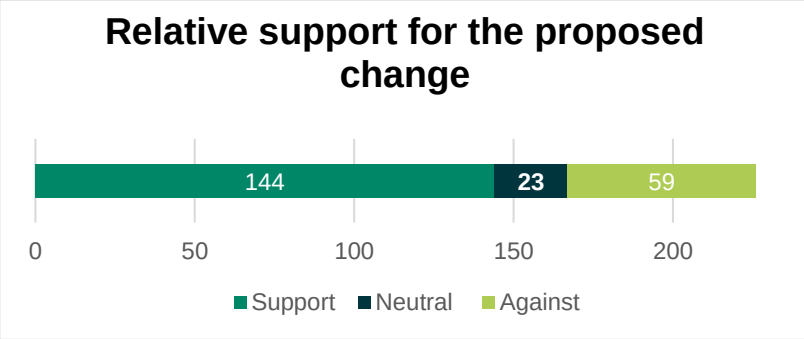
The survey asked a series of questions to explore the level of support for different aspects of the proposed improvements. Respondents were able to select answers on a scale ranging from strongly opposed to strongly in favour of the proposed changes. Respondents did not have to answer these questions and could choose to skip on to the next question if they wished. Responses to these questions are summarised below.

Relative support for proposed changes to the crossing on Marsham Way

4.5.1 In total 64% of respondents indicated they were supportive of the changes, 26% said that they were opposed, and the remaining 8% were neutral. 226 people answered this question with 45% of respondents indicating that they were strongly in favour of the proposed change.

Figure 7: Relative support for the proposed changes to Marsham Way Crossing

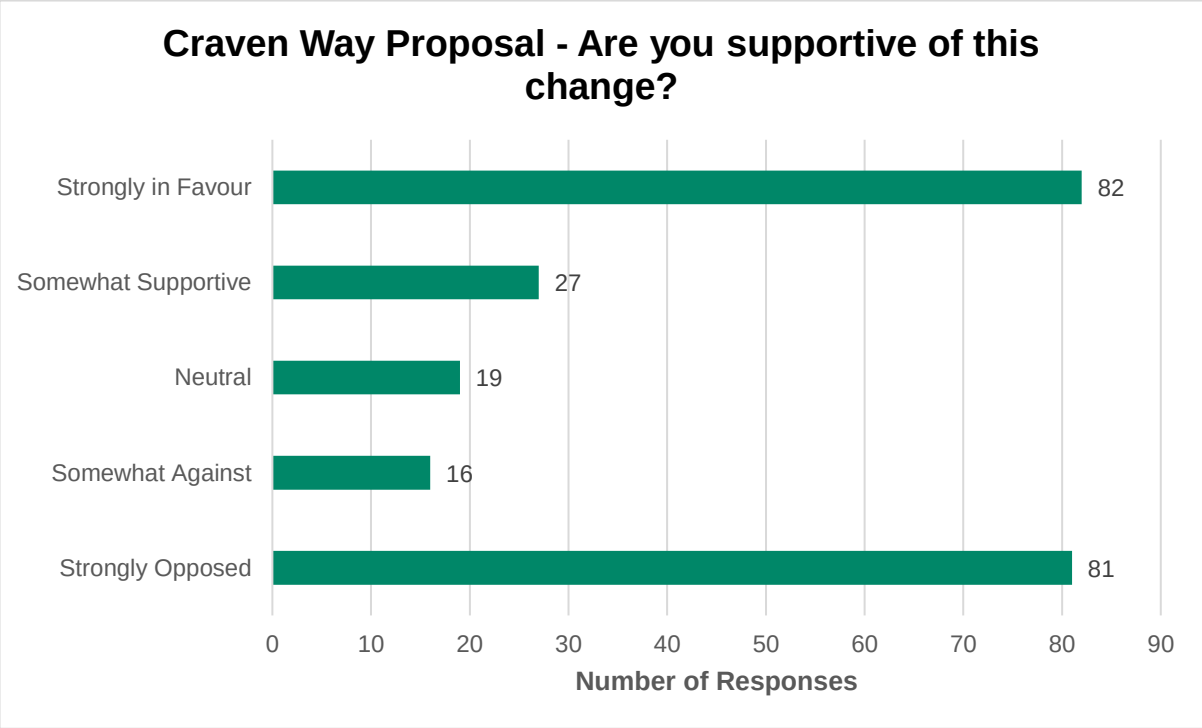


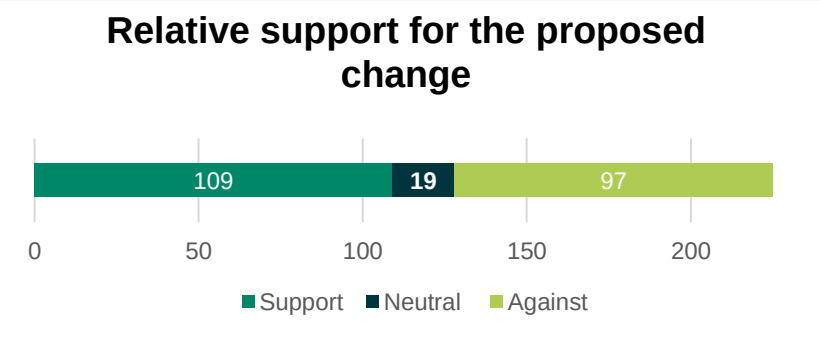


Relative support for proposed changes to the mini roundabout on Craven Way

4.5.2 In total 48% of respondents indicated they were supportive of the changes, 43% said that they were opposed, and the remaining 8% were neutral. 225 people answered this question. 36% of respondents indicated that they were strongly in favour of the proposed change, making it the most selected option at 82 responses, followed closely by 81 respondents saying they were strongly opposed (36%).

Figure 8: Two graphs showing relative support for the proposed changes to the Craven Way mini roundabout

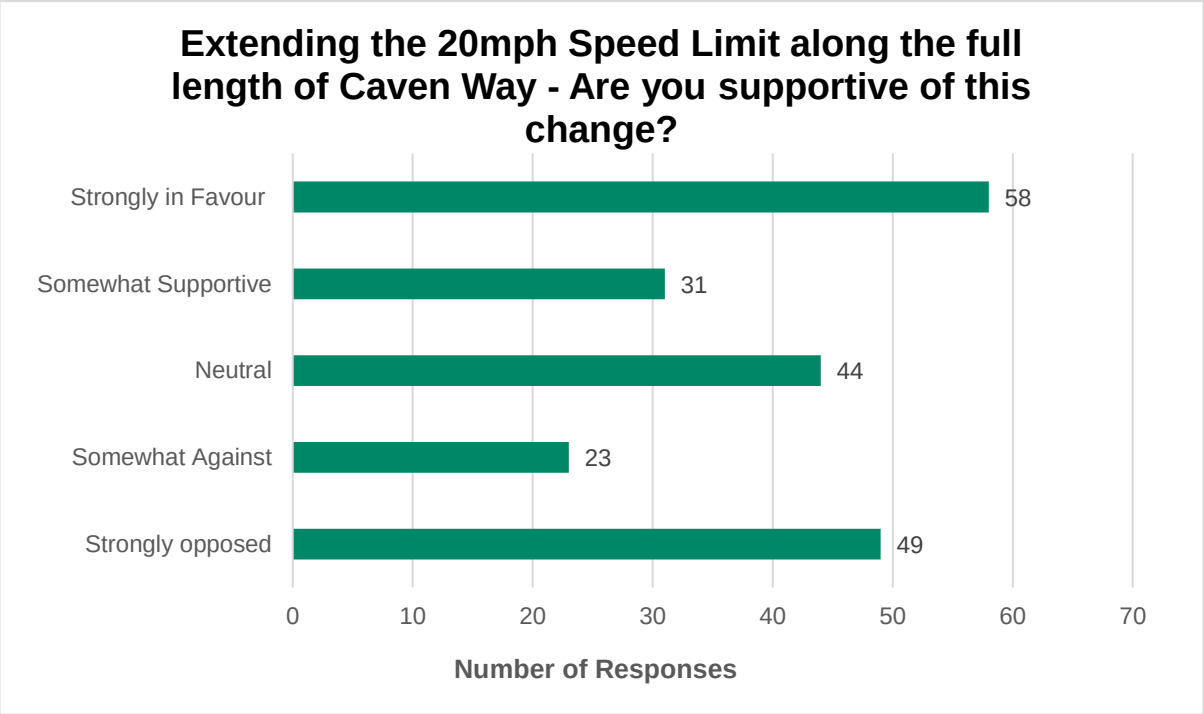


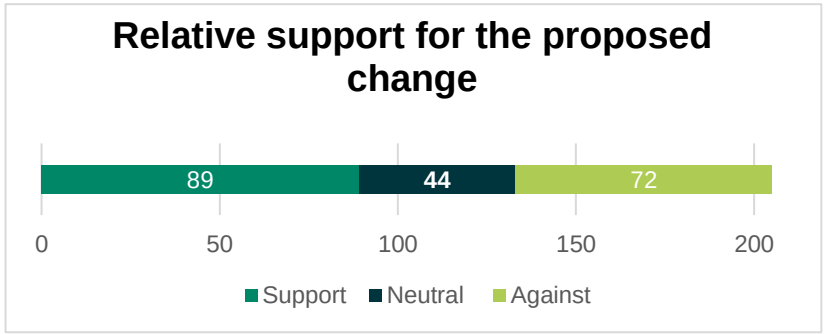


Relative support for proposed changes to the speed limit on Craven Way

4.5.3 Overall, 43% of respondents indicated they were supportive of the changes, 35% said that they were opposed, and the remaining 21% were neutral. 205 people answered this question. 28% of respondents indicated that they were strongly in favour of the proposed change, making it the most selected option at 58 responses, followed closely by 49 respondents saying they were strongly opposed (24%).

Figure 9: Two graphs showing relative support for the proposed changes to the speed limit on Craven Way

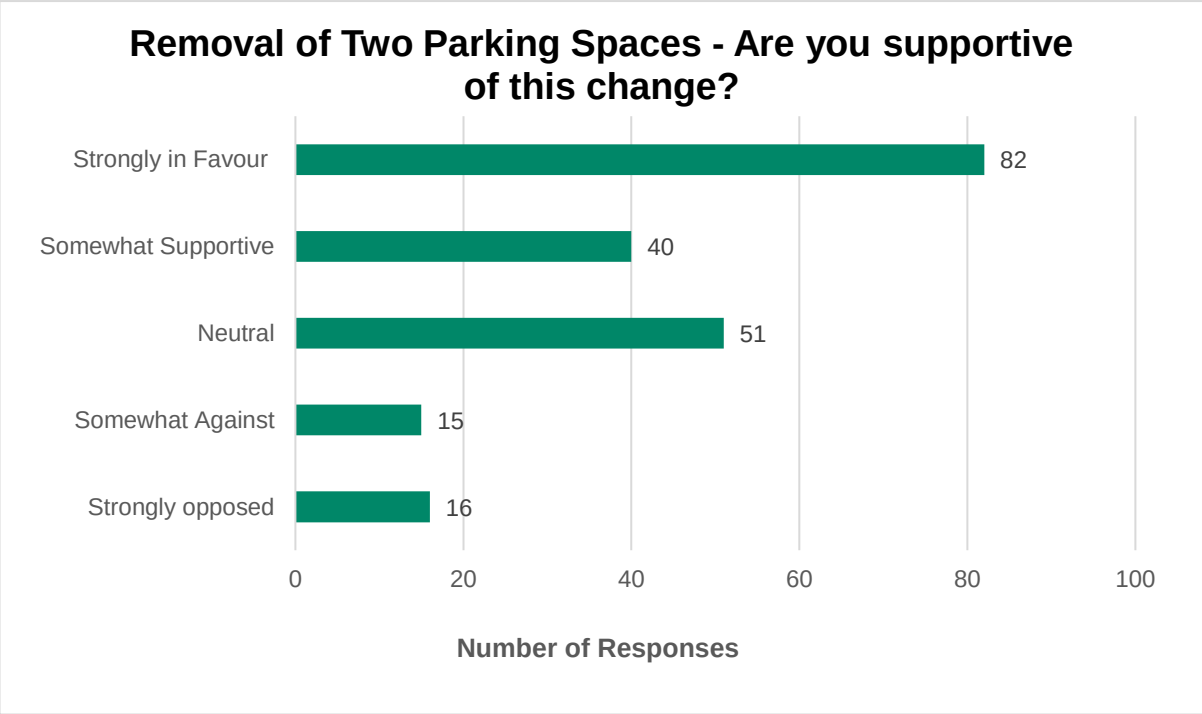


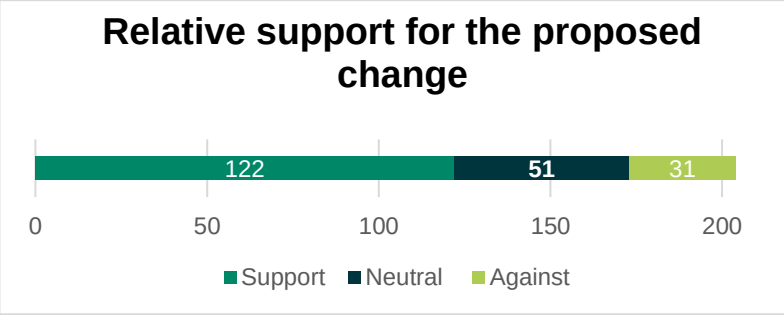


Relative support for the removal of two parking spaces on Laycock Drive

4.5.4 In total 60% of respondents indicated they were supportive of the changes, while 15% said that they were opposed. 204 people answered this question. 40% of respondents indicated that they were strongly in favour of the proposed change, making it the most selected option at 82 responses, followed by 51 respondents saying they were neutral (25%). 16 respondents said they were strongly opposed (8%).

