South Gloucestershire Council

Getting about in Thornbury

Engagement summary

July 2024

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Background

Government funding has become available to make improvements in Thornbury to make it easier to get around. The council is aware of many issues and opportunities, including better connecting some of Thornbury's new developments with older parts of the town, increasing the number of formal crossing points on the town's busy roads, which can make walking or wheeling feel unsafe and unappealing, and improving walking, wheeling and cycling facilities outside schools.

However, we do not have firm proposals at this very early stage of the project, and the purpose of this engagement work is to learn from local people what are your thoughts and suggestions on potential improvements.

As a condition of the funding, the focus of the improvements needs to be on opportunities to make it safer and easier to walk, wheel (using a mobility scooter, wheelchair or pushchair) or cycle, especially for those local everyday journeys like to school or the shops. The sorts of improvements we were looking at therefore included things like:

- Junction narrowing/uninterrupted footway
- Cycle lanes
- Speed reductions
- Safe crossings
- School streets

- Cycle parking
- Street lighting
- Benches

Executive summary

South Gloucestershire Council engaged with residents to understand priorities for improving how people walk, wheel and cycle around Thornbury. **408 people** responded, offering insight into safety, accessibility and infrastructure challenges across the town.

Travel behaviour

- **High reliance on cars** for most journey types, especially grocery shopping, with walking and wheeling more common when socialising, visiting parks, and taking children to school, or for doctors' appointments.
- **Cycling is currently used by only 10–15%** of respondents across most trip types; **bus use is very low**.
- Residents generally feel Thornbury offers the facilities they need, but **fewer believe these are realistically reachable by active travel**.
- Almost **half of respondents live more than ¾ mile from the town centre**, affecting feasibility perceptions.
- **Walking is perceived as broadly safe**, **cycling much less so**.
- **Parents are particularly concerned** about children walking, wheeling or cycling to school.
- **Speeding vehicles** are a recurring theme.
- **Some Blue Badge holders do not believe there is sufficient disabled parking.**

Barriers to active travel

- Having **too much to carry** was the most common barrier, aligning with car use for shopping.
- Distance, mobility limitations, time pressures and fitness levels also affected behaviour.
- Environmental/infrastructure barriers included:
    - Poor path maintenance
    - Limited safe cycle storage
    - Discontinuous walking and cycling routes
    - Obstructive street furniture

- Insufficient lighting
- Uneven or poorly maintained surfaces
- Conflict between pedestrians and cyclists on shared paths

Priorities for improvement

- **Well maintained footways and cycle routes** were the top priority (58%).
- Also, strong support for:
  - More safe crossing points,
  - Reduced traffic speeds and volumes,
  - Protected, continuous cycle routes, including links to new estates,
  - Wider footways and removal of obstructions,
  - More seating and improved lighting.

Key location specific- issues

- **Improving safety near schools:** Unsafe routes, dangerous crossings, problematic parking - particularly around Castle School.
- **New crossings requested:** Many locations, including Gloucester Road, Morton Way, Butt Lane, Grovesend Road, Rock Street, Bristol Road.
- **Pavement problems:** Narrow, uneven, obstructed paths—especially Gloucester Road, Morton Way, Grovesend Road, Eastland Road.
- **Speeding hotspots:** Morton Way, Gloucester Road, Butt Lane, Chapel Street, Midland Way, Easton Hill Road.
- **Dangerous junctions:** Butt Lane/Gloucester Road, Rock Street/Midland Way, The Plain, Gillingstool, A38 junctions.
- **Off-road paths:** Streamside Walk, Old Railway Path, estate connectors.
- **Pavement parking:** Gloucester Road, Streamleaze, Easton Hill Road, Rock Street, school areas.

Overall conclusion

Residents clearly want **safer, better connected and more accessible walking and cycling routes**, particularly around schools and major roads. Addressing **speeding**, improving **route continuity**, and ensuring **well maintained, obstruction free paths** are essential to enabling more people to walk, wheel or cycle around Thornbury.

The public engagement

An online Commonplace site was created to provide background to the project and guidance about the types of improvements we were looking to make and the issues we were seeking to resolve so that people could provide informed feedback.

Respondents could provide feedback either via an online survey on this site or by completing a paper survey response between 08 May and 11 June 2024.

The engagement was widely promoted through various channels including:

- Regular promotion on social media,
- Featured in the council's resident newsletter, and
- Shared with Thornbury town council for circulation to residents.

During the engagement period, council engagement officers visited Thornbury and attended meetings of local groups. The purpose of these in-person activities was primarily to promote the survey and to allow people the opportunity to ask questions and so feedback has not been reported here – instead people were directed to the engagement survey to share their views.

Survey respondents

405 people completed the survey.

The results of this consultation are not statistically representative of the views of Thornbury residents due to the nature of the consultation methodology used. There were the following skews in the survey sample:

- Much higher proportion of older people – only 12.6% of respondents were aged under 40,
- Relatively high response rate from people with disabilities.

Accepting the limitations related to these over- and under-representations, the level of response, information gathered, and views obtained provide a useful indicator of wider opinion and any important issues that need to be considered.

Due to the software used and the different response options open to respondents, it was possible for people to submit more than one response. This was monitored and there is no evidence of individuals submitting multiple responses.

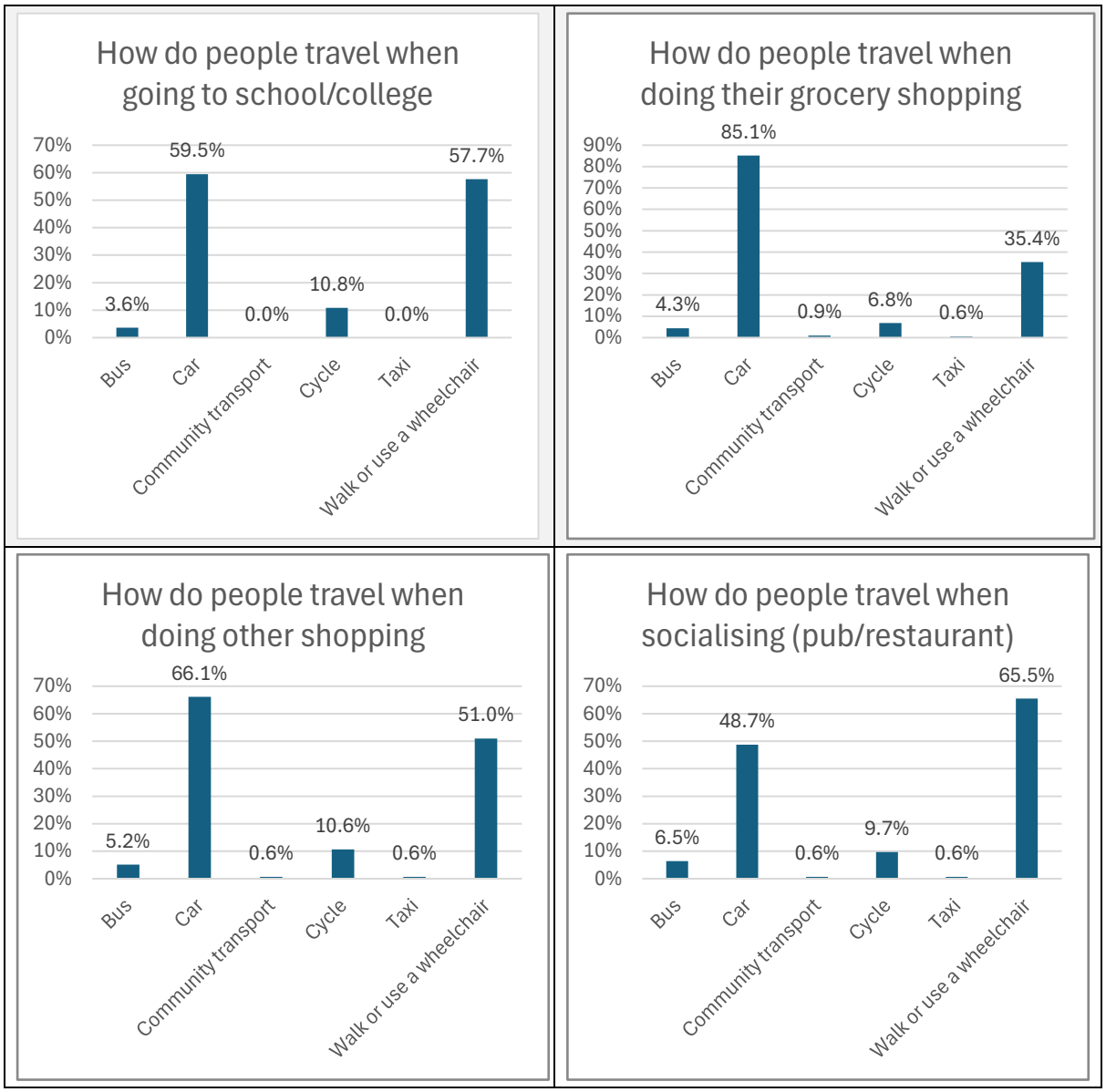
Personal information and comments that can identify individuals, have been removed from the analysis. Percentages used in this report have been rounded and may not add up to exactly 100%.

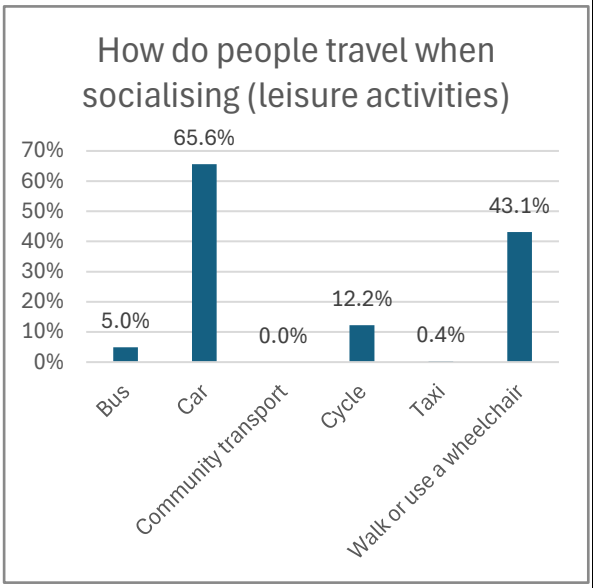
Respondents' travel patterns

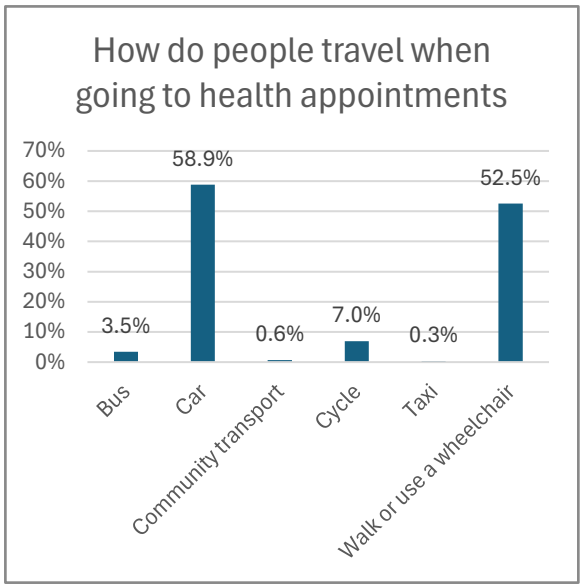
People were asked when travelling in Thornbury how they would usually get around. This was separated into several different purposes to identify if people used different ways of getting about depending on where they were going and what they were

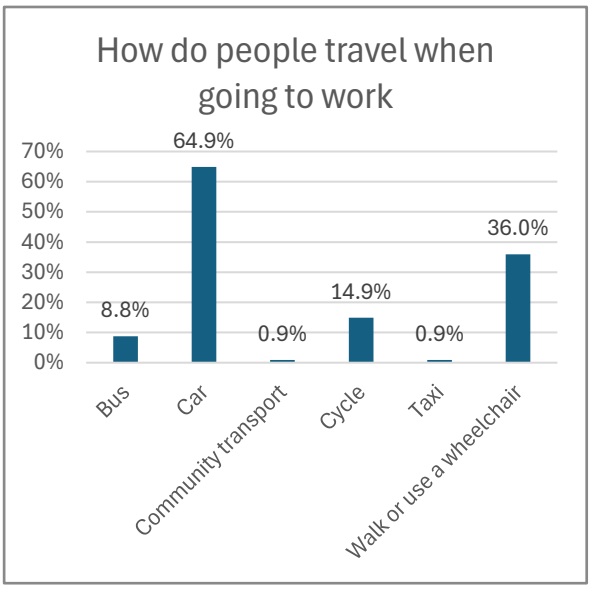
doing. People were able to tick multiple travel methods, recognising that they may not always do the same thing.

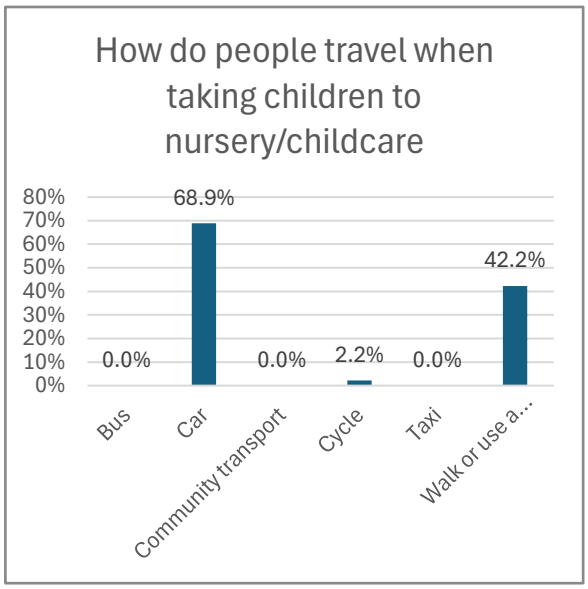
The below tables show the proportion of those who travelled to Thornbury for each purpose, who said they used each form of transport. (People who said they didn't travel to Thornbury for this purpose have been excluded from the analysis.)

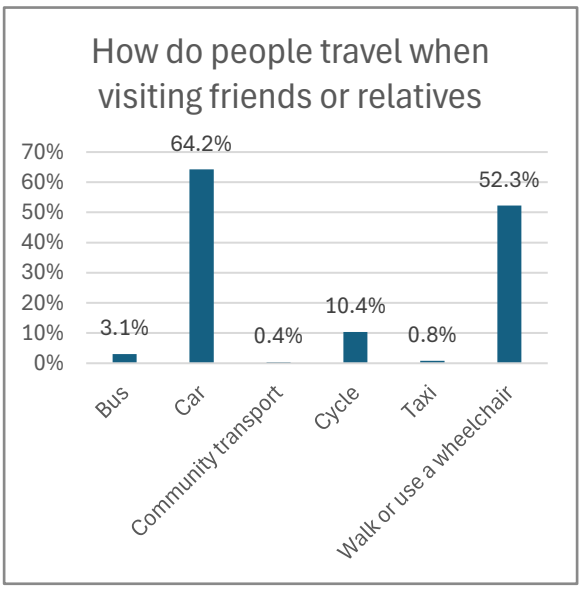


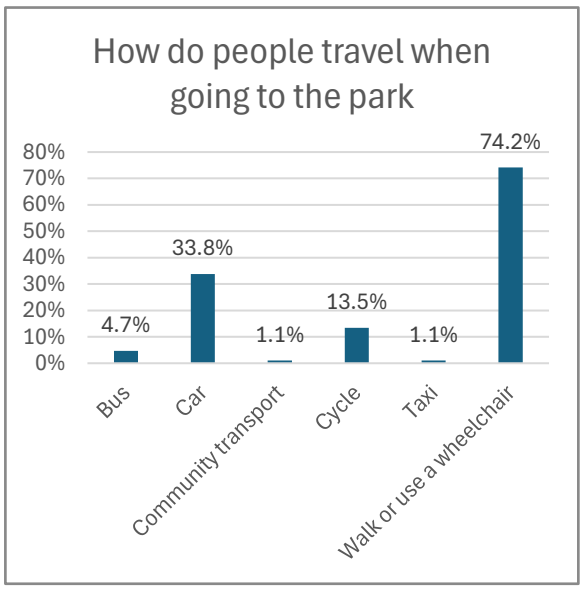

How do people travel when socialising (leisure activities)
70%
60%
50%
40%
30%
20%
10%
0%
5.0%
65.6%
0.0%
12.2%
0.4%
43.1%
Bus
Car
Community transport
Cycle
Taxi
Walk or use a wheelchair


How do people travel when going to health appointments
70%
60%
50%
40%
30%
20%
10%
0%
3.5%
58.9%
0.6%
7.0%
0.3%
52.5%
Bus
Car
Community transport
Cycle
Taxi
Walk or use a wheelchair


How do people travel when going to work
70%
60%
50%
40%
30%
20%
10%
0%
8.8%
64.9%
0.9%
14.9%
0.9%
36.0%
Bus
Car
Community transport
Cycle
Taxi
Walk or use a wheelchair


How do people travel when taking children to nursery/childcare
80%
70%
60%
50%
40%
30%
20%
10%
0%
0.0%
68.9%
0.0%
2.2%
0.0%
42.2%
Bus
Car
Community transport
Cycle
Taxi
Walk or use a...


How do people travel when visiting friends or relatives
70%
60%
50%
40%
30%
20%
10%
0%
3.1%
64.2%
0.4%
10.4%
0.8%
52.3%
Bus
Car
Community transport
Cycle
Taxi
Walk or use a wheelchair


How do people travel when going to the park
80%
70%
60%
50%
40%
30%
20%
10%
0%
4.7%
33.8%
1.1%
13.5%
1.1%
74.2%
Bus
Car
Community transport
Cycle
Taxi
Walk or use a wheelchair

Travelling by car and walking or using a wheelchair are the two most frequently used forms of getting around for each of the purposes, with the balance between the two varying somewhat across different types of trip.

Dependency on cars in Thornbury is high; this was the main means of getting around across eight of the ten different journey types. For example, when people are doing their main grocery shop, 85.1% use their car and a much lower proportion walk or get there by wheelchair – there are obvious practical reasons why this might be the case.

However, when socialising, or taking a visit to the park, a higher proportion of people will walk or use a wheelchair. Getting to school or college and attending health appointments are other types of journey where walking or using a wheelchair is very popular.

Cycling is the next most common means of getting around, with 10-15% of people travelling by bike for many of the different journey types. Bus journeys account for a relatively small proportion of travel. Travel for work is the journey type where the highest proportion of people take the bus, but still only 8.8% of respondents said they caught a bus, compared with 64.9% travelling by car.

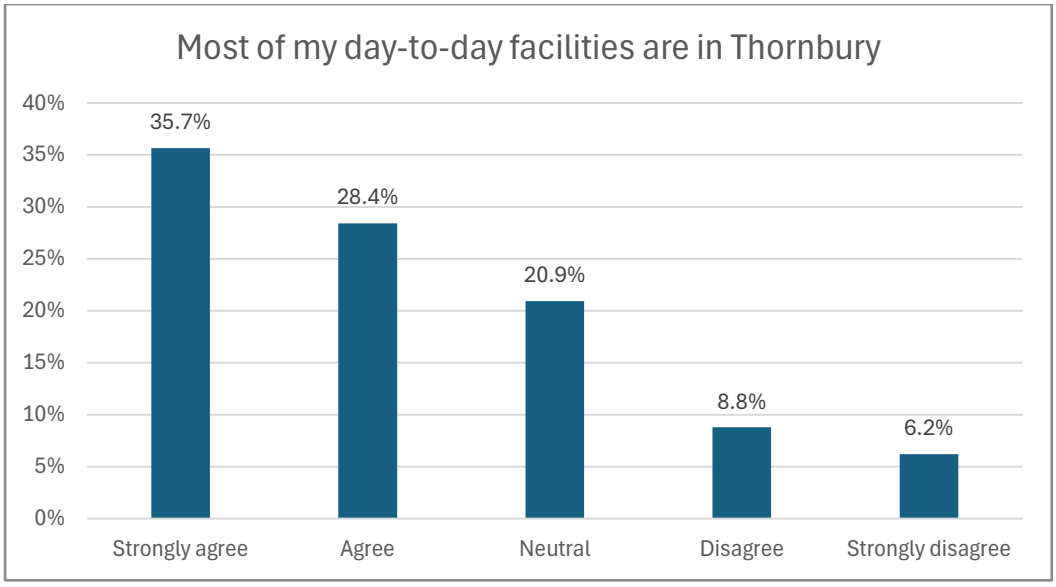
Influences on travel choices: Feasibility, safety and comfort

People were asked whether they agreed or disagreed with a series of statements related to their:

- perception of the feasibility of using active travel methods to get around,
- whether they felt safe walking or wheeling, and
- whether there were facilities in Thornbury to help make those journeys comfortable.

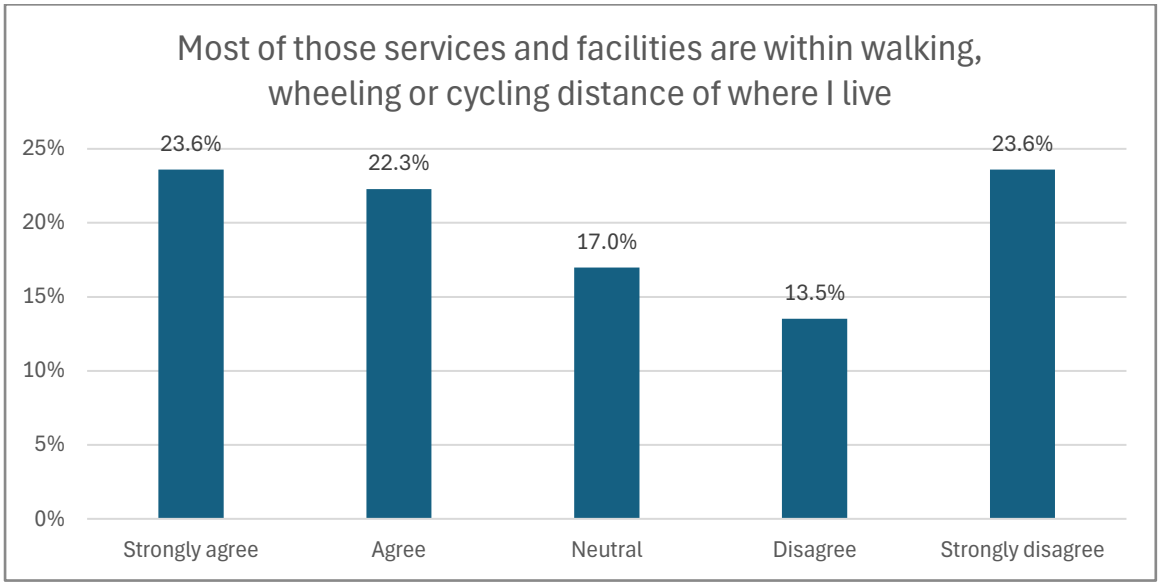
Feasibility

Feasibility was measured by considering whether people believed Thornbury has the facilities they need, and if those facilities were within a comfortable walking, wheeling or cycling distance of where they lived.