Figure 10: Two graphs showing relative support for the proposed removal of two parking spaces on Laycock Drive

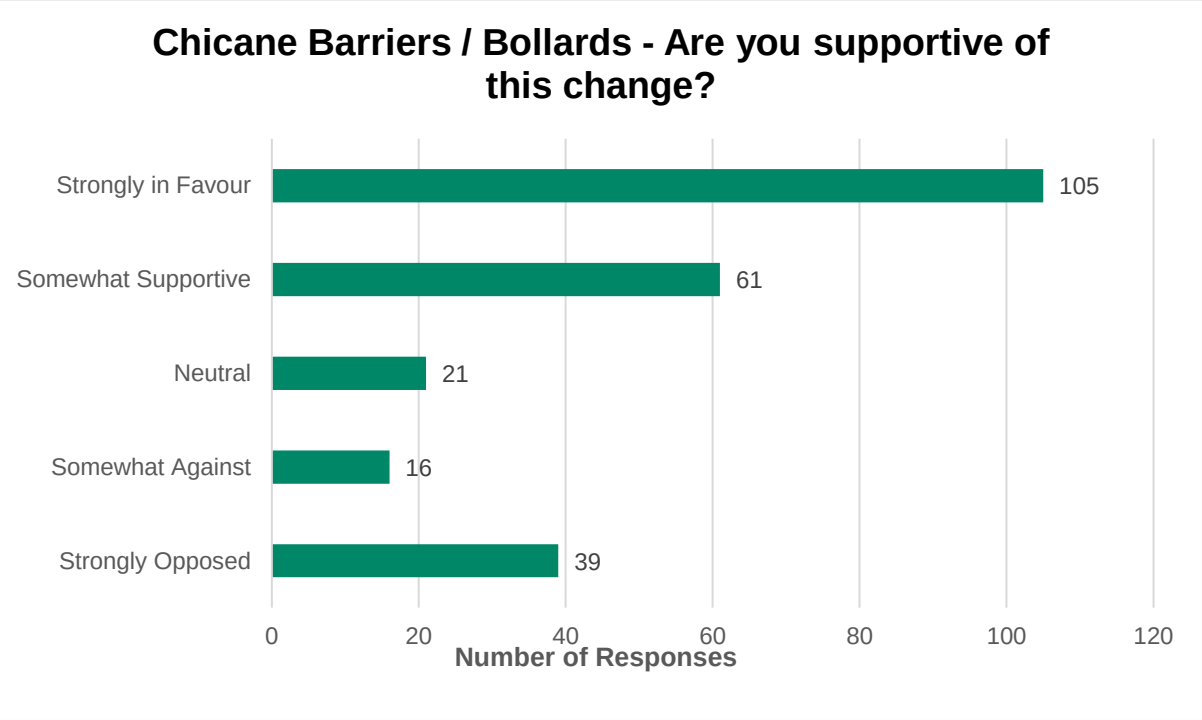


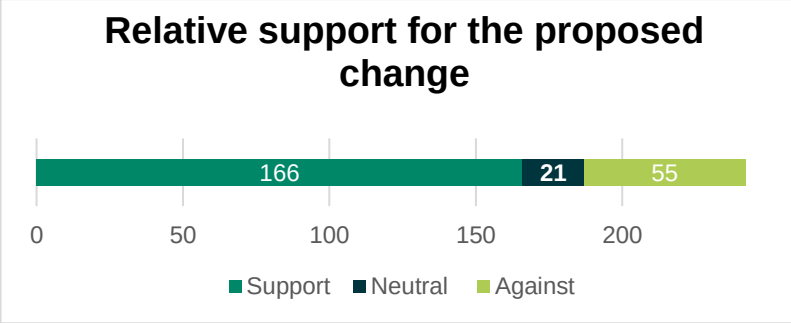


Relative support for replacement of chicane barriers with bollards

4.5.5 In total 68% of respondents indicated they were supportive of the changes, while 23% said that they were opposed, and 9% said they were neutral. 242 people answered this question. 43% of respondents indicated that they were strongly in favour of the proposed change, making it the most selected option at 105 responses, followed by 61 respondents saying they were somewhat supportive (25%). 39 respondents said they were strongly opposed (16%).

Figure 11: Two graphs showing relative support for the replacement of chicane barriers with bollards

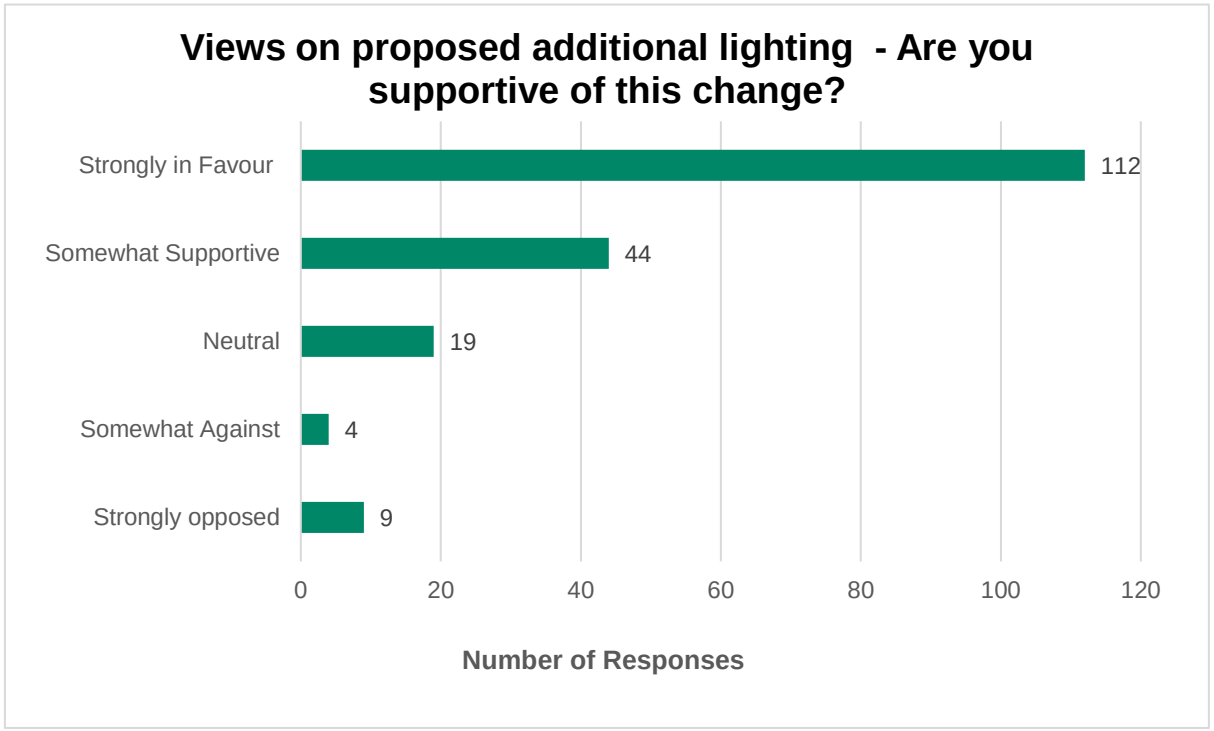


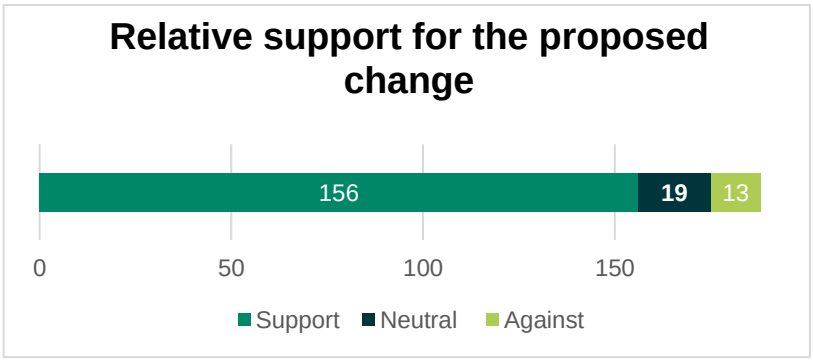


Relative support for the additional lighting along the Ring Road Path

4.5.6 In total 83% of respondents indicated they were supportive of the changes, while 7% said that they were opposed, and 10% saying they were neutral. 188 people answered this question. 60% of respondents indicated that they were strongly in favour of the proposed change, making it the most selected option at 112 responses, followed by 44 respondents saying they were somewhat supportive (23%). 9 respondents said they were strongly opposed (5%).

Figure 12: Two graphs showing relative support for additional lighting along the Ring Road Path

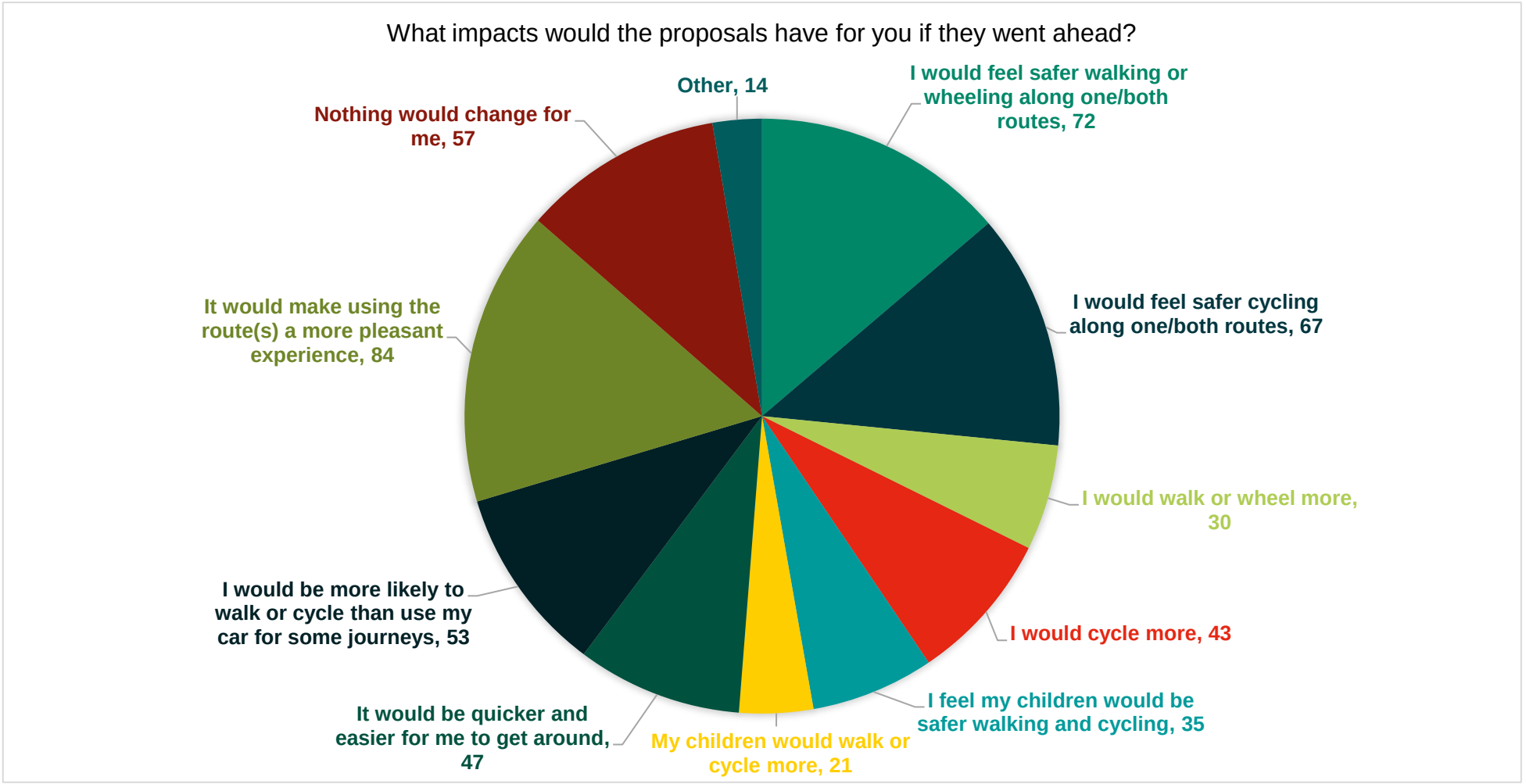




Views on potential impacts of the proposed changes on travel behaviour

4.5.7 Respondents were asked to select any impacts that they felt the proposed changes would have on their travel behaviour should the changes go ahead. Respondents were able to select more than one option. 184 people answered this question, with the most popular response selected being *'it would make using the route(s) a more pleasant experience'* (84 responses, 45% of people who answered the question). 32% of people who answered this question selected '*I would feel safer walking or wheeling along one / both routes'* and 28% selected *'I would be more likely to walk or cycle than use my car for some journeys'*. The least selected option was that the proposed improvements would mean respondents children would walk or cycle more often (21 responses, 11% of people who answered the question).