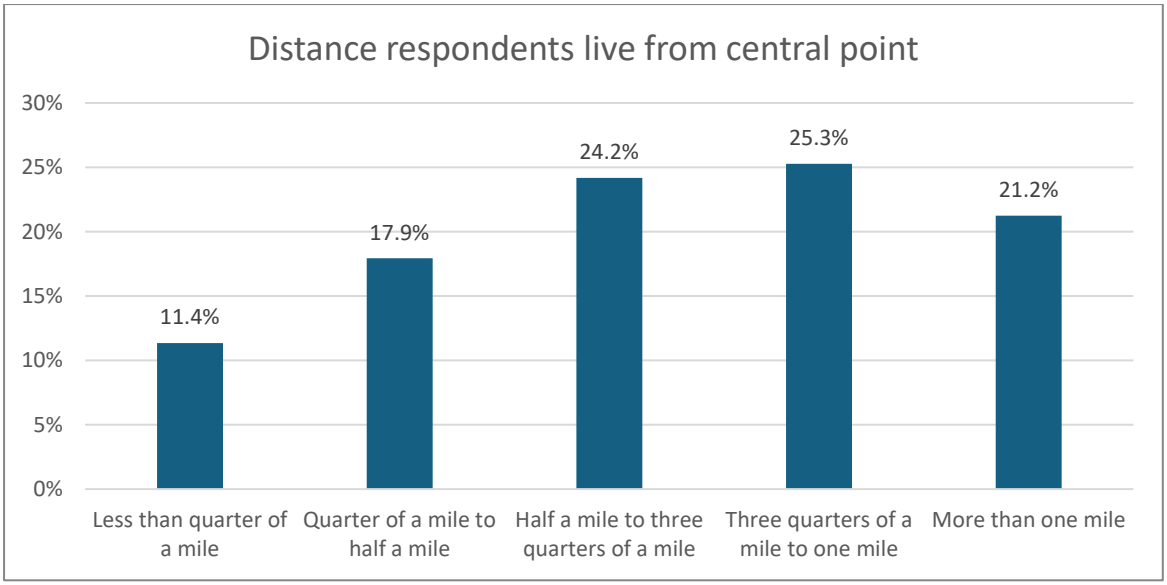


Turning first to the availability of services, and generally the picture is of a town with most of the facilities people require to carry out their day-to-day lives. 64.1% agreed, whilst only 15.0% felt that they had to travel elsewhere.

It is a much less clear picture when asking whether they believed those facilities could be realistically reached by active travel. 45.9% thought they could get where they wanted by walking, wheeling or cycling, whilst 37.1% said that services were not within reach through active travel.



Almost half of the survey respondents live more than three quarters of a mile from the centre of Thornbury (using Aldi superstore as central point in Thornbury) and 21.2% live more than a mile away.

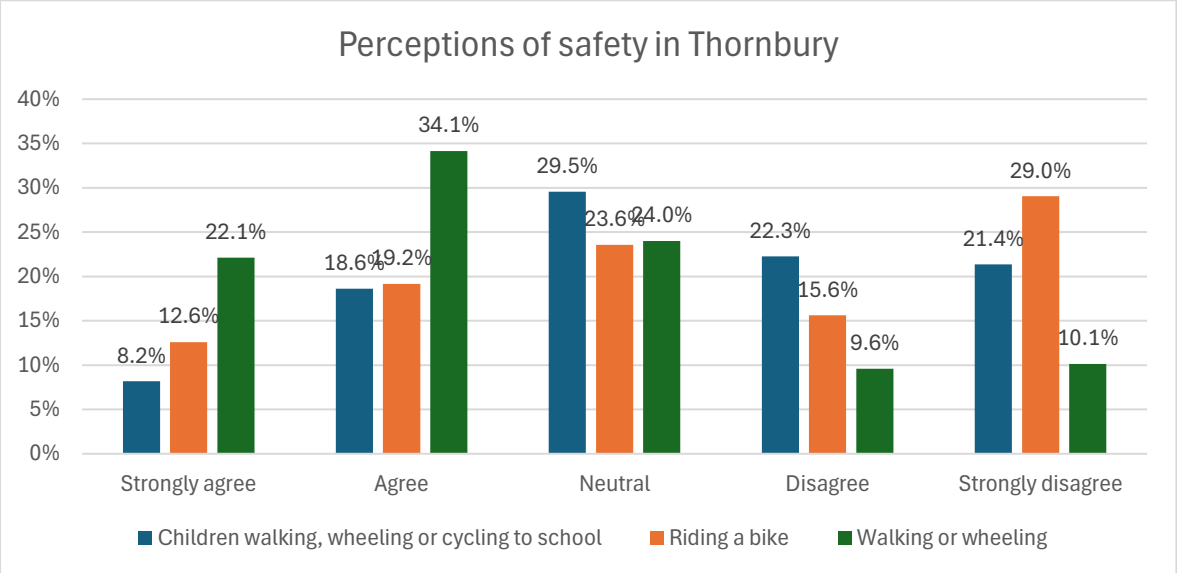


Safety

Four metrics were used to assess whether people felt active travel is safe in Thornbury. Again, people were asked if they agreed or disagreed with statements:

- From a road safety perspective, I'm comfortable walking or wheeling in and around Thornbury.
- From a road safety perspective, I'd be happy riding a bike in and around Thornbury.
- From a road safety perspective, I'm comfortable with my children walking, wheeling or cycling to school in Thornbury.
- I think vehicles travel at an appropriate speed on the roads around where I live.

The first three of these, which measure confidence with different forms of active travel are shown in the below graph.

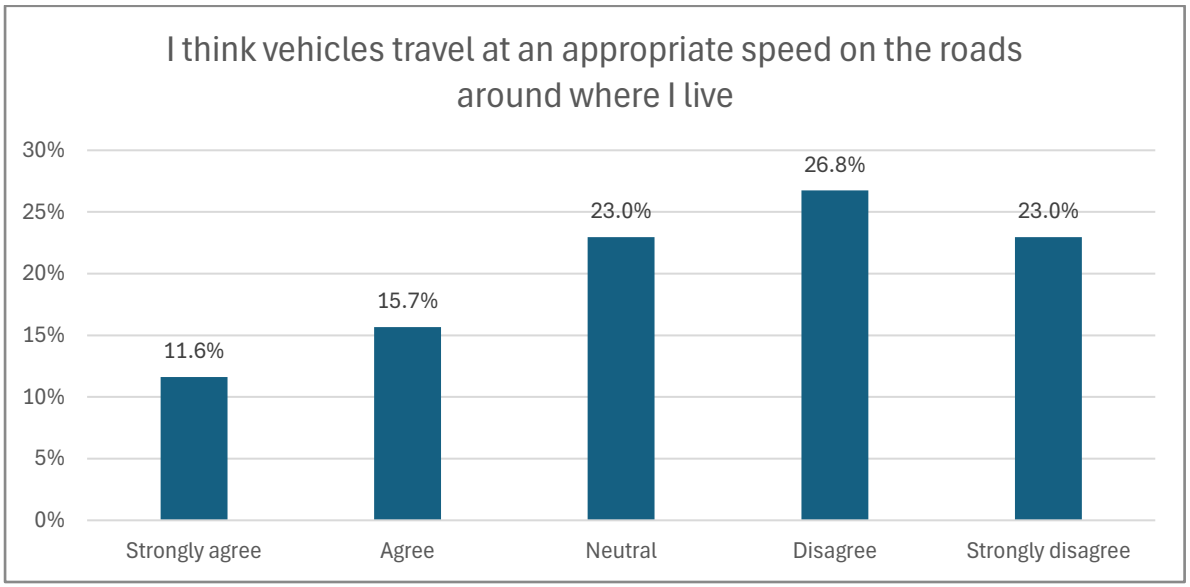


Walking or wheeling around Thornbury is considered to be generally safe. 56.2% agreed with this statement and only 19.7% disagreed (though as noted later in the report, there are several specific areas where people do not feel it is safe for pedestrians).

People are less comfortable that cycling around Thornbury is safe (31.8% agree, 44.6% disagree). Indeed, the most common response to this question was 'Strongly disagree' (29.0%). Again, there is evidence from the commentary indicating locations and journeys which are not deemed safe to cycle.

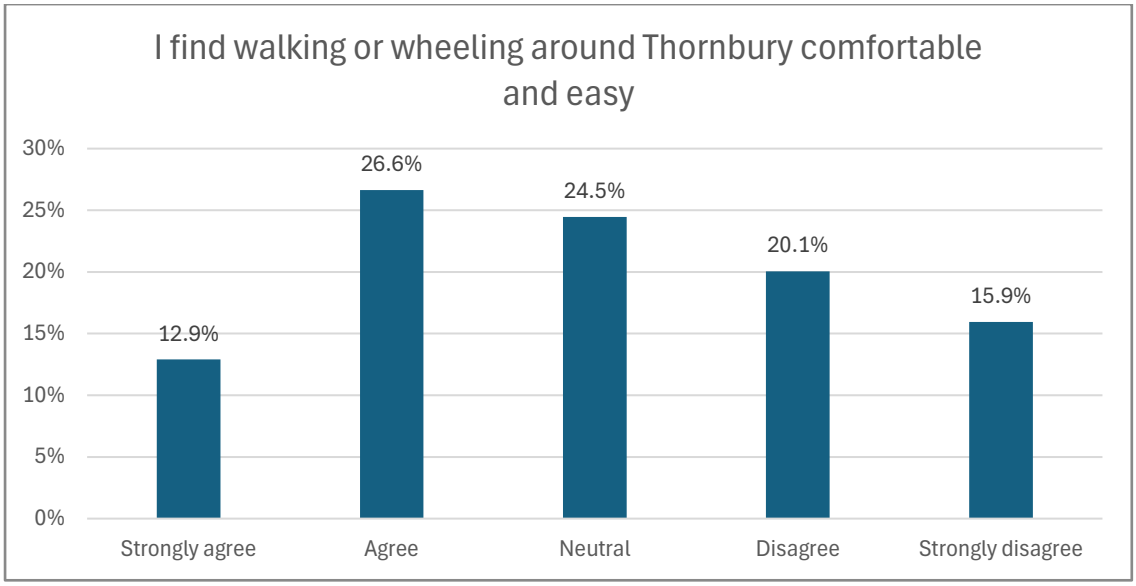
Many parents are not happy for their children to walk, wheel or cycle to school. Only just over a quarter (26.8%) agreed with the statement, whilst 43.7% said the roads were too dangerous for young people to use active travel.

Vehicle speed is a consideration for many people in their decisions. Almost a half of survey respondents (49.8%) did not feel that vehicles travelled at appropriate speeds on local roads. In explaining their concerns, several roads and areas were highlighted where speed restrictions are not adequately enforced, and where vehicles travel at speeds which pose a danger to other roads users, pedestrians, wheelers and cyclists.



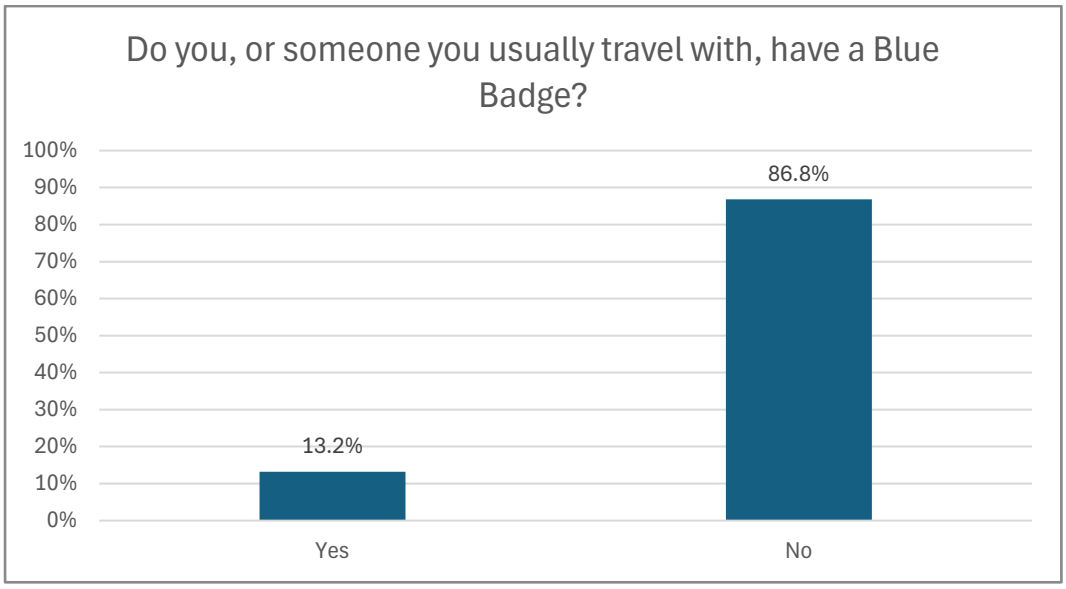
Comfort

It is a mixed picture when it comes to how comfortable and easy people found it to walk or wheel around Thornbury, with similar proportions agreeing (39.5%) and disagreeing (36.0%) with the statement.

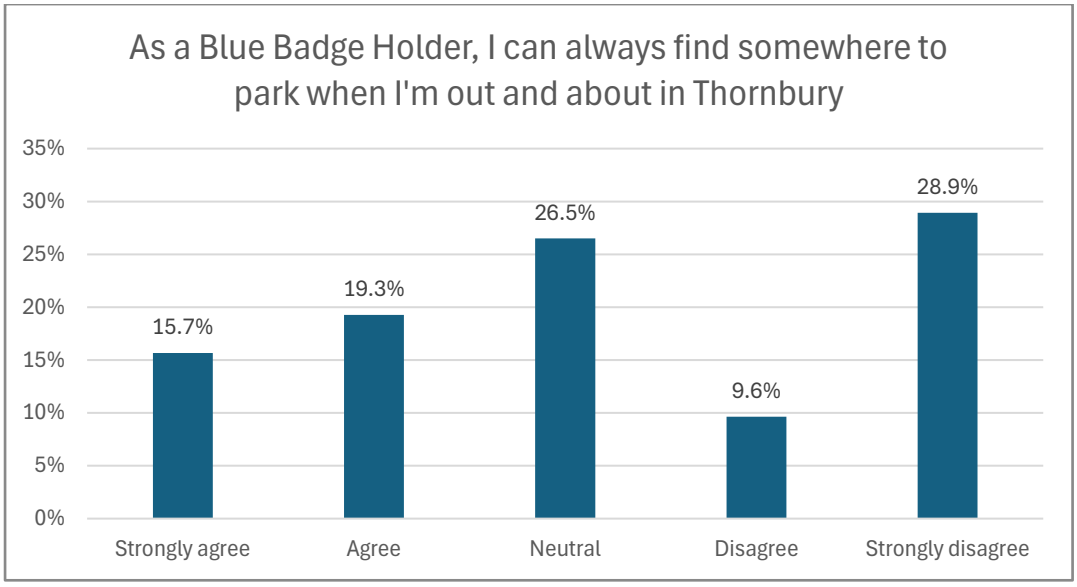


Blue badge holders

13.2% of those completing the survey said that either they, or someone they usually travelled with had a blue badge (i.e. they need priority parking because of a disability).

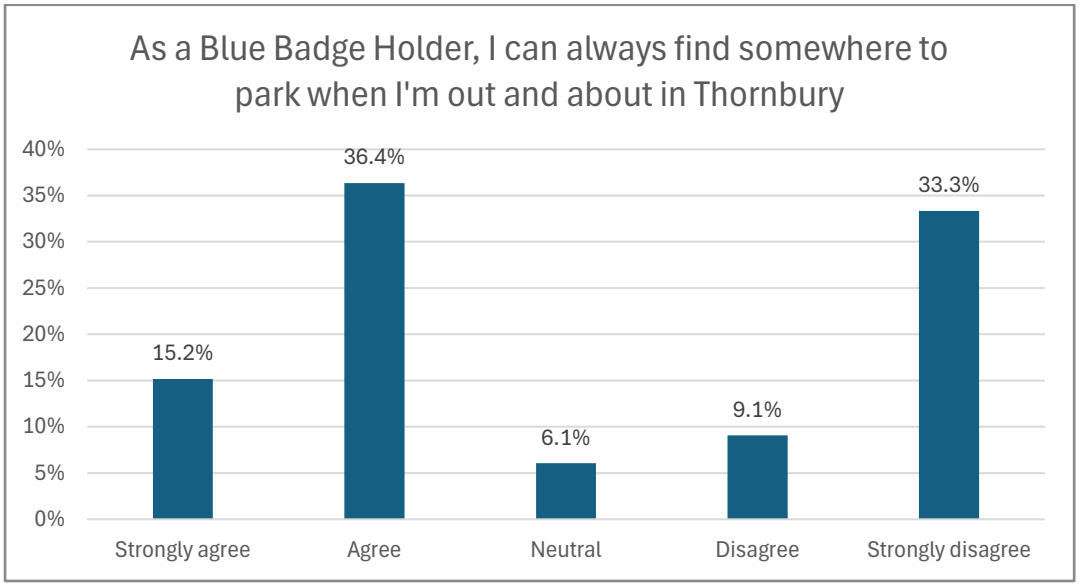


People were asked if - as blue badge holders - they could always find somewhere to park in Thornbury.



34.9% of people said that they could find parking, whilst 38.6% said they couldn't with a sizeable 28.9% strongly disagreeing with this statement. 83 people answered this question, more than half of whom had said in an earlier question that they or someone they usually travelled with did not have a blue badge.

Re-running the analysis excluding the responses of the group who had earlier told us they did not have a blue badge produces slightly different results. A much higher proportion (51.5%) believe that they are always able to find somewhere to park, though the proportion of this group who strongly disagreed with the statement is also higher at 33.3%.



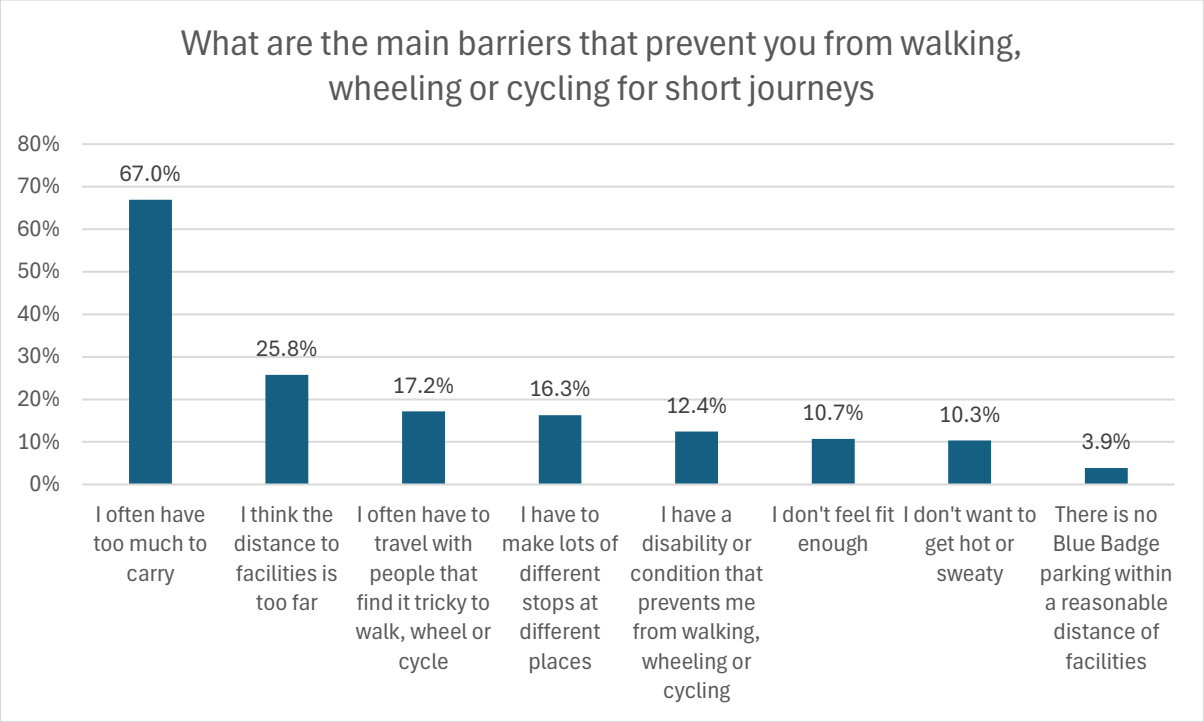
Other barriers to active travel

In trying to identify the most important barriers to active travel, eight defined options were offered for respondents to consider:

- I often have too much to carry.

- I think the distance to facilities is too far.
- I often have to travel with people that find it tricky to walk, wheel or cycle.
- I have to make lots of different stops at different places.
- I have a disability or condition that prevents me from walking, wheeling or cycling.
- I don't feel fit enough.
- I don't want to get hot or sweaty.
- There is no Blue Badge parking within a reasonable distance of facilities.

People could select one or more individual barriers to walking, wheeling or cycling for short journeys. The most pertinent of these was having too much to carry, which ties in with the earlier analysis showing that a large proportion of people choose to drive when doing their main grocery shopping.



Distance to travel (and as evidenced by a few later comments, the time it takes, and the need to travel up hills) was a consideration for just over a quarter of people. Fitness and disabilities were also a factor.

Some people suggested other reasons why they didn't choose to walk, wheel or cycle.

Personal choice

Seven people said they just preferred to drive, three people said they didn't have time and two people said that the frequency of rain and poor weather meant they would only ever drive.

Barriers – potentially resolvable

Several barriers were highlighted, which people hoped could be resolved through either this project or future work by the council and its partner organisations. These included:

- Speeding vehicles,
- Potholes on roads,
- Cycle routes disrupted by road furniture and switching from roads to paths,
- No cycle path connection,
- Dangers and safety issues,
- Safety issues with pedestrians and cyclists using the same paths,
- No secure storage for bikes,
- Overgrown verges/hedgerows and poorly maintained paths,
- Narrow/no pavements,
- Lack of benches and seating en route,
- Poor air quality,
- Businesses infringing onto pavements,
- Nowhere to change out of/store sweaty clothing.