Figure 13: Graph showing views on the potential impacts on travel behaviour from the proposed changes



4.6 Relative support for different aspects of the proposals

4.6.1 Respondents were asked to identify their relative support for different aspects of the proposals by ranking a list of improvements in order of importance to them. A full break down of responses can be seen in Appendix G.

4.6.2 The results from this question identified that the proposals that were viewed as the most important were:

- Lighting improvements
- Resurfacing/widening of the existing Ring Road Path
- New wayfinding signage

4.6.3 Proposals more often rated as less important were:

- Planting and benches
- Raised tables on Craven Way
- More cycle parking

4.7 Views on current routes

4.7.1 Respondents were asked what they thought of the current facilities on the route. Responses were mixed. Some respondents felt that there was a need for improvement, while some others felt routes are adequate as they are. Comments relating to the current facilities and quality of existing routes are summarised in the table below:

Table 3: Summary of comments on the existing routes

Summary Table - Comments on the existing routes		
Theme	**Example comments**	**Response to comments**
Current route is suitable Comments noting that the route is adequate as is / there is no need for improvements.	*"No problems, why spend money on something that isn't broken"* *"Perfectly fine as it is"* *"It's currently fine, no need to change anything"* *"They seem OK to me"*	SGC acknowledges the comments made. The proposals aim to increase the standard of both routes, to make active travel more comfortable and convenient for all users, this includes ensuring that the routes are accessible to all users. The improvements would also provide access to future developments in the area, encouraging future active travel uptake.

Summary Table - Comments on the existing routes		
Theme	**Example comments**	**Response to comments**
	"For me all current routes are adequate and in my opinion do not need alteration" *"I think the current facilities are adequate."*	
Current route is not suitable Comments which suggest that the current route requires improvement, is inadequate or is of a lower standard than other local routes.	*"Current facilities are inadequate, especially the cycle route through the estate."* *"Adding a few signs doesn't solve the fact it is not fit for purpose for cyclists through Barrs Court."* *"Should be improved"* *"I think currently some of these routes are very unsafe for WCH users"* *"They are of a lower standard than lots of other routes in the local area, especially the Ring Road Path."* *"Shocking"* *"Its poor at best and needs to be updated"*	SGC acknowledges the comments made, the proposals aim to increase the standard of both routes, to make active travel more comfortable and convenient for all users, this includes ensuring that the routes are accessible to all users. Following the Feeback received during this early period of stakeholder engagement, further work will be undertaken to refine the designs.
Current Ring Road Path route is indirect / difficult to follow. Comments referring to the Ring Road Path currently being indirect or difficult to follow.	*"Cycle route feels very slow and indirect"* *"The designated cycle path which follows Craven Way but goes through the houses is too wiggly, too many hazards."*	SCG acknowledges the comments made, the proposed improvements aim to make it easier for people travelling actively to follow the route by installing improved wayfinding.

Summary Table - Comments on the existing routes		
Theme	**Example comments**	**Response to comments**
	"The route through the housing estate is confusing and poorly signed " *"Path is not straightforward"* *"It's difficult to follow the route in places as it 'disappears'"* *"The cycle track running through the houses along Craven Way is not clear and I've yet to find all of it"* *"Very jumbled"*	Though we are not proposing to change the route that the Ring Road Path follows, the proposals aim to make the route easier to use and follow.
Difficulty / Concern crossing Craven Way Comments relating to issues crossing Craven Way for people travelling actively. Issued raised included: • Vehicle speed • Volume of traffic • Visibility at crossings • Vehicles failing to stop Locations mentioned: • Island crossing near Palmers close • Crossing in front of ASDA • Near Wraxall Road	*"Hard to cross Craven way near Wraxall Road"* *"Since the lollipop man left, crossing Craven Way is a nightmare. There is a crossing island, by Palmers Close, and coming from the opposite side of the road crossing towards Palmers, it's completely unsafe because of bushes, you can't see round the corner at all"* *"It's difficult to cross Craven Way between Wraxall Rd/Tower Lane and the crossing at Tintern Close"* *"Drivers don't stop for the pedestrian crossing across Craven Way in front of Asda - they just seem to zone out."*	SCG acknowledges the comments made, the proposed changes would make crossing Craven Way safer and easier for people who are using active modes of travel. The proposals include a parallel crossing for pedestrians and cyclists crossing at the Northern end of Craven Way near to the junction where Wraxall Road meets Craven Way, a zebra crossing between Fountains Drive and Palmers Close and improved crossing facilities at the mini roundabout at the southern end of Craven way by replacing it with a signal-controlled junction with crossing facilities. Increased traffic calming measures and an extension of the 20mph speed limit are also proposed to reduce vehicle speeds on Craven Way.

Summary Table - Comments on the existing routes		
Theme	**Example comments**	**Response to comments**
Crossing Marsham Way Respondent comments relating to using the existing crossing at Marsham Way when travelling actively which is currently a two-stage crossing.	*"Hard to cross by M&S Marsham Way as pelican is useless and have to cross in two stages."* *"The lights need to be synchronised so that when the lights turn red it affects both roads on Marsham Way. Crazy at present that you get half way across and then have to press the button again."*	SCG acknowledges the comments made, the proposed changes would make crossing Marsham Way safer and easier for people who are using active modes of travel. The potential inconvenience of the current two stage crossing for people using active modes of travel was noted during the Options Assessment work completed during Stage 1 of work and was a key consideration in our proposed change to this crossing outlined during this engagement period. Following feedback gathered we will be including these proposals in our next stage of design work.
Difficulty / concern crossing Tower Lane / Wraxall Road Comments concerned with the safety of crossings on Wraxall Road and Tower Lane, as well as navigating the roundabout at the northern end of Craven Way when travelling actively. Issued raised include: • Vehicles speeding • Lack of crossing facilities • Frequently used by children on the way to school	*"Walking paths are fine in the area, apart from where we have to try to cross the top of Tower Lane from Craven Way to Birkdale. Cars speed up to and from the Ring Road so it's very dangerous for pedestrians and cyclists to cross this junction"* *"It's difficult to cross Craven Way between Wraxall Rd/Tower Lane and the crossing at Tintern Close"* *"Crossing Tower Lane is dangerous as there is no Zebra crossing and the cars break the speed limit. Here is the location 51.452499, -2.481753."* *" In the morning and afternoon there are lots of children from Cadbury Heath and Barrs Court primary schools crossing at this point and I've witnessed many near misses, especially in the winter months as visibility is poor."* *"Loads of young children cross here daily enroute to school and it's extremely dangerous with cars*	SGC acknowledged the comments made, no changes to existing crossing provision are currently included in our proposals for Wraxall Road, Tower Lane or Birkdale. The proposals do include changes to improve accessibility to the section of the Ring Road Path which passes underneath Wraxall Road just to the west of the roundabout where the roads named above intersect. Also included is new parallel crossing at the Northern End of Craven Way close to the junction where Wraxall Road meets Craven Way, this would improve connectivity with the Ring Road Path and provide additional pedestrian crossing options in the area.

Summary Table - Comments on the existing routes		
Theme	**Example comments**	**Response to comments**
	speeding up hill towards the Ring Road and speeding coming off the Ring Road"	
Difficulty / Concern crossing Leisure Road Comments which refer to difficulty or concern for safety when crossing Leisure Road, the majority of comments referred to the Zebra crossing on Leisure Road which is closest to the A4174 Concerns about the upper crossing, which is not on the routes consulted on was also raised by respondents.	*"The most dangerous part (by far), is the lower zebra crossing on Leisure Road (where that road joins the Ring Road)."* *"The upper zebra crossing on Leisure Road (by McDonald's) also requires updating to more modern safer standards and become light controlled by pedestrians/cyclists to help address long standing safety issues."* *"Paths and crossings aren't too bad except the crossing just off the Ring Road on the slip road up to Aspects which is a fatality waiting to happen"*	SGC acknowledges the concerns raised, following the feedback received during this period of early stakeholder engagement. There will be future work to explore potential solutions to improve the crossing options at on Leisure Road in subsequent stages of design should the proposals receive further funding.
Difficulty navigating the mini roundabout at the southern end of Craven Way Comments relating to difficulty or concern regarding crossing the mini roundabout by ASDA when travelling actively and driving.	*"It's too wide a junction in my view for a mini roundabout. I have also seen numbers of pedestrians, waiting patiently (and a few not so patient!!) for a gap in the traffic coming from all directions, to cross the roads here."* *"From personal experience as a walker, cyclist (and driver too) the Craven Way/ASDA mini roundabout is dangerous to use"* *"This will be excellent as anyone using it to walk, wheel or cycle or indeed drive a car will know they take their life in their hands."*	SGC acknowledges the comments made relating to difficulty crossing at this location. While feedback demonstrated overall support for the proposed changes to the mini roundabout, a number of comments also expressed concerns about how these changes could impact traffic flow in the area. Traffic modelling would be undertaken at future stages of design in order to better understand any potential impacts on traffic from the proposed changes before they are progressed.

Summary Table - Comments on the existing routes		
Theme	**Example comments**	**Response to comments**
	"Can be quite unsafe to cross the road near the mini roundabout at Asda." *"The crossing outside ASDA (roundabout) is difficult to use both driving and walking"* *"I walk daily from Causley Drive to the Gallagher Retail Park (M&S, Greggs, B&Q) to shop and regularly take my like in my hands trying to cross the road near the Craven Way/ASDA mini roundabout."*	
Parked Vehicles / or moving traffic interacting with people travelling actively along the route. Issues raised by people travelling actively along the route which relate to motor vehicles. These included: • Parked cars causing an obstruction • Risk of moving traffic where the Ring Road Path intersects with residential roads	*"…have to weave past cars, moving and parked, and cross roads that although are minor still have moving vehicles."* *"Better protect the entry/exit of the path onto Howes Close (///prep.limp.jeeps)…vehicles parking on the pavement and blocking the path."* *"…especially as vans from non-residents regularly park on the street adjacent to the path and obstruct visibility and space for road users."* *"Regularly meet motor vehicles on the road sections where drivers are not expecting to encounter cyclists."*	SCG acknowledges the feedback expressing concern about moving or parked vehicles along the route, following this feedback the proposed designs will be reviewed to identify locations along the route which could benefit from extended waiting restrictions to prevent parked vehicles obstructing the route. Surface treatment is also being considered where the Ring Road Path intersects with roads to increase awareness that path users may cross or enter roads at these locations.