Barriers – unresolvable

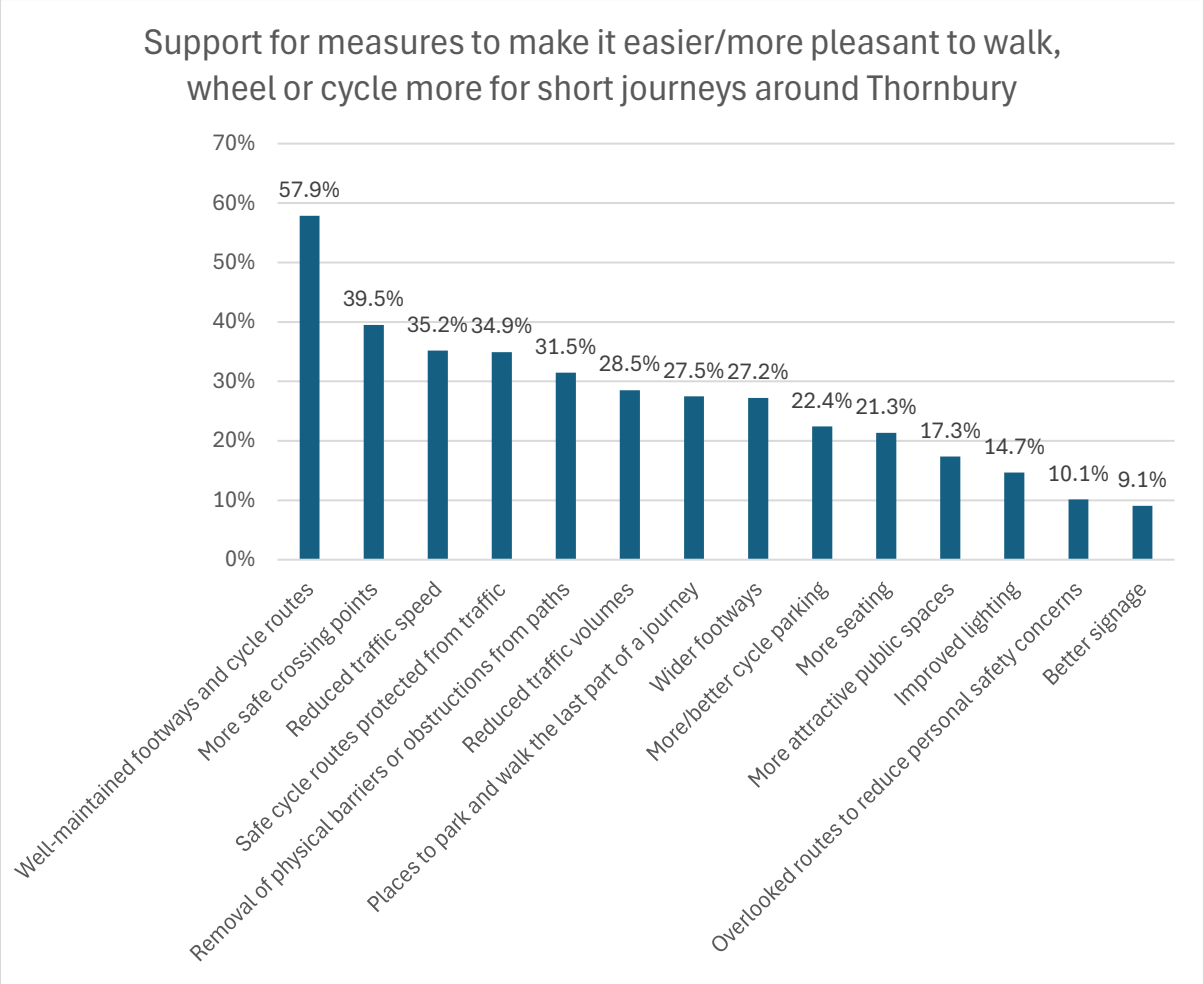
Three people said it wasn't just the distance they needed to travel, but also the topography - and specifically the hills - they needed to overcome to choose active travel.

Potential improvements

Fourteen potential improvements were listed as options for priority action:

- Well-maintained footways and cycle routes,
- More safe crossing points,
- Reduced traffic speed,
- Safe cycle routes protected from traffic,
- Removal of physical barriers or obstructions from paths,
- Reduced traffic volumes,
- Places to park and walk the last part of a journey,
- Wider footways,
- More/better cycle parking,
- More seating,
- More attractive public spaces,
- Improved lighting,
- Overlooked routes to reduce personal safety concerns,
- Better signage.

Again, people could select as many improvements as they wanted, and many people felt multiple changes were required to address the key issues.



The priority for most people (57.9% of respondents) was to ensure footways and cycle routes were well-maintained. This included clearing vegetation and other trip hazards from paths and flattening uneven surfaces, and fixing potholes in roads, which are a concern for people travelling on two as well as four wheels. 31.5% pointed to street furniture or other obstructions in paths which acted as a barrier to active travel.

39.5% of people felt there was a need for more safe crossing points – potential locations are detailed in the full comments section. Pedestrians also wanted wider footways (27.2%), more seating (21.3%) and improved lighting (14.7%).

Speeding vehicles were a concern for pedestrians, wheelers and cyclists and 35.2% felt the priority was to implement measures to reduce traffic speed. 28.5% asked that more be done to reduce the number of vehicles on the road.

The high proportion of people who strongly disagreed with the statement about cycling being safe in Thornbury is further borne out by the number of people (34.9% of respondents) who asked for more safe cycle routes protected from traffic. 22.4% of people wanted more secure parking for bikes.

In the introduction to the engagement survey, the council highlighted some improvements it felt were required, including better connecting new housing developments with the town's facilities. 27.5% of people thought that this could be

achieved by introducing places to park away from central Thornbury, which made the last part of people's journeys walkable.

It should be noted that several people used the comments section for this and other questions to express their concerns about measures which they deemed anti-motorist. For this group, fixing potholes was a priority.

The last question in the survey provided people with an opportunity to highlight their individual preferences for specific locations. These are listed in full in Appendix 2, but some priorities selected by multiple people included:

Issue raised	Details
Safety risks near schools	• Hazardous crossings and other barriers discouraging young people walking, wheeling and cycling to **Castle School**. • Issues also raised at **Manorbrook**, **Crossways**, **St Mary's**, **Christ the King**. • Dangerous parking at school pick-up/drop-off
Need for additional safe pedestrian crossings	Residents want new or upgraded crossings at: • **Gloucester Road** (multiple points) • **Morton Way** (Ten Acres Road, Shrew Gardens) • **Butt Lane** • **Grovesend Road** • **Rock Street** / Streamside connections • **Bristol Road** (near Leisure Centre)
Narrow, poorly maintained and obstructed pavements	• Pavements too narrow for wheelchairs, pushchairs and mobility scooters • Overgrown hedges reducing usable width • Sloping or uneven pavements creating hazards Particularly problematic issues along **Gloucester Road**, but also **Morton Way, Grovesend Road, Eastland Road, Castle Street**, and many estate footpaths.
Dangerous vehicle speeds (20/30mph zones not enforced)	• Regular speeding well above 30mph • Lack of enforcement and requests for additional calming. Hotspots include **Morton Way, Gloucester Road, Butt Lane, Chapel Street, Midland Way, Easton Hill Road**.
Hazardous junctions	• **Butt Lane / Gloucester Road** • **Rock Street / Midland Way roundabout** • **The Plain / Gloucester Road mini-roundabout** • **Gillingstool junctions**

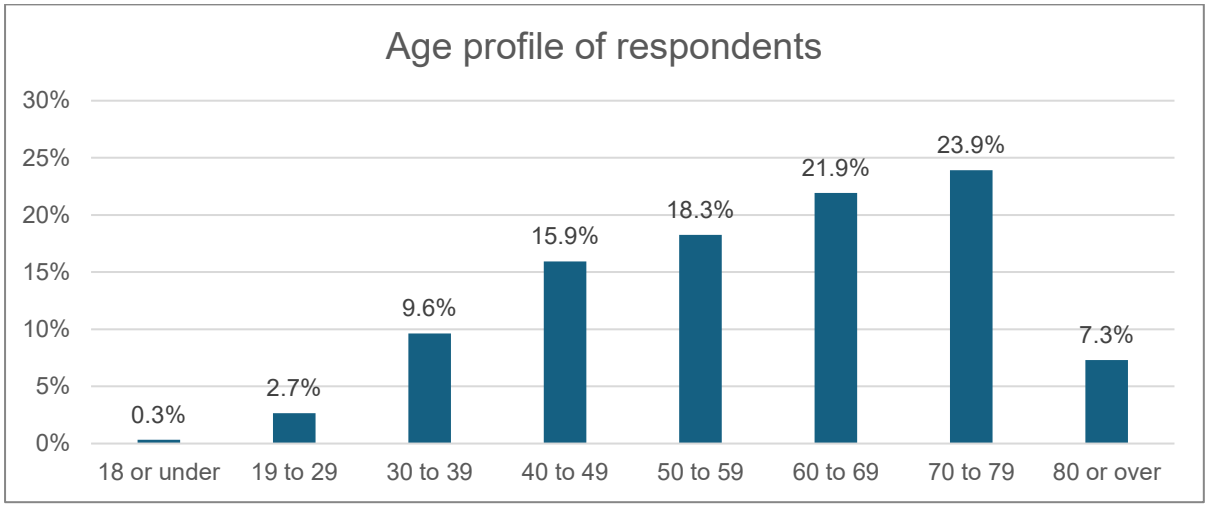
	• **Tytherington Road / A38**
Safety issues for cyclists and incomplete cycling network	• Lack of continuous cycle lanes • Dangerous overtaking by vehicles • Poor links between new developments and the town centre • Unsafe cycling conditions on **Alveston Hill**, **Grovesend Road**, **Butt Lane**, and **Gloucester Road** • Cycle routes that "end abruptly" or have barriers/gates blocking access
Requests to open up new/improve existing off-road paths and routes	Highlighted especially along: • **Streamside Walk** • **Old Railway Path** • Paths between estates (e.g. Park Farm, Alexandra Way)
Pavement parking creating hazards for pedestrians	Residents note persistent obstruction by parked vehicles: • Along **Gloucester Road**, **Streamleaze**, **Easton Hill Road**, **Rock Street**, and school areas • Blocking visibility and forcing wheelchairs/pushchairs into the road
Poor public transport connections increasing car dependency	While not purely "road safety," residents strongly link this to unsafe walking/cycling.

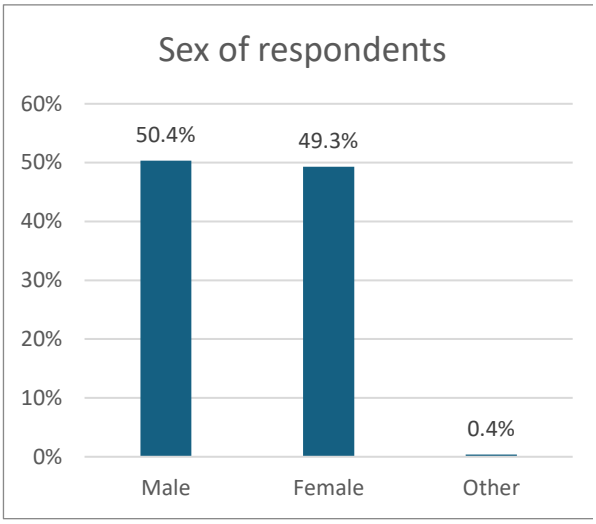
Other comments

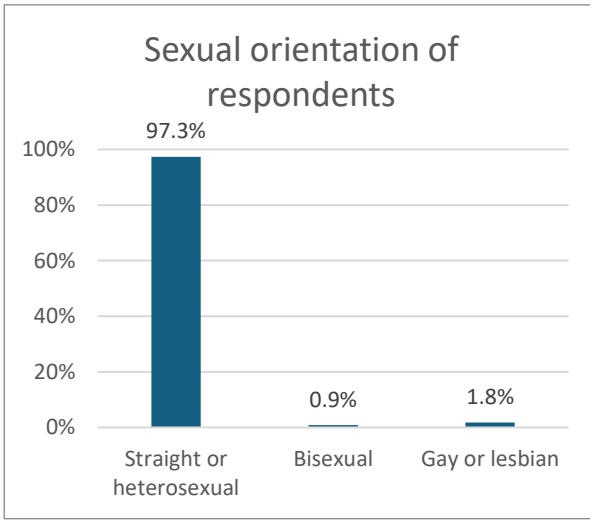
Several people highlighted concerns about the pedestrianisation of Thornbury High Street. Whilst these comments are not directly relevant to this project or the priorities the work is trying to address, some respondents linked the restrictions on vehicular traffic to pinch points and issues.