Summary Table - Comments on the existing routes		
Theme	**Example comments**	**Response to comments**
Lighting is poor A number of comments which refer to inadequate lighting along the current routes or where the respondent feels it could be improved. Specific locations mentioned include: • Ring Road Path (by leisure centre / Asda) • The bridge over A4174 closest to Hicks Gate • Marsham Way (close to Bath Road) • Mini roundabout by Asda • Where there are tall hedges on Ring Road Path • Ring Road Path between Tower Lane and Warmley Community Centre • Near Birkdale • Steps both sides of the Ring Road footbridge • General reference to poor lighting on Ring Road Path	*"Lighting could do with updating throughout for safety"* *"Poor lighting"* *"The bridge over the Ring Road nearest Hicks Gate is exceedingly dark during the winter evenings and feels unsafe."* *"Lighting could be improved."* *"The lighting on the Ring Road Path between Tower Lane and Warmley community centre is very poor, which is especially noticeable in Winter."* *"Leisure centre routes needs more lighting for people to safely use at night."*	SGC acknowledges the comments replating to poor or inadequate lighting. Following the feedback received during this period of stakeholder engagement, a full assessment of lighting provision along the route will be undertaken at the next design stage.
Lighting is adequate A few respondents commented that current lighting is adequate / does not require improvement. Points raised included: • Not noticing an issue • Having adequate lights on bikes	*"I have never noticed a problem with lighting on either route."* *"Lighting less of an issue as I have decent lights when it is dark."* *"Lighting is ok"*	SGC acknowledges the comments, following the range of feedback received during this period of stakeholder engagement a full assessment of lighting provision along the route will be undertaken at the next design stage.

Summary Table - Comments on the existing routes		
Theme	**Example comments**	**Response to comments**
Concern about using the current route in darkness / at night Comments from respondents which related to concern using the route in darkness or at night and those who avoid using the route at these times. Comments included reference to: • Antisocial behaviour • Concern for female safety • Lighting • Secluded nature of the Ring Road Path	*"I also wouldn't use the route after dark as there is little lighting so would feel unsafe."* *"Some of the Ring Road Path is a bit secluded for lone females. It's not ideal safety-wise and I wouldn't go there anywhere near dark."* *"It can be intimidating using the current cycle path that runs alongside the Ring Road (groups of youth, anti-social behaviour, dark areas of the cycle path)."* *"Walking to and from the leisure complex at night through unlit sections is troublesome for many."*	SGC acknowledges comments sharing concern about using the routes in darkness. The proposals include lighting improvements at a number of locations along the Ring Road Path. Following the feedback received at this during this period of stakeholder engagement, a full assessment of lighting provision along the route will be undertaken at the next design stage. In conjunction with proposals to widen the path at narrow locations this should improve the experience of using the path in hours of darkness.
Concern over shared use paths / desire for segregation Comments which related to issues encountered when using shared use paths for cyclists and those who are walking and wheeling along with comments that express a desire to see more segregation on the current routes. • Segregation of pedestrians and cyclists • Interaction between cyclists and pedestrians on shared use paths • Path markings	*"There is a high volume of people walking and riding through Tintern Close - it has become very dangerous as people have worn a path around the existing safety barrier between number 7 and 8 - bikes now enter at high speed and it would be very easy to knock someone off when reversing from our drive. It is vital this barrier is extended for all our safety."* *"…no segregation for walkers/cyclists on the footpath"* *"They aren't great - on a bike you occasionally come into conflict with pedestrians, and the signage is not very clear"* *"Craven Way needs a segregated cycle lane to make it safe."*	SGC acknowledges concerns over shared use paths and comments relating to segregation. The proposals include plans to widen the Ring Road Path to ensure a minimum 3m path width where possible, the proposed path width is suitable for the anticipated volume of cyclists and pedestrians. We are also exploring the addition of *"share with care"* signage to encourage users on the path to be considerate of others. Surface treatment is also being considered where the Ring Road Path intersects with roads to increase awareness at these locations.

Summary Table - Comments on the existing routes		
Theme	**Example comments**	**Response to comments**
	"There is a lack of markings to show which side is for pedestrians and which for cyclists." *"Better segregation between pedestrians and cyclists/scooter users would be beneficial"*	
E-scooters • Risk of E-scooters on the Ring Road Path to other people who are travelling actively • E-scooters using pavements	*"Need more lighting and more gates to stop scooters, motorbikes and slow down e-bikes"* *"Electric scooters and mopeds also come through very quickly."* *"…the section in Howes Close (which regularly has cyclists and scooters riding at speed with little care on pavements or in the middle of the road) feels like an accident waiting to happen…"* *"Electric scooters are a danger to pedestrians."*	SGC acknowledges these comments, at the next stage of design we will be considering other measures to encourage slower speeds of bikes and e-scooters and engaging with local accessibility groups to explore the best solutions for each barrier or bollard along the route.
Barriers and Bollards A few respondents noted issues caused by existing barriers or bollards along the route Issues raised included: • Concern over existing single bollards where the Ring Road Path meets roads • Difficulty navigating chicane barriers when travelling actively	*"The barriers, tight turns and steep access to underpasses renders the Ring Road Path almost unusable on anything other than a solo diamond frame bike."* *"The cycle path, in some places, breaks onto a residential road (E.g. Howes Close) with only a bollard currently to slow cyclist and wheeled vehicles down upon entering the road."*	SGC acknowledges concerns raised relating to barriers and bollards along the Ring Road Path. Following the feedback received during this period of stakeholder engagement, we will be reviewing these proposals at the next stage of design and continue engagement with local accessibility groups to explore the best solutions for each barrier or bollard along the route.
Kerb designs A number of comments were raised about the existing kerbs along the routes, including: • Lack of dropped kerbs making it difficult to travel to the Ring Road Path	*"Some nice flat drop curbs, rather than the current raised drop curbs which wreck one's wheels would be a vast improvement, but one has to actually use the route, rather than be a traffic planner to know the difference."*	SGC acknowledges comments relating to kerb design. Excluding locations where we plan to add new crossings or improve existing ones, no changes are currently planned to any kerbs along the route.

Summary Table - Comments on the existing routes		
Theme	**Example comments**	**Response to comments**
• Risk of bike damage from existing kerbs on the route	*"It is difficult cycling from Stephens Drive to Warmley because of having to navigate roads before reaching the Ring Road Cycle Path. It puts me off because it's hard to manage the pavement edges and the traffic and parked cars whilst also trying to keep my child safe on her bike. There aren't enough drop kerbs and crossings to get safely to the Ring Road Cycle Path"*	If you have specific location where you would like to request a dropped kerb for a pedestrian crossing within South Gloucestershire Council's boundaries you can do this at Request a pedestrian dropped kerb | BETA - South Gloucestershire Council (southglos.gov.uk)
Travelling with Children A number of comments referenced issues or concerns about travelling actively with children along existing routes. Points raised include: • Craven Way route is unsuitable for children cycle • Children are encouraged to travel actively to school but walking and cycling along the routes can be dangerous • Small children may be less visible to vehicles on the route	*"I think the path is difficult to follow and not that safe with children…"* *"Small children are not always visible to car drivers and can wobble and do unpredictable things."* *"The Craven Road route is not safe to cycle along in my opinion, especially with children, and we do not use it."* *"The children and parents are encouraged to walk/cycle to school but currently it can be dangerous, especially in the winter months."*	Following feedback received on the proposals including comments which outline issues when travelling along the routes with children, the designs are being reviewed to identify locations which could benefit from road markings to better distinguish areas where the Ring Road Path intersects with residential roads. This would help to encourage drivers and those travelling actively to take more care at these locations. Other measures to improve the experience of people using the active travel routes include: • Improvements to crossings • Extending the 20mph speed limit along the full length of Craven Way • Removal of parking spaces to improve access to the Ring Road Path and the addition of a new raised crossing point on Lacock Drive • Cycle symbol markings and improved wayfinding are also proposed on the residential roads to highlight the presence of cycles to other road users
Maintenance of currents routes Respondents raised issues with the maintenance of the existing routes, these comments largely	*"This path is overgrown and poorly managed that is the bigger issue than anything you look to correct."*	SGC acknowledges comments relating to maintenance. To report maintenance issues in South Gloucestershire,

Summary Table - Comments on the existing routes		
Theme	**Example comments**	**Response to comments**
refer to the Ring Road Path, issues raised included: • Vegetation • Tree roots across the path • Poor surface of the path • Litter and rubbish	*"…you need to maintain current cycle paths they are mostly in accessible and cut back vegetation from the path and walkways all around the area, the brambles are truly dangerous."* *"The route you are talking about needs to be walked by yourselves to see just how making some of these changes are not needed if maintenance was done regularly the standard is very poor. Rubbish, brambles etc i.e. water ditch full of weeds."* *"There are countless places along the route where overgrown hedges reduce access and litter/broken glass is not dealt with promptly enough."* *"Too many tree roots and poor surfaces. No wonder people don't get out of their cars."*	members of the public can contact South Gloucestershire Council's StreetCare service by: • Calling 01454 868000 • Emailing streetcare@southglos.gov.uk People are also encouraged to report specific issues relating to trees in public places, such as damaged, dead, leaning or overgrown trees, on the SGC Report It page: Report it | BETA - South Gloucestershire Council If you have a concern or spot a problem, tell us so we can look into it and take action. You can also be kept informed with updates.

Feedback received on proposed changes to the routes

4.7.2 There were three free text boxes in the questionnaire so that respondents could provide addition comments not covered by the set questions. Three open text responses were also submitted by email. All text from responses were analysed and coded into themes and subthemes, to identify and summarise the issues raised. Table 5 summarises the key themes raised in reference to the proposed changes to the route.

Table 4: Example comments of respondents' additional feedback relating to the proposed improvements

Summary Table - Comments relating to proposed changes		
Theme	**Example comments**	**Response to comments**
General support for the project and potential positive impacts of the proposed changes • Proposals would make the route safer • Would be more likely to use the routes and chose these routes over alternative options • Proposals are relevant to problems experienced by people travelling actively along the route	*"Makes it feel safer and less like the world is built only for cars"* *"I will cycle more if there are safer routes (rather than using the car)."* *"These changes look like they will prioritise pedestrians and make cyclists more prominent to motorists"* *"The proposed changes are fantastic and tackle the exact problems I have encountered since buying a bike last year!"* *"I cycle this route twice daily to get between my home in Hanham and my workplace in Yate. These improvements are welcome because as a cyclist I give priority to pedestrians along the tighter sections of the route. The improvements will increase safety and usability for all."* *"I fully support these improvements to cycle infrastructure."* *"This is a great idea and will help to link up the local cycling network in the area."* *"A great step in the right direction"* *"I am looking forward to the proposals becoming reality"*	SGC acknowledge respondents' supportive comments for proposed improvements to these local active travel routes. The proposals will be further refined at the next stage of design based on feedback received during this period of stakeholder engagement. SGC is committed to ongoing engagement throughout the development of this scheme.

Summary Table - Comments relating to proposed changes		
Theme	**Example comments**	**Response to comments**
	"I don't have children but I would certainly consider it better for them, particularly those that may use it for school etc." *"Currently cycle from Keynsham to Filton via Willsbridge. These changes would make it more likely for me to cycle via the Ring Road Path through Longwell Green instead."*	
General Opposition to the project or concerns related to the project • Project will not increase number of people choosing to travel actively • Concern about disruption during construction	*"I am not convinced there will be any significant increase in users even if these proposals are delivered."* *"What is the proposed duration of the project and what will be the disruption to affected residents living along the proposed route and will there be any compensation in terms of Council Tax Relief?"*	SGC acknowledges the points raised, at present the proposals are at an early stage in development, feedback gathered during this period of stakeholder engagement, will be used to inform an Outline Business Case which will be submitted to the West of England Combined Authority, this would then be used to support a future funding bid to deliver the improvements. Should the proposals progress through the funding and planning processes to construction, a range of measures will be considered and undertaken to reduce impact on local residents throughout the construction process. This would include a phased construction programme to minimise disruption.
Support for changes to Craven Way mini roundabout Points raised include: • Proposals would make the area safer • Desire to see changes to the existing roundabout	*"I think the proposal for lights at the Asda mini roundabout is an excellent idea. Currently visibility is poor and I am constantly seeing near-miss car accidents"* *"From personal experience as a walker, cyclist (and driver too) the Craven Way/ASDA mini roundabout is dangerous to use. The new proposals look excellent and will make the road network there much safer to use."* *"Roundabout at entrance to Asda needs changing, so many near misses at this roundabout."*	Due to the range of feedback we received on the proposed changes to the mini round about at the Southern end of Craven Way, further work will be undertaken to assess the potential impacts of this option on local traffic flow.

Summary Table - Comments relating to proposed changes		
Theme	**Example comments**	**Response to comments**
	"Crossing is quite poor in front of Asda and lights may make it all better as roundabout is too small as it is"	
Comments about the proposed changes to Craven Way mini roundabout (unrelated to congestion) Points raised include: • Crossing is not used • Alternative improvements should be considered	*"Not that many cyclists or pedestrians use this part."* *"Mini roundabout should remain..."* *"Could you consider lights on the already existing crossing on Craven Way. This would also benefit kids and parents from the school and nursery"* *"Can't see what the difference of traffic lights on Asda/Craven Way would make as never seen anyone cross at that point"*	Due to the range of feedback we received on the proposed changes to the mini roundabout at the Southern end of Craven Way, further work will be undertaken to assess the potential impacts of this option.
Proposals would increase traffic congestion Areas of concern included: • Mini roundabout at ASDA • Aldermoor Way • Marsham Way	*"I think the idea of lights at the mini Asda roundabout is a very bad idea and will add to the already horrendous traffic congestion in the area."* *"Replacing the mini roundabout at the entrance to ADSA with traffic lights will make traffic flow worse and the crossing will see little to no use."* *"Getting rid of the mini roundabout by Asda and putting lights in instead is going to cause all the traffic when the lights are red to back up on to the main roundabout which is already horrendous, especially on weekends. It is going to cause more problems than solutions."* *"The placement of traffic-light controlled junction to replace the mini-roundabout at Asda, could potentially cause more traffic chaos which is already a problem for residents living off Craven Way especially at weekends and Christmas periods."*	SGC acknowledges the concerns raised, should the scheme progress, traffic surveys would be undertaken at the roundabout in order to model the potential impacts of any changes to the local road network. Modelling undertaken would also account for potential increases in traffic from planned development in the locality.

Summary Table - Comments relating to proposed changes		
Theme	**Example comments**	**Response to comments**
	"The traffic ques on Marsham Way on a daily basis" *"The proposed change of the mini roundabout to a crossing with lights will have a knock-on effect out to the Aldermoor Way roundabout, creating even more traffic chaos than there already is."* *"Moving the roundabout at the entrance to Asda !!! What about the traffic backing up on to large roundabout and causing a backlog !"*	

Summary Table - Comments relating to proposed changes		
Theme	**Example comments**	**Response to comments**
Concerns relating to proposed straight over / four lane crossing on Marsham Way Issues raised included: • Crossing is not used frequently • People cross at different locations • Safety concerns relating to straight over 4-lane crossing vs staggered crossing • Accessibility / mobility concerns relating to crossing four lanes before lights change	*"I do not see any reason for changing the crossing across the four lanes between the retail park and Asda. I consider it safer for walkers to stay as it is. I would not feel so safe to cross four lanes of traffic. For those with mobility issues keep it as it is so that there is only the width of two lanes to get across."* *"Crossing points - existing crossing points work for pedestrians and cyclists albeit needing to stop in the central zone before completing the crossing. By making these crossings a 'straight across', in my opinion, there will be the temptation for pedestrians and cyclists to 'chance' crossing without waiting for the lights to change thus increasing risks to irresponsible users."* *"Indeed the removal of the stagger on Marsham Way looks dangerous as is allows people to walk/ride straight from one crossing onto the other without pausing to check traffic has stopped/there is a gap."* *"I do not think that the current dog leg crossing on Marsham Way should be replaced with a straight crossing. It is a busy and fast section of road and I think the current dog leg style ensures that cyclists/pedestrians don't rush across and into busy traffic."* *"Never had an issue crossing on foot. I would never cross where you are proposing a crossing as you can take the path by Asda up to the traffic lights if I wanted the retail park or you wouldn't need to cross if you are carrying on towards Longwell Green."*	SGC acknowledges the concerns raised, the island in the middle of the crossing will be retained so people can choose to wait in the middle of the crossing. The proposed changes would make crossing Marsham Way safer and easier for people who are using active modes of travel.

Summary Table - Comments relating to proposed changes		
Theme	**Example comments**	**Response to comments**
Support for proposed changes to crossing at Marsham Way Points raised include: • Improved safety • Changes are required	*This will be excellent as anyone using it to walk, wheel or cycle or indeed drive a car will know they take their life in their hands."* *"Changes needed at Marsham way"*	SGC acknowledge supportive comments for the proposed improvements to the crossing on Marsham Way. The proposed changes would make crossing Marsham Way safer and easier for people who are using active modes of travel.
Support for proposed changes to the speed limit on Craven Way Points raised include: • 20 mph speed limit is needed or would be an improvement	*"The proposed new crossings and speed limits on Craven Way would be massive improvement."* *"As highlighted in the proposed plans, improvements need to be made regarding lighting, speed limits on Craven way and removing the barrier to aid accessibility."*	A number of responses noted the high speed and frequency of traffic along Craven Way, SGC acknowledges supportive comments for the proposals to extend the 20mph speed limit across the full length of Craven Way.
Concerns regarding proposed changes to the speed limit on Craven Way Points raised included: • Speed limit changes would not make a meaningful impact, believe it's unnecessary • Speed limit changes could increase risk • Impacts on bus services	*"Also reducing the speed limit is unnecessary."* *"Changes not needed to Craven Way. Already 20 for most of it."* *"Relatively minor impact on bus operations, as only one bus service on this route (service 44 that operates every 30 mins), but the impact of scheme proposals would be slightly negative as 20 mph limit and signalised crossing (replacing mini-roundabout) would slow buses down slightly."* *"A 20 m.p.h limit will create driver frustrations and lead to a minority who will drive aggressively, intimidating those that adhere to the limit so rather than creating a safer environment it will produce unintended consequences similar to the aggressive issues between motorists when we had the infamous' chicanes on Craven Way…"*	SGC acknowledge the concerns raised, the proposals to extend the speed limit along the full length of Craven Way and other measures such as the new parallel crossing should improve the experience of people travelling actively along the route.

Summary Table - Comments relating to proposed changes		
Theme	**Example comments**	**Response to comments**
Support for proposed removal of two parking spaces • Improved Safety • Visibility • Blocking Access	*"I think the crossing at Lacock Drive could be made safer and agree that removing the two car parking spaces and making crossings on the route would improve safety"* *"There also need to be parking restrictions where the path crosses roads as it's hard for children to see if there is a car coming when a van is parked right next to the path exit."* *"I am so fed up with the parking bay that blocks the path!"*	SGC acknowledge supportive comments for the proposal to improve access to the Ring Road Path by removing two parking spaces on Lacock Drive and adding in a new raised crossing point to prioritise people travelling actively.
Opposition or concern relating to proposed removal of two parking spaces Points raised: • Impact on families • Vehicles will still block access • Lack of parking	*"Parking in Lacock Drive would be worse for families in the road"* *"Removing the layby at Lacock drive will not stop people parking they were only park on the pavements blocking access more than it is already."*	SGC acknowledge the concerns raised, the proposal to improve access to the Ring Road Path by removing two parking spaces on Lacock Drive and adding in a new raised crossing point with bollards to prioritise people travelling actively should prevent vehicles blocking access to the Ring Road Path at this point and improve visibility for people crossing here.
Suggestion of parking restrictions elsewhere on the route Locations suggested: • Palmers Close • Howes Close • Where path meets roads	*"The continual parking over the junction of the Ring Road Path and Palmers Close…Suggestion that parking restrictions (double yellow lines) be added at this location to deter the path being blocked"* *"Better protect the entry/exit of the path onto Howes Close (///prep.limp.jeeps)."* *"There also need to be parking restrictions where the path crosses roads as it's hard for children to see if there is a car coming when a van is parked right next to the path exit."*	SGC acknowledges the concerns raised and will review the proposals at the next design stage to consider potential for adding double yellow lines to discourage parking across the dropped kerb access points where appropriate.
Suggestions for new crossings on the routes	*"There needs to be a crossing over Craven Way by Wraxall Road, both for pedestrians using the bus stop on Wraxall Road and for cyclists coming down the cycle path (at the back*	Our proposals include a new parallel crossing near the northern end of Craven Way which should improve access to the Ring Road Path at this point.

Summary Table - Comments relating to proposed changes		
Theme	**Example comments**	**Response to comments**
• Craven Way near Wraxall Road	*of Gregory Court). There is now a constant stream of cars using Craven Way as a rat run to avoid the throughabout which makes it very difficult to cross Craven Way at this point, particularly during rush hour."*	
Comments relating to proposed Zebra crossing on Craven Way Points raised included: • Pelican / Toucan crossing should be considered • Location should be reviewed as proposed location is close to junction	*"The point marking the map for the crossing on Cravan way at Wraxall Road looks dangerously close to the cars pulling out of Wraxall Road. Having crossed there many times and also driven along there, I can see accidents waiting to happen. Even with the proposed 20mph speed restrictions (which will be mostly ignored by drivers), cars will pull out of Wraxall Road quickly and not acknowledge the zebra crossing."* *"Need toucan/pelican crossings on Craven Way not zebra crossings s too many drivers speed through them"*	The proposed parallel crossing at the north of Craven Way is proposed in proximity to the junction with Wraxall Road to provide an improved connection with the Ring Road Path. To reduce vehicle speeds, the crossing will be centred on a raised table and the Wraxall Road junction narrowed. Further traffic calming measures are proposed throughout Craven Way with the aim of reducing vehicle speeds and improving yield rates at pedestrian crossings. All proposals will be subject to a road safety audit prior to implementation.
Suggestions for changes to existing Leisure Road Zebra crossing Suggestions included: • Moving the crossing further up leisure road away from the A4174 • Improving visibility of pedestrians • Reducing vegetation • Replacing the zebra crossing with a light controlled crossing	*"Repositioned zebra crossing with pelican traffic light control at this much safer location (with extended Ring Road cycle path). The other McDonalds zebra crossing should also have pelican traffic light control."* *"It therefore requires being moved further up Leisure Road, become light controlled and also ideally have speed reduction humps in both directions to help ensure that traffic slows down and stops when people cross Leisure Road."* *"The Zebra crossings by McDonalds need to be moved away from the roundabout. The traffic comes around the corners too quickly to see pedestrians and the plants make it harder to see the pedestrians."*	SGC acknowledges comments relating to suggestions for the Leisure Road zebra crossing. Following the feedback received during this period of stakeholder engagement, there will be further work to explore potential solutions to improve the crossing options at Leisure Road.

Summary Table - Comments relating to proposed changes		
Theme	**Example comments**	**Response to comments**
Crossings should prioritise people travelling actively Issues raised included: • Lights on crossing should react quickly when people are waiting to cross • People using Ring Road Path should have priority • Pre-emptive lights	*"Finally, we would expect priority be given to pedestrians and cyclists on the new proposed crossings – where there are signal controlled crossings these need to react quickly to those waiting to cross."* *"At road crossings priority should be given to people using the active travel path i.e. walkers, cyclists and wheelers"* *"Please consider priority at traffic lights. It is extremely irritating when toucan crossings "wait" for a gap in the traffic rather than changing quickly when the button is pressed. Even better if they can detect a cycling coming on the bike path and change pre-emptively (dutch-style)! This makes a significant difference to cargo bike users as it can be difficult to stop and press a button."*	SCG acknowledges comments which relate to prioritisation of people travelling actively. A number of the measures outlined in the proposals seek to prioritise people using active modes of transport at crossing points along the route, these include: • Raised crossing points at the junctions where adjoining roads lead on to Craven Way • A proposed new raised crossing across Laycock Drive • New parallel crossing at the Northen end of Craven Way • Proposed straight across crossing on Marsham Way in the place of the current two-stage crossing to reduce waiting time for people travelling actively Signal operation will be determined at the detailed design stage and developed in line with the latest guidance and standards.
Timing of lights at crossings and light-controlled crossing interaction with other lights Points raised include: • Timing crossing lights with other lights close to the crossing • Traffic flow / gaps in traffic	*"Also I believe the lights on Marsham way crossing can be timed better with the lights on the roundabout on A4174 roundabout at the top of the road. There is usually a gap of traffic on Marsham way due to the lights changing on A4174 roundabout, however the lights change on Marsham way crossing at a different time to this gap in the cars."* *"In many cases, people only need to stop traffic going in one direction whilst crossing that Marsham Way dual carriageway (depending on the time of day) and the length of gaps between cars. Therefore the current staggered crossing prevents the need to stop all traffic in both directions when that is not always required"*	Signal operation will be reviewed at the detailed design stage and developed in line with the latest guidance and standards.