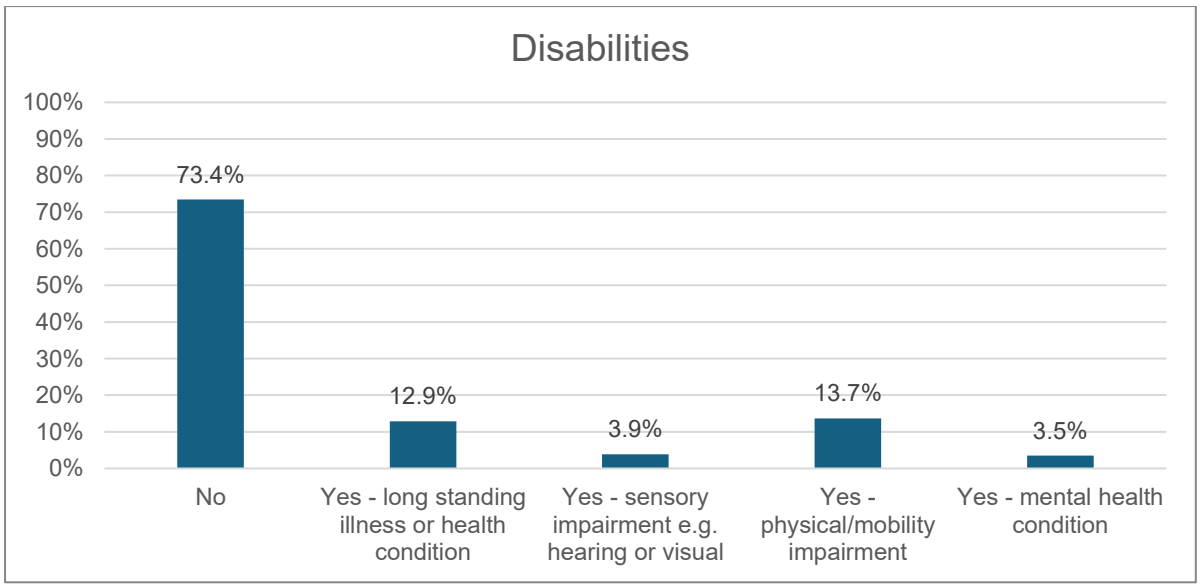
Some people did not agree with the fundamental principles of the project, believing that improvements to encourage active travel were not necessary and would act against the interests of motorists. They thought that funding would be better directed towards fixing potholes and improving road surfaces.

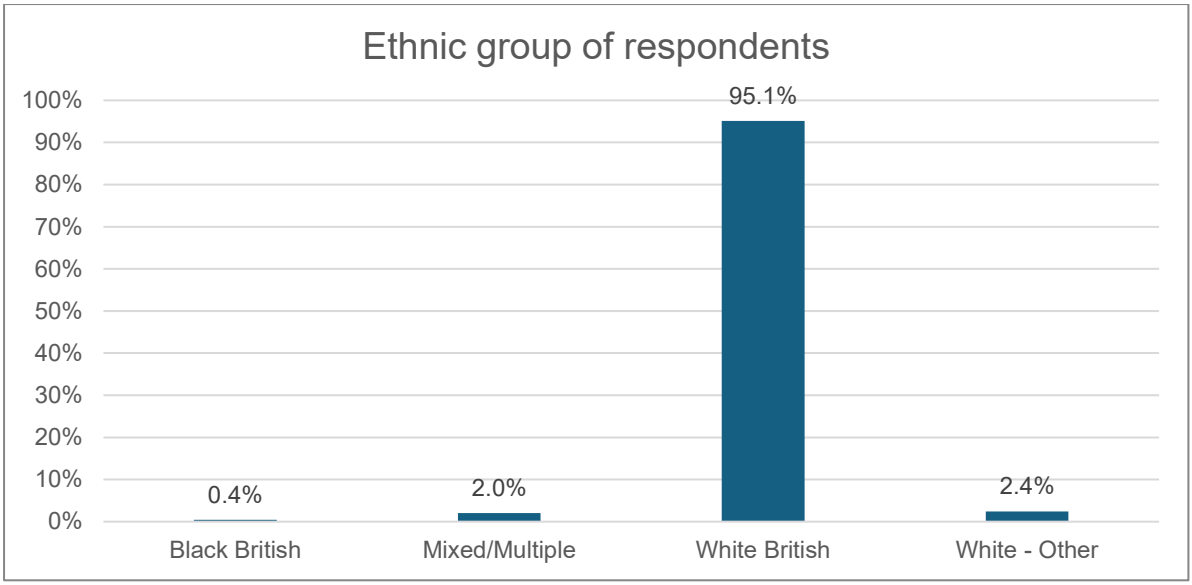
Appendix 1: Respondent profile











Appendix 2: Detailed comments

-2.394370897973696, 51.6390982622448	Pavements in my street are far too narrow and on both side pavement slopes towards the road making it difficult to use a walker, and sometimes you have to walk in the road as pavements are too narrow to pass other people pushing prads / wheelchairs and walkers.
-2.4933817571580073, 51.64117893658823	We live in Falfield just outside of thornbury and whilst we are right on the A38, there is no bus service past thornbury! It is our local community but we canâ€™t get too and from there without driving! The T1 needs to come up to the boundary of south glos council near Stone.
-2.5003272659193505, 51.60008697257447	Missing. Tossing across Tytherington Road at this junction. Also, pavements at A38, grovesend road and up Tytherington Road badly maintained. Overgrown plants creating narrow paths. Badly cleaned pavements due to quarry lorry dust causing a slippy surface.
-2.5003278453277775, 51.60008953857496	There is no safe crossing at the lights where Tytherington Rd meets the A38. You cannot clearly see the status of each set of traffic lights, nor can you see what is coming around each corner. It is always a gamble crossing this road. It's very dangerous.
-2.5003347931743747, 51.600092802098914	Crossing Tytherington Rd by foot at this junction (Note: Footpath only on the East side of the A38 at this point) is really quite dangerous for pedestrians. There's no pedestrian crossing. One can't see the traffic lights allowing traffic to turn from the A38 into Tytherington Rd, so you've no idea whether it's likely to be safe or not. There are a lot of heavy trucks turning up there going to the quarry, which always feels intimidating.
-2.5031224915758625, 51.6010286856187	A cycle path to get in and out of thornbury along Grovesend Road would be helpful. The hill is steep, the road surface is AWFUL and it's a busy road. I'm a confident cyclist, but even I feel uncomfortable when I commute by bike along this section. Without a proper lane, less confident cyclists may feel "trapped" within thornbury, and this is a genuine barrier to people travelling by bike
-2.5038122539018843, 51.60152091485864	The final section of Grovesend road to the A38 is a climb where the road is narrow. There are often large lorries, and traffic cannot pass you when cycling if there is on-coming traffic. A separate cycle lane heading up the hill. Ideally with separate lanes for bikes and pedestrians

-2.5045262125463057, 51.607394874768005	The new 30mph speed limit for Morton Way is not being observed. Speed in general is about 40mph. At peak times 7-830am I've seen drivers speeding at up to 55mph.
-2.5045832557279657, 51.60801786579353	Potential access improvement. Kissing Gates to access footpaths are not helpful for accessibility or for people with buggies or pushchairs. You can't get the buggy/scooter/wheelchair into the gate to be able to access the footpath network easily. This could be removed or modified to make it easier to traverse. Applies to several points on morton way
-2.5052040701944334, 51.620216285623286	Several houses here. No pavement and traffic speeds (often in excess of 60mph) on straight road. Dangerous for walking into town. Public footpath access opposite Yewtree Farm is not clear and involves entering a lorry park.
-2.5073438413585953, 51.60447479335937	It would be great if a path could be put through this patch of grass between Chiltern Park and Malvern Drive so that walkers aren't forced either across often long/wet grass with possible dog mess hiding or walk around the current path system past trees and bushes when it is dark. While there is relatively decent lighting, I always feel nervous walking around this area and a quick cut across the grass would reduce that greatly.
-2.50834833052098, 51.61335933543802	Nothing to reduce vehicle speed, despite: -Being a major crossing point with the new estate country park -Theres a traffic island encouraging people to cross. -It's at the T-junction of foot paths - for some reason there's no speed ramps so it encourages drives to pick up speed. -Theres 4 road junctions in a short distance - there's been numerous car accidents at speed. -its at the top of a slight incline and on a bend limiting visibility - there's a bus stop further limiting visibility and blocking a lane. Essential south gloucestershire took arguable the most dangerous section of Morton way. With possibly the most pedestrian crossings, put a traffic island in to encourage people to cross and did away with all traffic calming measures.
-2.50841948672395, 51.604354153536605	We desperately need a pedestrian crossing here - children forever darting across the road and a major barrier for children going to Crossways school. Also the speed limit should be 20 or 30 - it is very unsafe.
-2.5084619087262685, 51.604368964711966	1. Pedestrian Crossing point badly needed across Grovesend road between Waterford Close and Malvern Drive for ease of access to woodland footpath that leads to Crossways Schools. 2. Reduced speed limit on Grovesend Road please - 40 mph is far too fast in a built up area (especially as Midland Way is now a 30!)
-2.50854721739223, 51.61364207641981	Path alongside Morton Way from the roundabout on Grovesend Road going towards crossways Road is very uneven in places, hasnâ€™t been checked for root damage and some residents have allowed hedges to encroach the path so in places it is only one person wide.
-2.5087068589531727, 51.614014645493825	Crossing the road here is awful. An island has been added but it means nothing. I dont walk my children to the local school as I find thus road too dangerous. A pedestrian crossing here would be better, or a path built on this side of the road all the way down to the new Bloor site where a new pedestrian crossing has already been erected.
-2.5093024855691892, 51.61664572826123	There are no speed bumps at this end of Morton way, dangerous with cars driving at speed around blind corner near Co-op store. Morton way needs more visible indication of speed limit (30mph painted on road?).