Summary Table - Comments relating to proposed changes		
Theme	**Example comments**	**Response to comments**
Considerations and concerns relating to proposed additional lighting Points raised included: • Potential impacts to residents in houses along the route • Effectiveness of lighting • Potential impacts on Wildlife	*"If you want lighting to be improved on cycle path it must be low in height. Every house backing onto the cycle path will be affected."* *"Increased lighting would be welcome but the modern lights that are put in everywhere are useless and don't provide anywhere near as much as the old-fashioned ones."* *"I would not like more lighting on some of the routes, this would adversely affect the wildlife that use some of these routes as an important wildlife corridor."*	SCG acknowledges comments relating to concerns and considerations relating to proposed additional lighting. The design and style of any additional lighting included in the proposals will be carefully considered to ensure that potential impacts on wildlife and residents who live along the route are minimised. This could include the consideration of lighting at lower heights or directional lighting to ensure it is directed down on to path rather than spilling out towards surrounding areas of wildlife habitat or residential property. Style and specific design of lighting will be refined at a later stage of design work should the project progress.
Support for additional lighting Points raised: • Lighting required at footbridges and steps • Current lighting is inadequate	*"Need a few lights"* *"Lighting requires improving on both sides of the Ring Road footbridge to cover both sets of steps and the narrow paths covered by trees and bushes."* *"The lighting is quite poor and, typical of some cycle routes, they just end in the most inappropriate place."*	SGC acknowledges comments which support the proposals for additional lighting. The additional lighting proposed along the Ring Road Path section would benefit groups who have concerns about their personal security during darker periods of the day. Additional lighting would also improve visibility for people travelling along the Ring Road Path in hours of darkness.
Environment: comments relating to local wildlife, nature and habitats Points raised: • Green space and potential effect on habitats • Potential impacts on or disturbance of wildlife • Ring Road Path is a wildlife corridor	*"Please also take into account the impact on wildlife, so more green spaces rather than fewer, lighting should not disturb nighttime wildlife/invertebrates."* *"I would not like more lighting on some of the routes, this would adversely affect the wildlife that use some of these routes as an important wildlife corridor."*	SGC acknowledges comments relating to wildlife, nature and habitats. Should the project progress to subsequent stages of design, the proposals will take in account tree surveys and habitat assessments to ensure that potential impacts on wildlife have been fully considered.

Summary Table - Comments relating to proposed changes		
Theme	**Example comments**	**Response to comments**
Pollution and emissions Points raised: • Proposals could reduce pollution and congestion • Staggered crossing should be kept as this causes less congestion and emissions • Concern the proposals could increase pollution and congestion	*"I support any improvements to encourage more people to walk and cycle safely. This improves health and reduces pollution and traffic congestion."* *"The staggered junction is much easier and safer to use and it only stops traffic in one direction at a time (rather than all traffic in both directions every time, when that is often not required). Therefore, also resulting in less traffic congestion and pollution which should also be taken into account!"* *"Reducing & slowing volumes of traffic to these retail parks will create excessive pollution as vehicles idle at lights & crossings."*	SCG acknowledges comments which relate to importance of reducing pollution and emissions. encouraging people to travel actively. Should the project progress to subsequent stages of design, the proposals will aim to encourage a mode shift, by making it easier for people to travel actively, in turn leading to fewer short trips by car and reduced congestion.
Signage and road markings Points raised • Lack of road markings where Ring Road Path meets residential roads • Support for additional signage	*"The path comes to an abrupt finish on a road junction with no markings around Downside Road and Fountains Drive. This lack of road markings can be potentially dangerous and further conflict from other road users. Suggestion to improve the road markings at this location to better highlight the presence of the path and improve the confusion around the junction."* *"Improve awareness of the paths presence for vehicles exiting 62-69 Howes Close (///senior.zones.sooner). The regular high vehicle movements from this small area with decreased visibility can be problematic. Suggest road markings to denote the presence of the path."* *"The current very limited signage is completely inadequate. The signing of this path requires huge investment of its own, let alone anything else."*	SGC acknowledges the comments relating to road markings and signage. The proposals include a surface treatment where the shared use path rejoins the carriageway to highlight that cycles should proceed with caution. Cycle symbol markings and improved wayfinding are also proposed on the residential roads to highlight the presence of cycles to other road users.

Summary Table - Comments relating to proposed changes		
Theme	**Example comments**	**Response to comments**
Concerns relating to the proposed removal of barriers • Removal of chicane barriers could increase risk to cyclists at specific locations • Removal of barriers could cause increased risk from cyclists and joggers to pedestrians • Removal of chicane barriers could encourage E-scooters and other motor vehicles • Position of any new bollards should be carefully considered	*"We are pleased to see the proposed removal of existing barriers but ask that the plans to replace those barriers with bollards in the middle of the pathway is changed as the location of those bollards can restrict access by certain type of bikes/trikes."* *"Also I suggest leaving the staggered barrier at the end of the Bickford Close path as to remove it might lead to cyclists and others not even hesitating before attempting to cross thus making this crossing point even more of a risk."* *"the barriers are in place to slow irresponsible cyclists/ joggers who do not slow down when going around corners. if you want to make the paths safer they need to be slowed down if you don't use chicanes what are you going to use,"* *"Also removing the barriers on Craven Way might result in an increase in anti-social behaviour (riding e-scooters at speed, using the cycle path to ride moped/motorcycles etc)"* *"Do not remove the chicane barriers in favour of cyclists, it stops motorbikes and everyone else can still access the route. A car couldn't drive through the chicane but it could drive over the bollards shown, this would be easy."* *"Removing the barriers on the cycle routes by roads would allow cyclists to emerge onto the road at high speed. This is potentially dangerous as cars will not be able to respond to them, even at 20mph."* *"Living in Palmers Close, we have had major problems with e-bikes and they sped. Replacing the gates with billiards would only make this worse."*	SCG acknowledges the comments relating to concerns over the proposed removal of chicane barriers. The proposed option must be accessible to all legitimate users while ensuring speeds are reduced in key areas SGC are committed to further engagement on this topic as the design develops.

Summary Table - Comments relating to proposed changes		
Theme	**Example comments**	**Response to comments**
Funding Issues raised include: • Money should be spent elsewhere • Money does not need to be spent on the route, suggestion that different improvements could be made at a lower cost	*"I think there are far higher priorities for money to be spent on currently. For example:1. Improve existing public transport 2. Improve the roads (potholes) to make cycling/scooters safer"* *"The whole area just needs a good clear up not more wasted money thrown at it. Where will this money come from when we hear councils are hard pressed for cash."* *"I think the whole project is a waste of tax payers money which will have ongoing costs attached to it for the maintenance and upkeep etc and the money could be better spent elsewhere."* *"A total waste of public money!"*	SCG acknowledges the comments relating funding, this period of engagement is the initial engagement phase looking into the feasibility of improvements, with final plans and costings yet to be finalised. Funding for this early phase of the project has been provided by central government's Active Travel Fund 4 as part of a wider programme to improve active travel and public transport across the region, therefore the funding must be used to progress improvements related to active travel. Feedback gathered will inform an Outline Business Case submitted to the West of England Combined Authority, which would then be used to support a future funding bid to deliver the improvements.
Concerns about anti-social behaviour Points raised include • Suggestion for deterrents • Locations of antisocial behaviour identified • Risks of increasing antisocial behaviour in relation to the proposals	"*Could large mirrors be installed to observe anyone loitering around the blind corners at either end of the bridge? Could numerous new CCTV signs be installed at and around the bridge as a further deterrent?"* *"I live alongside the Ring Road Path. Still some issues with mopeds using it. I also don't think there's any cctv. Could this be looked at please?"* *"If you have money for these other things may focus on resident safety instead and put in cctv and get some arrests or these bikes taken and destroyed"* *"No seating should be installed along isolated areas of the Cycle Path near homes. Such as, between Stonehill and Leisure Road. Otherwise they will attract even more of those who cause anti-social behaviour/other crimes along those areas, such as graffiti, vandalism of garden fences, drug taking, littering, etc."*	SCG acknowledges the concerns about anti-social behaviour. There are currently no plans to install benches along the Ring Road Path. Additional lighting should assist in dissuade antisocial behaviour and it's anticipated that more frequent use of the path which could result from the proposed improvements may also support a reduction in anti-social behaviour on the Ring Road Path. SGC are currently working on plans for the potential installation of CCTV at some locations along the Bristol to Bath Cyle Path. If the CCTV installation on the Bristol to Bath bike path proves successful, SGC will investigate the potential for CCTV installation along other active travel routes in the area.

Summary Table - Comments relating to proposed changes		
Theme	**Example comments**	**Response to comments**
	The bridge over the Ring Road Path (///agrees.spends.chains) is probably the worst area for anti-social behaviour locally. During the past ten years, I have been punched once (reported to Avon and Somerset Police log-5217116865) and an attempt to be pushed off my bicycle once. *"Benches should definitely NOT be placed, they encourage antisocial behaviour"* *"The addition of bollards is a huge mistake giving further access to the balaclava wearing e bike riders who use this path constantly despite breaking the law they continue to cause criminal damage destroying gardens and intimidating residents."*	
Other concerns and suggestions relating to the proposed changes to the Ring Road Path • Concerns relating to shared use paths • Suggestion the Ring Road Path will still be too indirect • Concerns about visibility on route, due to tight bends on path • Consideration potential impact on residents living along the Ring Road Path if vegetation is removed to widen the path	*"The mix of pedestrian and cycle traffic can work where there is sufficient room but, from years of cycle commuting experience I am very aware that some cyclists travel at excessive speed. I am also aware that quite a few pedestrians tend to wander when walking making things very unpredictable for cyclists. Please consider this when developing your proposals further."* *"Presumably, the proposal to widen the cycle path where possible, will require the removal of some hedges trees etc which act as a privacy barrier to some residential properties. How will the privacy be protected? How will pedestrians and path users be restricted from trespassing on residential properties and boundaries?"* *"They look good. But I worry this bit of the route would still be slow and indirect. Is it definitely not possible to build a path by the ring road, instead of going via housing estates?"*	SCG acknowledges concerns about the indirectness of the Ring Road Path route. The proposed works on Craven way would provide a more direct route for confident cyclists in a traffic calmed environment. Spatial constraints and existing property boundaries would make it difficult to deliver a path alongside the Ring Road. In relation to the concerns raised relating to potential impacts on residents living along the routes, all works will be delivered within SGC land – no land acquisition / alterations to property boundaries are proposed. Regarding feedback on the tight bends on the Ring Road Path route, we will be considering measure to slow cyclists down at appropriate locations in future stages of design.

Summary Table - Comments relating to proposed changes		
Theme	**Example comments**	**Response to comments**
	"Also the section of path coming into Warmley from Longwell Green just before you get to Warmley Community centre is very tight couple of bends and can be a blind sport for commuters."	
Other comments on cycling infrastructure • Bike pumps and cycle parking • Aggregated curbs and segregation	*"We would ask that consideration is given to installing a cycle pump and/or repair stand on or near the upgraded infrastructure to support those who may need to adjust their cycles enroute. Additional cycle parking at key destinations along the route should also be considered and accommodated where appropriate."* *"However, no matter what you do the only way to make it safe and encourage people to talk and cycle is to segregate the cycle lanes with concrete, not paint."*	SCG acknowledges the suggestion for additional cycling infrastructure and aggregated kerbs. At the next stage of design, we will be exploring options suitable locations which would benefit from new cycling infrastructure such as bike pumps or cycle parking. At present, the proposals do not include segregated cycle infrastructure due to the space available within SGC land. The proposals look to provide a mix of shared use pedestrian and cycle routes away from motor traffic and on road routes for more confident cyclists.
Maintenance Points raised include: • Importance of ongoing maintenance after construction • Vegetation clearance • Road markings • Signage	*"North Bristol SusCom regularly receives feedback from employees about existing walking, wheeling and cycling infrastructure that needs maintenance or is overgrown with foliage."* *"…the lack of maintenance is a problem. The trees, shrubs and vegetation is overgrown and rarely maintained resulting in protruding bushes impeding use."* *"The vegetation on the path from Warmley to Howes Close needs cutting back more frequently"* *"Need to commit to upkeeping any improvements such as keeping white lines painted and bushes cut back"*	SGC acknowledges comments relating to maintenance. To report maintenance issues in South Gloucestershire, members of the public can contact South Gloucestershire Council's StreetCare service by: • Calling 01454 868000 • Emailing streetcare@southglos.gov.uk People are also encouraged to report specific issues relating to trees in public places, such as damaged, dead, leaning or overgrown trees, on the SGC Report It page: Report it | BETA - South Gloucestershire Council If you have a concern or spot a problem, tell us so we can look into it and take action. You can also be kept informed with updates.

Summary Table - Comments relating to proposed changes		
Theme	**Example comments**	**Response to comments**
	"You can't invest in this then say job done, it needs to be then kept as a show piece." *"I think the existing paths need maintenance, signage is dirty or obscured or missing and path marking is faded in many areas, hedges need cutting back and maintaining."* *"Once the signage has been improved, it needs to be maintained - and that includes checking for overhanging trees / bushes. As time has gone on the existing signs have faded, been damaged and disappeared into the greenery."*	
Other Issues raised / suggestions along the routes • Flooding (Ring Road Path) • Risk from slippery surfaces • Should consider surfaces to slow cyclists • Suggested changes to a junction leading on to Craven Way (Stephens Drive)	*"Could the curve in the path (///decreased.hurry.curvy) have drainage looked at? This regularly floods making this part of the path unusable during heavy rain and leaving a slippery surface of mud when the water recedes. This has been reported numerous times and was briefly acted upon, with little work done and to little avail."* "The surface of the underpass below the new "through way" junction is very slippery when wet" *"You must be careful not to simply encourage cyclist to go faster so endangering pedestrians. You could add appropriate surfacing every so often to slow the more inconsiderate cyclists down"* *"Also, when driving from Stephens Drive and turning left onto Craven Way, there is an existing problem where the footpath juts out on the Craven Way part of the corner. It is incredibly difficult to navigate this junction without putting at least the corner of your vehicle onto the other side of the road…I have seen several near misses and it is dangerous for all road users… I am reluctant to lose greenery but if you want to make improvements / make it safer, would it be possible to*	SCG acknowledges the concerns raised relating to existing drainage. This will be reviewed at the preliminary design stage to ensure that the path remains accessible throughout the year and in all weather conditions. A surface treatment is proposed at key crossover points along the route to encourage cyclists to proceed with caution. This is particularly important where the route meet residential roads. Where changes to the existing kerb alignment are proposed, swept path analysis will be undertaken to ensure that all vehicles can safely navigate the junction. In low speed environments, it is not unusual for vehicles to overrun the opposing lane when exiting from a priority junction.

Summary Table - Comments relating to proposed changes		
Theme	**Example comments**	**Response to comments**
	remove some of the grassed area for footpath so that the road can take a more natural corner?"	
Consultation • Functionality of online survey • Areas of interest or concern not included in the consultation • Proposals must consider all users of the routes	*"Also a lot of options on this survey do not function properly, so how can we respond effectively!"* *"The survey should also include the very important adjoining cycle/pedestrian path that comes off the Ring Road Cycle Path near Cromwell Court (Hanham) and goes to the Gallagher Shopping Park (via the Ring Road Bridge), and then branches off to a narrow secluded path towards Aldermoor Way (between Starbucks and Currys PC World/B&Q)."* *"Many pedestrians of all ages and abilities use the Ring Road Cycle/Pedestrian paths and many more need to be encouraged to use them. Therefore it is extremely important that the safety needs and capabilities of both cyclists and pedestrians need to be taken fully into account and catered for."*	A total 250 online responses to the survey were received, people also had the opportunity to respond via email or to download a paper copy of the response form. The survey was fully functional and received regular maintenance throughout the engagement period. All responses have been read and analysed. Some feedback raised concerns and suggestions that relate to locations in the local area which are outside the scope of this scheme which aims to improve active travel options along the two routes outlined in the consultation (Figure 1). *All feedback has been reported to South Gloucestershire Council and will be considered when exploring future improvements to active travel routes in the area.* *You can also make suggestions for new dropped kerbs, report obstructions and other issues related to roads, footpaths and cycle paths via the South Gloucestershire Council website.*

4.8 Other feedback received relating to locations not included as part of the proposed improvements

4.8.1 A number of respondents raised comments which relate to concerns about junctions or crossing which did not form part of the proposals for this scheme and are not directly on the routes outlined. Table 6 summarises the key themes and locations raised that weren't included under the proposed scheme.

Table 5: Example comments of respondents' feedback relating to locations not included as part of the proposed improvements

Summary Table - Other comments		
Other comments	**Example comments**	**Response to comments**
Other locations of concern A number of respondents raised comments which relate to concerns about junctions or crossing which did not form part of the proposals for this scheme and are not directly on the routes outlined. These locations included: • Deanery Road roundabout • Crossing by Tile Flair • Crossing by Curry's / B&Q • Request for reopening public footpath opposite Woodward Drive • Crossing between ASDA and retail park • Speeding on the throughabout / A4174 • Request for barriers and/or hedging along A417 between road and footpath ((51°27'26.7"N 2°28'56.3"W) • Other development plans in the area • Warmley community centre • Esso garage • Crossing Tower Lane	*"The worst issue though is the break in the cycle path at the Esso garage in Warmley. This is a very dangerous junction but outside your proposed improvement area. I have been knocked off my bike by someone entering the garage on the wrong side of the road"* *"With the planned development of the retail park at Aldermoor Way traffic will increase further."* *"There are dropped kerbs and/or central islands etc (to aid crossing) but too often these are on/after a bend in the road meaning you cannot see what traffic is approaching (eg the crossing points at the mini roundabout near the entrance to Currys/B&Q). Traffic speeds around this area meaning you take your life in your hands. I see that nothing is planned to improve this specific area."* *"The council is clearly trying to turn Gallagher Retail Park into a large commercial area such as Filton Abbey Wood at the inconvenience to the local residents who have to continue to put up with increasing amounts of traffic."* *"Please consider including crossing improvements to the top of Tower Lane for pedestrians/cyclists trying to cross from Birkdale to Craven Way and vice versa."*	Some feedback raised concerns and suggestions that relate to locations in the local area which are outside the scope of this scheme which aims to improve active travel options along the two routes outlined in the consultation (Figure 1). All feedback has been reported to South Gloucestershire Council and will be considered when exploring future improvements to active travel routes in the area. You can also make suggestions for new dropped kerbs, report obstructions and other issues related to roads, footpaths and cycle paths via the South Gloucestershire Council website here.

	“Reopening the public footpath opposite Woodward Drive would have a much more substantial positive benefit.” *The crossing between Asda and the retail park is dangerous as people coming off the ring road don't always spot or obey the lights.* *“Is a crossing required on Aldermoor Way from Costa to Tile Flair? More traffic calming in that area?”* *“Speed cameras are needed throughout it is 30MPH yet cars constantly go through and speed at 50... this would bring in money to repair roads and pot holes...”* “Can 'Amco' be installed along the ring road to provide a safe exclusion from vehicles travelling at suggestion and/or be a hedge also along the length here”	

4.9 Social media activity

4.9.1 Social media posts were shared from SGC accounts throughout the engagement period, this included 10 posts on '*X*' and 21 posts on *Facebook*. Social media posts received a high level of engagement with 1100 link clicks recorded and over 250 comments received. Themes in the comments reflected those received via the consultation feedback from and other written feedback covering topics like:

- A few comments supporting the potential travel improvements from people who currently cycle to commute or leisure use.
- Some positive comments about the improvements that will help them travel safely with children in the area.
- A number of comments requested that the money could be used elsewhere, a number suggesting it should be allocated towards fixing rods and potholes.
- Concerns raised about the number of current road works and new road schemes leading to increased traffic.
- Other comments suggested additional bus services would be preferable to make travel accessible.

5. Conclusion

5.1 Summary

5.1.1 A range of consultation channels were used to maximise local engagement during the public consultation. This included physical and digital consultation channels. In addition, the opportunity for local community groups and elected representatives to share their feedback was maximised by the delivery of targeted briefings and events.

5.1.2 The feedback received during the engagement period has been analysed and will be carefully considered and, where possible, will be addressed in changes to the concept design in order to better align the revised designs with the improvements desired by the local community.

5.1.3 Feedback was received from a range of stakeholders including those who walk, cycle, wheel and drive the routes as well as those who don't currently use the routes, resulting in a range of views and comments relating to both current routes and the proposed designs.

5.1.4 Support for individual elements of the proposed improvements varied (section 4.6), responses generally indicated support for the proposed changes with some elements of the proposal receiving support from 83% of respondents. However, views on the proposed changes to the mini roundabout on Craven Way were more closely split between those supportive of the change and those opposed.

5.1.5 Feedback indicated that the proposed improvements would lead to perceived or actual changes in route use for example respondents indicated that they would feel safer travelling actively along the route, they would use the route more, that they would use active travel modes more and that using the route would be quicker.

5.1.6 Respondents raised several issues related to current routes and proposed designs including: lighting, crossings, barriers, maintenance, antisocial behaviour and vehicles on the route. Issues raised will be reviewed in order to inform changes to the concept designs presented in this period of engagement to better align the reviewed designs with local views and experiences.

5.1.7 SGC is committed to ongoing engagement with the local community, as proposals are progressed. The consultation website will be updated with information on feedback received and changes made to the concept designs.

5.2 Next steps

5.2.1 Following the end of this public engagement period, further design work will take place to ensure that the proposals meet the needs of users and the local community. At this point, an Outline Business Case will be submitted to the West of England Combined Authority.

5.2.2 This is the initial engagement phase looking into the feasibility of improvements, with final plans and costings yet to be finalised. Funding for this early phase of the project has been provided by central government's Active Travel Fund 4 as part of a wider programme to improve active travel and public transport across the region.

5.2.3 Feedback gathered will inform an Outline Business Case submitted to the West of England Combined Authority, which would then be used to support a future funding bid to deliver the improvements.

Appendix A : Stakeholder List

Stakeholder List

Organisation	Type	Organisation	Type
Siston Parish Council	Council	South Gloucestershire Cycling forum	Cycling Group
Old Parish Council	Council	Bristol Cycle CTC Group	Cycling Group
Orton Bar	Bar	South Gloucestershire Cycle Forum	Cycling Group
Warmley Park School	Community Special School	North Bristol Cycling Club	Cycling Group
Longwell Green Community Centre	Community Centre	Stokes Cycling Club	Cycling Group
St. Barnabas Primary School	Primary School	Severn Road Club	Cycling Group
Longwell Green Pre-School	Pre-school	Sodbury Cycle Sport	Cycling Group
St Peter`s Hospice	Charity Shop	Yate Community Bike Hub	Cycling Group
Longwell Green Primary School	Community Junior School	Life Cycle	Cycling Group
Memory Cafe - First Monday of each Month	Community Group for People with Dementia	Sulis Scorpions Youth Cycling Alliance	Cycling Group
Clubbercise-Real fitness with Sarah	Fitness Group	Locality	Cycling Group
Pilates	Fitness Group	Bristol Cycling Campaign	Cycling Group
Lee Lintern Boxing and Fitness	Circuit & General fitness Class	Greenways and Cycle Routes	Cycling Group
Baby Ballet	Children's Dance Group	Pete's Cycles, Thornbury Shop	Cycling Group
Seated fitness-	Seated Fitness	Bent Spoke Cycling Repairs	Cycling Group
The Warmley Bakery	Café/Bakery	Mobile cycle	Cycling Group
Longwell-Green Orchestra	Orchestra	Saddleback Ltd	Cycling Group
Warmley Park School	Community Special School	John Wood's Cycle Repair Centre	Cycling Group
Savage Martial Arts	Club	John Wood's Cycle Repair Centre	Cycling Group
Longwell Green Community Centre	Community Centre	Bomber Bikeworks	Cycling Group

Warmley Care Home	Care Home	Angry Panda Cycles	Cycling Group
SpaMedica Bristol	Medical care	All Saints United Church	Place of worship
Community Centre	Warmley Community Centre	Mustard Tree Community Church	Place of worship
Longwell Green Sports F.C	Football Club	St Annes Church	Place of worship
Hanham and Longwell Green Police	Police	Biserica Dragostea Bristol	Place of worship
One Church Bristol	Place of worship	Bristol Goddess Temple	Place of worship
St Annes Church	Place of worship		

Appendix B : Summary of stakeholders and Engagement Methods

Date / timeframe	Project activity	Comms/engagement actions	Audiences
Project phase: Engagement			
Tuesday, July 9 2024	Launch of ten-week consultation	Press release Social media Stakeholder email Newsletter Briefings Presentations Drop-ins Pop-ups Posters	Residents Wider community Travelling public Business owners, Schools, Community groups, Commuters Members/Ward councillors/Parish Councillors. All stakeholders
July 2024	Informal pop-ups to distribute postcards	Newsletter Road signs Briefings Presentations Posters	Residents Wider community Travelling public Business owners, Schools, Community groups, Commuters Members/Ward councillors/Parish Councillors. All stakeholders
W/C July 15 2024	Hand-delivered postcards to Craven Way and neighbouring roads	Letters Stakeholder email Press release Social media Newsletter Road signs Briefings Presentations Posters	Residents Wider community Travelling public Business owners, Schools, Community groups, Commuters Members/Ward councillors/Parish Councillors.