-2.5102656327883834, 51.62136210955518	Wide splays for roads were previously included to accommodate buses and the dustcarts. Unfortunately the numbers of buses has diminished over timeâ€¦totally contrary to your aspirations. If these are removed it will be an issue going forward. We have been asking for a reduced speed limit in this area for over 20 years and no one listens! Walking or cycling or pulling out in a car is dangerous and has got far worse with the increase in traffic. In addition as listed properties with historic glazing, noise levels are unacceptable. The advent of electric cars reduces the â€˜noiseâ€™ however, it is a hidden danger as no longer do you hear them coming around the bend as you pull out. Speed data has demonstrated excessive speed. Upper Morton dates back to at least the 1590sâ€¦hence the impacts of new development should be mitigated! Deer signage was agreed 2/3 years ago (we know they cross at all times of the day) however, it has never materialised.
-2.510444247147708, 51.609861086669525	Residents parking on pavement. No room for pushchairs or wheel chairs.
-2.512218239421341, 51.604592223096375	Some benches on Streamleaze green for socialising.
-2.514090480117867, 51.61302976345422	overgrown bushes on footpath, this is typical of much of Thornbury, ie, the road by leading from the Fire station to the Royal George is another area where this is problematic. There are many areas where the front bushes of houses have grown over the pavement narrowing the pathways
-2.514642163704046, 51.61909118992722	Need traffic lights to get out of this junction safely. It gets very busy at times
-2.514647508438407, 51.61909779137966	Now there are several housing estates the junction from butt lane onto Gloucester road is dangerous. Trying to turn right from Butt lane during Peak times - work/school times it is so difficult to get onto Gloucester road safely. Is something going to be done about this junction before too many MORE accidents happen as I personally have either seen or know a few have occurred already.
-2.514960953643024, 51.61698162399159	Hedges and trees overgrown. Paths in poor condition
-2.5150895348379643, 51.61729977338075	Lots of people cross here, including children on the way to school. There is currently only a pedestrian island at the crossing, and it may be beneficial for this to be replaced with a zebra crossing or pelican crossing. This would benefit safety particularly given that the crossing is partially concealed by bushes on the Swallow Park side (there have been efforts to clear this), and it is my perception that cars are often speeding past this crossing.
-2.5150983836333047, 51.61724126287126	Due to the increased housing in thornbury, the point where streamside crosses the gloucester road is now much busier and cars move far faster than the 30mph limit. A zebra crossing or similar should be placed here, with additional traffic calming for traffic coming from the morton way/butt lane direction.
-2.5151141345794 62, 51.61719977576996	Upgrade to zebra crossing to make it safer for children to cross.
-2.5151433671125307, 51.61716424316853	We regularly cross the Gloucester Road with our children at this island crossing, with them on foot, bike or scooter. In one direction traffic comes round a blind bend past The Anchor, in the other appears suddenly over the brow of the hill, sometimes still slowing down from the 40mph region. Itâ€™s fine to cross as a lone adult but is a stressful experience managing small children who take longer to react to oncoming traffic and our instructions. Sometimes traffic recognises this danger and stops to let families cross; we have had a couple of near misses though. The location would greatly benefit from a safer crossing.
-2.5151871860282897, 51.617058962876825	Current traffic island is not adequate and should be replaced with a zebra crossing or a light-controlled crossing of some kind. Increasing volume of traffic at peak times means it is difficult for children walking to school to find a break in the traffic to cross safely to the island.

-2.515216923210271, 51.617029774769605	A safe crossing. The road is too busy for my child to safely walk to school.
-2.515237676104713, 51.61694975804792	crossing for people accessing local schools
-2.5154543832332616, 51.61682969556594	Northbound left of road path stops at The Anchor, forcing you to walk in the road.
-2.5154567565652735, 51.61666408210655	The ma didnâ€™t work but a crossing is required on Glos rd from swallow park to Charles close, itâ€™s getting more difficult to safely cross the road, especially at school time and can take a long time. We have asked for this before.
-2.5157238536928075, 51.609153022406474	A speed trap, or signage for drivers to slow down, across Oakleaze Road. On repeated occasions some vehicles pass at high speed, putting the lives of pedestrians and cyclists at risk.
-2.5170062835051064, 51.61941155775966	There needs to be a crossing on Butt Lane for people to cross for access to the stream path and Manorbrook school.
-2.5172373480304833, 51.60284315459728	The railway path stretching from Midland Way at the east end of Thornbury Office Park to Link Road has little to no lighting, only lighting being the Alexander building and the stretlights on Whitebridge Gardens. Additionally, there is a single chicane gate along the long stretch, next to the turn off for going to Whitebridge, Hopkins Close or Eskdale. It serves it's purpose in slowing people down very well, but in the dark, even with torches on, it can be a little difficult to notice, especially when the bushes start growing out into the path. I also believe a wheelchair may have some difficulty squeezing through the gate there.
-2.518019075515023, 51.61225354299961	Couldn't get the map to work. Problem with lack of sufficient parking at the Health Centre. Problem with threat to introduce car parking charges in Thornbury. Problem with poor bus services from Thornbury to Cribbs Causeway, to Southmead Hospital, to Parkway Station.
-2.518117777641409, 51.61963369431356	No continuous cycle path into town from this area despite hugely increased traffic and getting onto Gloucester Road when there is queuing traffic is tricky.
-2.5188436319376364, 51.61985638193423	Butt lane is an absolute nightmare. The speed in which vehicle drive on this road is crazy. I do not feel safe letting my children cross or walk near this road. Coupled with the fact there are another set of new houses (595) being built in the next year or so.... this road is a fatal traffic collision waiting to happen.
-2.519448506946484, 51.61455035794688	Lack of seating along streamside and rough pavements
-2.519463404692413, 51.61359816489994	Several garden hedges over growing footpath making it very narrow and difficult to see cars reversing off drives.
-2.5196231262424473, 51.61363289095033	Path not wide enough
-2.5199581516214713, 51.62050715088935	Butt Lane is crossed frequently by children and young people from the Orchards and Morton Meadows developments in order to reach school by foot. There is a 30 mile per hour speed limit in place, but cars and bigger vehicles are frequently traveling in excess of this speed limit. Visibility is poor and I feel it is only a matter of time before a pedestrian is run over. Speed bumps are needed to bring the speed down safely.
-2.5199895362987887, 51.60718481312034	Tree roots make it impassable for mobility scooters withour risk
-2.520047428798117, 51.61137347340775	Better maintained, better lighting and more seating

-2.5206990350673153, 51.603576385339636	Broken double yellow lines which allow parking, difficult to see oncoming vehicles (large artics) when approaching from top end. Very concerning when cycling and will only get worse when Lidl opens with more traffic.
-2.5207991257578275, 51.60729652518978	Lower speed limit. Vehicles often drive over the speed limit and there is a school and nursery on this road.
-2.5222322653376446, 51.61181130845969	B4061 between Butt Lane and the roundabout junction to the High street. Traffic speed too fast. School children crossing at several points. At the top end by Castle school 6th form and the plain pavements too narrow with cars etc speeding very close too pedestrians. Very frightening. No crossing point where pavement runs out. Speed restriction to a maximum of 20mph with a means of enforcing it by cameras along the whole length from Butt lane.
-2.522420282411077, 51.607402187234214	This is the only direct route out from where I live and it leads straight into the car park so there is always cars pulling around and it's not too much of a problem but it would be more convenient if there was a direct pedestrian path to each direction left/forwards/right (a bit like at the Tescos car park with the path). It would be a bit more protective and I wouldn't have to wait for big cars. I know it was just redone very recently but it would be nice for the future, if only some paint on the ground. Also at the bit going into Turnberries it is very indirect and lots of people already trounce over the grass because it is more direct so if that was made into a proper path would be good.
-2.5226410853135444, 51.61154955911874	Traffic calming is required along the Gloucester Road leading into the centre of Thornbury. The pavement narrows making it dangerous for pedestrians. There was a previous proposal from SGC to install speed bumps. Lets get them installed!
-2.5229969711840967, 51.60784595921109	Zebra crossing on Moreton Way near exit from Chiltern Park
-2.523325587204468, 51.60788458562942	Traffic from Rock Street can into Gillingstool rapidly and distracted by the traffic. Make it safer for pedestrians to cross Gillingstool - even though they have the right of way in the new highway code.
-2.5236319616274145, 51.60791323040843	Make the junction a sharper turn for motorists so they have to slow down around the corner
-2.5236446762669775, 51.607918647827915	Now that the high street is shut from traffic a lot of traffic builds at this point which creates more exhaust fumes as cars sit waiting. Suggest a roundabout is added to aid the flow of traffic.
-2.524029853680095, 51.607292040890684	the congestion and some time extensive traffic backups in the Rock Street area could be ameliorated by the long promised reintroduction of the bus service towards Bristol being restored to the High Street, bus shelter already installed., and possibly car traffic also.
-2.52406442277754, 51.610372630120054	Path width not wide enough for busy traffic coming into Thornbury.
-2.5240982756932793, 51.607134083800275	The position of the bus stops reduce visibility when leaving the car park
-2.524138718755185, 51.62226506292291	I could only one point system not really cooping. Anyway Scythe way and Barley field cross hard to safely turn out as cannot see vehicles from bushes Also there are number of safety issues in Park Farm Thornbury No walking path and many areas Cycling from Harvest way there are dangerous bend where not safe to cycle at all. No walk path and due to the route as it bends impossible drivers to see cyclists or walking people. Loads of concern including speeding vehicles
-2.5242683536033272, 51.605364029804065	Streamleaze-Rockstreet junction is very wide, hard to cross as a pedestrian as often busy. Gillingstool between knapp road and streamleaze, busy fast road, could do with a crossing to get across to bus stop.

-2.5242702409343796, 51.60987800817071	Pavement walking into and out of town on Gloucester Road is extremely narrow at this point. Quite often have to walk into the road to pass people into oncoming traffic. It can be dangerous especially with prams pushchairs buggies dogs walking frames scooters and the like
-2.524315813221315, 51.61007952123143	Pavement is too narrow in places and forces pedestrians into the road
-2.5244051867048136, 51.60998036635098	The Gloucester Road is a key walking access route for the Centre of Thornbury. Traffic along this route has increased in recent years, and the speed of traffic has also increased, especially at peak times (my experience of walking this route every day), making it unpleasant to walk and cycle and also giving a feeling of being unsafe. This is a key pedestrian route to access the now pedestrianised centre of Thornbury, yet more cars are now using it to drive to the 'centre' of Thornbury than before pedestrianisation, making it unpleasant to walk into Thornbury. The problems are: narrow footpath in section alongside houses leading to roundabout forcing pedestrians to step into the road to pass each other; - Speeding traffic on this road; - Speed camera out of action at crossing point near junction with Church Road.
-2.5244374062491777, 51.60632414210326	Due to vans/large cars parking on the double yellow line by the junction. It's very risky pulling out as unable to see if it's clear to pull out on a bicycle.
-2.524536617777966, 51.60975748389558	this is a concealed exit from a much used private car park. Traffic moves fast along the Gloucester Road and there is not enough warning about this hazard. It is also an area where pedestrians cross because the pavement on that side abruptly ends
-2.52456005881129, 51.6049280855253	Potholes and generally unsafe road layout for cyclists coming from Tesco direction and wanting to continue along Midland Way towards what used to be Alexandra Workwear.
-2.524610758781652, 51.61857167556636	I live in the Park Farm estate. To walk into Thornbury requires a gravel path, gate, uneven rough ground, then a long walk along overgrown footpath by the stream. It is hard work and difficult to get to the Health Centre, to the bus stops, and into town - and this is our direct shortest route. Still no bus service after living here for 5 years.
-2.5246115235356794, 51.60960277758906	There is no pavement on one side of the road, right up to the George pub. If walking to the high street on that side then you are forced to cross the road and walk up to the zebra crossing. However, the road has a bit of a bend, which hampers visibility of cars coming down from the high street, and cars can often be going too fast. Pavement on the other side of the road is also very narrow, which frequently forces pedestrians into the road to pass one another.
-2.52465416709101, 51.6094702324514	Pavement too narrow for people to pass especially if one has a pushchair
-2.5246808471370494, 51.60937730754253	1. the pavement is really narrow at the top of gloucester road, and 2. there is no safe way to cross over to the George from top of Gloucester road. So it's hard for pedestrians, especially with buggies, when passing someone else. And to get the George, or the coffee shop, or the Indian, is dangerous to do.