			All stakeholders
July 22, 2024	Drop-in session at Warmley Community Centre	Press release Social media Stakeholder email Newsletter Posters	All
August 6, 2024	Active travel online forum	Press release Social media Stakeholder email Newsletter Posters	Active travel groups and active travel supporters.
August 8, 2024	Online engagement forum	Press release Social media Stakeholder email Newsletter Posters	All
September 4, 2024	Drop-in session at The Centre, Longwell Green	Press release Social media Stakeholder email Newsletter Posters	All
Ongoing	Reminder of scheme, plans and proposed construction	Social media Newsletters	All

Appendix C : Consultation Poster



Appendix D : Consultation Postcard



WARMLEY TO LONGWELL GREEN
ACTIVE TRAVEL IMPROVEMENTS

We want to hear your views on proposals to improve cycling, walking and wheeling, including:

- Improved shared-use path for cyclists and walkers
- New and improved signal-controlled junctions
- New and upgraded zebra crossings
- Priority road crossings for cyclists and pedestrians
- Reduced speed limit
- Improved signs and lighting

Tell us what you think at **www.southglos.gov.uk/warmley-longwell-green**

Before 10 Sept

Or you can find out more at these drop-in sessions:

MONDAY 22 JULY • 3PM – 7PM.
Warmley Community Centre, Deanery Road, Warmley, BS15 9JB.

THURSDAY 8 AUGUST • 6PM – 7PM.
Online webinar. Register at: **www.southglos.gov.uk/warmley-longwell-green**

WEDNESDAY 4 SEPTEMBER • 3PM – 7PM. The Centre, Shellards Road, Longwell Green, BS30 9DU.

Appendix E : Member Briefing Presentation Slides

South Gloucestershire Council
Delivering for you

Warmley to Longwell Green Active Travel Scheme

South Gloucestershire Council Member's Briefing
Monday 8 July 2024

Lee Lodder, Senior Transport Planning Officer, South Gloucestershire Council
Joe Pook, Principal Engineer, AECOM

South Gloucestershire Council www.southglos.gov.uk

Warmley to Longwell Green

- What we're consulting on
- Overview of area
- Objectives of the scheme
- Options assessment
- Why we're suggesting these improvements
- Our proposals
- Getting the community involved
- Questions & Answers



aecom.com

What we are consulting on

This 9-week consultation is an opportunity for local communities to share their thoughts on the proposed Warmley to Longwell Green Active Travel Scheme.

We're seeking feedback from everyone, regular users or not, but especially keen to hear:

- What communities think of our proposed improvements, and which are most important to them?
- Current use these routes and preferred method of transport is?
- Why and what improvements would help make communities want to use the routes?
- Are there any key concerns people have about the route that we should be aware of?



Overview

This scheme aims to improve active travel access between Warmley and Longwell Green.

Existing cycle route provision

- Good off carriageway provision between Warmley and Wraxall Roundabout
- Good off carriageway provision between Longwell Green (Stonehill) and Kingsfield Roundabout

However,

- The route between Tower Lane and Marsham Way doesn't currently have high quality options
- The Ring Road Path or National Cycle Network Route 416 between the two roundabouts is winds through a residential area



www.openstreetmap.org

aecom.com

Objectives of the scheme

- To provide a comfortable, usable active travel route **between A420 Warmley and A431 Stone Hill**, suitable for all users.
- To improve the **directness** of this cycle route, by minimising delay and effort.
- To improve the **attractiveness** of the route.
- To protect **biodiversity** and the surrounding local environment.
- To improve **actual and perceived safety** and personal security along the route.
- To provide a route **linking into the wider walking and wheeling network**, connecting local destinations such as, local retail parks and schools with **clear signage** along the route.
- To provide a route with **a design language that is consistent** with the whole NCN Regional Route 416 route from Cribbs Causeway and along the Avon Ring Road around the north and eastern fringes of Bristol.



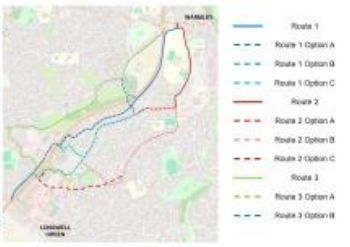
www.openstreetmap.org

aecom.com

Options assessment

Route review

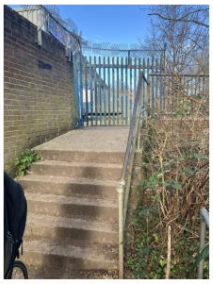
- A number of routes were surveyed to review the possible options
- A Department for Transport Options Assessment Report was produced, using the Active Travel England (ATE) Route Assessment Tool. This assessed;
  - the strengths and weaknesses of each route; and,
  - considered economic, environmental and social impacts.
- No option offered a perfect solution that fully met latest design guidance.



aecom.com

Options assessment

Surveyed routes


aecom.com

Option assessment

Preferred options

- Analysis identified a preference to take forward two routes as the best options for improve active travel in the area:
  - Craven Way route (1A); and,
  - Ring Road Path (part of National Cycle Network)(1B)



Why we're proposing this scheme?

- Ring Road Path isn't up to current standards
- Signage for the route is limited
- Lighting along the route doesn't meet the latest guidelines
- Number of barriers that hinder movement in this area
- Existing cycle provision means cyclists mix with vehicular traffic on some sections of the route, which we know puts off less confident cyclist



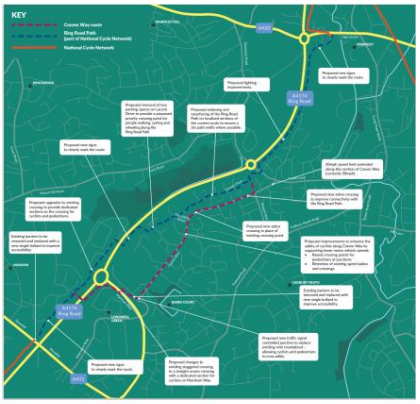


Photo Credits: Rich McD Photography

aecom.com

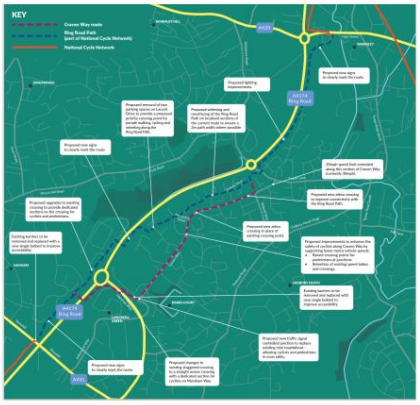
Our proposals

- Adding signage at key decision points along both routes making them easier to navigate
- Adding additional lighting along the Ring Road Path to make it safer to use in hours of darkness
- 20mph speed limit extended along a section of Craven Way currently 30mph
- Proposed new zebra crossing to improve connectivity with the Ring Road Path
- Widening and resurfacing of the Ring Road Path on localised sections of the current route to ensure a 3m path width where possible
- Proposed removal of two parking spaces on Lacock Drive to provide a proposed priority crossing point for the Ring Road Path



Our proposals

- Improvements to enhance the safety of cyclists along Craven Way by supporting lower motor vehicle speeds:
  - Raised crossing points for pedestrians at junctions
  - Retention of existing speed tables and crossings.
- Replacing existing chicane barriers with single bollards at locations along both routes to improve accessibility for all users
- Upgrades to existing crossing to provide dedicated sections on the crossing for cyclists and pedestrians
- Proposed new traffic signal controlled junction to replace existing mini roundabout near the supermarket and Longwell Green Leisure Centre - allowing cyclists and pedestrians to cross safely



Existing mini round-about



Proposed signalised T-junction



Visualisation showing proposed improvement to mini roundabout near the supermarket and Longwell Green Leisure Centre to a signalised T-junction with a crossing facility with separate paths for pedestrians and cyclists.

aecom.com

Existing Crossing at Marsham Way



Proposed Crossing at Marsham Way



Visualisation showing proposed upgrade to the existing staggered crossing on Marsham Way to a straight across crossing with separate sections for cyclists and pedestrians. Making it safer and more efficient for all users.

aecom.com

How communities can get involved

Public consultation launches on **Tuesday 9 July 2024** and closes on **Tuesday 10 September 2024**

Publicising the consultation in the community:

- Postcards to people living along the route
- Posters in local community hubs
- Pop-ups at school gates, supermarkets and other popular community locations
- Running an online workshop with active travel groups
- In-person and online events
- Project website



aecom.com

How communities can get involved: events

Date / time	Event
Monday 22 July 3pm – 7pm	**Warmley Community Centre** 20 Deanery Rd, Kingswood, Bristol, BS15 9JB
Thursday 8 August 6pm - 7pm	**Online event**
Wednesday 4 September 3-7pm	**Longwell Green Leisure Centre** The Centre, Shellards Road, Longwell Green, BS30 9DU



aecom.com

Responding to the consultation

Feedback is important and will help us refine our designs. We've set-up lots of ways communities can take part:

- Complete the online response form located on the project website at: www.southglos.gov.uk/warmley-longwell-green
- Fill in a paper copy of the response form in-person at one of our consultation events or people can pick-up a copy at Warmley Community Centre, Cadbury Heath Library and Longwell Green Leisure Centre. These can be returned either in-person at one of our events or post it to us at:

  Warmley to Longwell Green Active Travel Scheme
  Department for Place
  PO Box 1954
  Bristol
  BS37 0DD

- Send an email to: **consultation@southglos.gov.uk**



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aecom.com

Appendix F : Public Webinar Slide Deck

Warmley to Longwell Green Consultation Webinar

Thursday 8 August 2024

Lee Lodder, Senior Transport Planning Officer, South Gloucestershire Council
Tom Watson, Associate Director, AECOM

www.southglos.gov.uk

Housekeeping

Thank you for joining this virtual workshop

To help everyone feel part of the discussion, please feel free to turn your camera on

You can also use the chat bar to take part in discussions

We're recording today's session for accuracy of reporting

Please ask questions and jump into the conversation as you like

Please remember to use the mute function when not speaking

Warmley to Longwell Green Active Travel Workshop

In today's workshop we would like to discuss:

- What you see as the **most important aspect** for these suggested improvements?
- Would these improvements **change how / if you** use the routes?
- What you see as the **biggest challenge** for these suggested improvements?
- If you have any **concerns about** the suggested improvements?
- Do you think **anything is missing** from these suggested improvements?



Warmley to Longwell Green

- What we're consulting on
- Overview of area
- Objectives of the scheme
- Options assessment
- Why we're suggesting these improvements
- Our proposals
- Interactive questions and discussion



Overview

This scheme aims to improve active travel access between Warmley and Longwell Green.

Existing cycle route provision

- Good off carriageway provision between Warmley and Wrkwall Roundabout
- Good off carriageway provision between Longwell Green (Stonehill) and Kingsfield Roundabout

However,

- The route between Wrkwall Roundabout and Kingsfield Roundabout doesn't currently have high quality options
- The Ring Road Path or National Cycle Network Route 410 between the two roundabouts is winds through a residential area
- Local residents asking for improvements (Bristol East Fringe Cycling and Walking group)



www.openstreetmap.org

Objectives of the scheme

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- To improve the **directness** of this cycle route, by minimising delay and effort.
- To improve the **attractiveness** of the route.
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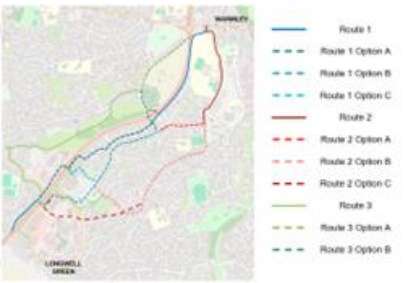


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Surveyed routes







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Photo Credits: Rich McD Photography

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- Complete a paper form and return it at our in-person event or post it to us at:
  Warmley to Longwell Green Active Travel Scheme
  Department for Place
  PO Box 1954
  Bristol
  BS37 0DD
- Send an email to: consultation@southglos.gov.uk

Thank you!

South Gloucestershire Council
Delivering for you

Have your say!

Scan the below to fill in our online survey:

Chat with us at our drop in event on Wednesday 4th September 3-7pm
at The Centre Shellards Road, Longwell Green, BS30 9DU

South Gloucestershire Council www.southglos.gov.uk

Appendix G : A compound graph showing respondents ranking of relative importance of proposed changes