-2.5247050209319775, 51.60919239267585	I tried to add pin to map at top of Gloucester Rd by mini-roundabout next to the George, not sure if it worked! It is from here that many vehicles start to to it difficult to turn right of left when leaving Simpsons solicitors carpark where I park my car overnight. Also the pavement at this end of the road on side of old terraced cottages are narrow making it difficult to pass other pedestrians without stepping into the road. The traffic along Gloucester Road us increasing year on year and the speeding is worse than its ever been, we now have buses using the road. There are no effective measures to reduce the speed of cars turning into GR from mini roundabout. We also have an increase in disabled people using pavement with their disability scooters, because the pavement is so narrow it makes passing difficult plus its dangerous stepping out from my garden gate if they are whizzing along, there's nowhere for them to turn except into the road to miss me! Kids also use pavement with their bikes & scooters & it is too narrow at this point for it to be safe. There is an opportunity to widen the pavement & have a passing point here for the cars thus slowing them down, turning from carpark into busy road safer & disabled motor scooter riders safer. This end of GR is dangerous.
-2.524705299676002, 51.6093763753382	No pavement on one side of Gloucester Road, narrow pavement on other.
-2.524752803515718, 51.60929159573902	safe road crossing needed
-2.5248127544422587, 51.60923593982389	Widen/add barriers to the pavement as the pavement is very narrow and the road is very fast up from the high street to the sixth form making it difficult when walking when walking with multiple people or other people heading the other way
-2.5249113629312756, 51.60913510486668	Pinch point for cyclists and vehicles.
-2.524946695851552, 51.60908087244445	As the Gloucester Rd approaches the mini-roundabout by the Royal George, the 20mph limit starts far too late. It should start where the section with only one pavement starts. Many cars drive far too fast inches from pedestrians on a narrow pavement.
-2.5249808350991274, 51.609067980959	If I wish to go to Castle Street on foot I can either use the crossing in Quaker Lane then there is no obvious safe place to cross on The Plain. Or I cross over to the George by the mini roundabout and there is no pavement.
-2.5250738745767545, 51.60893742938933	as you come off the zebra crossing on quaker lane the pavement is too narrow to turn right and go into town easily. if there is a pram/wheelchair the pavement is full and you can't safely pass. the pavement is also very uneven there.
-2.5251039155141726, 51.60909767126381	If you are walking up Gloucester Road and want to then walk down Castle Street it is difficult to cross safely. It is possible to cross using the zebra crossing on by the mini roundabout at the junction of Gloucester Road and Quaker Lane, but then crossing The Plain to go down Castle Street is difficult at times when the traffic is heavier. This is especially true for those who cannot walk quickly to 'nip across' in a gap in traffic.
-2.525123949561042, 51.61778083670947	There's a barrier that prevents people from walking
-2.5251685737135117, 51.60911349508709	No crossing over The Plain on western side of mini roundabout. Often get caught out trying to cross here. Also footway on Gloucester Road north of roundabout is very narrow in busy location- end up having to walk in road to pass people. Should be a zebra crossing.
-2.5251773666760724, 51.60291183946856	On the path behind Tesco leading to the Leisure Centre - often covered in mud or flooded so unpleasant or dangerous in bad weather. A cycle path on the pavement on Bristol Road would be a useful alternative.
-2.5252100264359796, 51.61789676439824	Open this part of the path, get rid of the temporary barrier and chains that have been here for ages! It's literally hindering public access to footpaths.

-2.525212718048486, 51.61787956596561	This is a local thorny issue. The walkthrough has been open for many years and is used by school children through to adults to provide quick access in and out of Park Farm development. Recently it has been temporarily blocked as a inferior alternative has been opened (which adds a min of 5 mins to journey times on foot). However, this blocked walkway should be made safe and re-opened to the public as there is a lot of local frustration due to the increased travel time and access restriction which is making people use cars instead - this is a very local concern of course, but adequate investment in restoring a safe pathway would actually encourage use of walking or wheeling in this area. In addition, the newer alterative access point mentioned is constantly flooded and muddy in winter / rain, with poor lighting and it would benefit Park Farm residents to have BOTH walkways improved (as opposed to only having one option), i.e. the pinned item and the newer exit near the medieval fishponds.
-2.5252145087660485, 51.61788154840224	Walkway through from Park Farm Barley Fields to footpath beside Alexandra Way care home is blocked. There used to be a gate for access, it is now blocked with a barrier.
-2.52521874085679, 51.60913176157706	A pedestrian crossing of some sort to enable access to business opposite and down castle Street
-2.5252432937445377, 51.6178607321678	Cycle walking path between barley fields and bump up to Alexandra road, linking new estates
-2.5253004569430595, 51.60914855287891	Crossing point here. It is difficult to get across the road due to the traffic coming from both directions along The Plain and also turning out of Castle Street.
-2.525631834282346, 51.60761019585456	Soapers Lane used to be open for pedestrians to access the High St, particularly from St Marys car Park and Market Square area where I live. There is no obvious reason for it to be closed. It forces me to walk further which I find critical especially carrying shopping.
-2.525760029406585, 51.60637173482101	Chapel Street is a major pedestrian route to Mundy Playing Fields from town car parks and old peoples housing. It is also a rat run for cars avoiding holdups on Midland Way. It requires traffic calming measures to slow cars and signage to encourage pedestrians. Wider pavements would also be good.
-2.52576052008457, 51.6143073938909	Foot path very uneven and not wide enough
-2.525979359468724, 51.60769947518085	High street needs more benches, facing middle. Not shops and smoother paths
-2.52603340794422, 51.607013227386204	Millions was spent on better pavements along High Street but now Riddifords block the pavement with their fruit & veg & garden furniture for sale,which forces pedestrians & wheelchair users & buggy pushes to go onto the precarious beige bobbly Dutch kerbs or even onto the roadway itself. The pubs & cafes have also encringed on the widened pavements with tables & chairs, so all the work made to help pedestrians in the High Street has back-fired as those pavements are now blocked.
-2.526044942842292, 51.608666967906316	Cars parked illegally along Castle Court and the High Street make this a dangerous stretch of road for both pedestrians and motorists
-2.5260514260769837, 51.60697743066777	The pavement outside Riddifords has been made to narrow by the changes so you have to walk on the yellow ridges which is dangerous. Why narrow the road there?
-2.52608383762888, 51.60799369416989	Reopen the high street to traffic in both directions, this has forced more traffic into our routes and made them more dangerous
-2.5260954261955773, 51.60777835194702	Cyclists on racer bikes (the cyclists using strava/ kitted out in lycra cycling clothes / clip in shoes) silently bomb down the High Street at inappropriate speeds with no regard for pedestrians - adults or young children - who are casually walking in a pedestrian zone.
-2.526097081875927, 51.60757085471511	Street furniture being installed without any consultation with residents.

-2.526130721735006, 51.60763391375113	The High Street ought to be a safe area for children and old people to walk. Unfortunately, business access has negated the advantages of a vehicle free zone. Therefore further traffic calming measures are needed that make it impossible to move at normal vehicles speeds. I suggest a larger than normal 5mph speed limit sign with rumble strips at the northern entrance.
-2.5261324513217422, 51.60771144231367	Lots of cars seem to still be driving up the High street, ignoring the access restrictions
-2.526373755021485, 51.60615100007354	Cars drive too fast down the top of the high street and then turn quickly into chapel street
-2.526540345652278, 51.605487403263254	Cannot comfortably continue from high street to leisure centre (a journey I walk several times a week) due to the heavy traffic flow coming into Thornbury - caused by the closure of the high street and the loss of the roundabout. There is a crossing higher up but that means a diversion and then have to cross the Tesco entrance which can be nearly as bad.
-2.526718068702885, 51.60875586551734	reinstate the double yellow lines, perhaps with a few parking spaces, along Castle street to the car park. The signs which replaced the yellow lines are not clear and people still park on this road to collect takeaways, causing congestion and issues as people enter and leave the car park
-2.5267547002738864, 51.603585661943896	I used to commute on a cycle and the stretch of road between the High Street and Leisure Centre is narrow and dangerous, impatient drivers. North bound is the worse direction.
-2.5267866999552466, 51.60340044988283	A separate cycle lane is needed along this road to avoid unsafe overtaking by cars.
-2.5268615433110804, 51.61051189569952	Parking bays are almost worn away, resulting in inefficient use of space available. Speeding traffic and parking violations are ignored. Use speed cameras and enforce parking regulations
-2.5283357554588246, 51.61151594110072	From Kington Lane to the Glebe Field both road and the pavement are too narrow, especially for buses.
-2.5284172046102062, 51.61742054375486	Public right of way has not been reinstated, at the end of Barley Fields, since BDW built Park Farm Estate.
-2.528663438254146, 51.594890120825255	Please carry out your proposal to improve the footpath from Alveston Hill to the Leisure Centre for pedestrians and cyclists as soon as possible. It is very dangerous for cyclists on Alveston Hill as frustrated drivers try to overtake them on blind bends. Queues often form behind cyclists going up the hill, and buses find it impossible to overtake due to their size and speed.
-2.5287002211648906, 51.613434651331204	Too much school parking in a dangerous and obstructive way
-2.5289733341861718, 51.61087602421682	Lots of people walk to and from Castle Street along Kington Lane from and to the cemetery. Elderly people often used to carry flowers to the cemetery, but now they mostly drive. The lane is narrow and speed unrestricted. I would like to see the 20mph limit extended to the cemetery.
-2.5293953100199884, 51.61167133014561	Narrow footpath
-2.530375683615957, 51.5966078600147	Narrow road, steep hill and speeding drivers make fit an unpleasant cycle and walk. Very poor visibility to cross to the footpath into Alveston is very dangerous.
-2.530375832132624, 51.6126866970917	The car parking at St Mary's primary school at drop off and collect times around St Mary's church is dangerous with people parking on the pavements often TOTALLY blocking the pavements making it impossible to walk, push a pram or wheelchair (I do all 3). They also park on all the corners making it too narrow and dangerous for driving. The beech hedge is overgrown into the road, making it even more narrow where Church Road and Park Road meet on the Church side of the road. (private cottage).

-2.530443433176321, 51.596679742938505	This is the end of a public path, used every weekday by school children. It is the shortest route between Alveston and Thornbury. It meets the road at a blind corner with no footpath to allow users to walk away from the blind corner. This path needs a safe crossing (this is not being addressed by the cycle path proposed for the field opposite). More generally, this road sees lots of speeding and traffic calming measures are needed, such as speed bumps or cameras.
-2.57773138642961, 51.595555135751766	Reduced road speed to allow more cycling along this route to Thornbury and detur HGVs and through-traffic, contributing to congestion along the B4061/ Alveston Hill. Direct traffic around the urban centre and surrounding villages to optimise traffic flow!

Pinpoint is on Bristol Road between leisure centre and the town. Very narrow path next to a busy road. Also curb here is very low. Poorly maintained path that vegetation encroaches.
The truncated cycle path from the Park Farm Estate/Pickedmore Stream bridge to the closed gate in the hedge should be extended up the side of the Alexander Way care home grounds to join Alexander Way and run all the way up to Park Road so that children can get to school by bike and people can get a better cycling route to the town centre via Park Road. the new path opposite the Shieling School should be made as a cycleway as well.
1) instead of putting "no cycling" signs all over the place, re-designate the wider paths as dual use. Some such paths in Bristol are only 18" wide in parts. 2) Missed opportunity? There appears to be no direct access from the former railway path to the new Lidl store. Therefore the thousands of households to the immediate North of the track will be obligated to drive to the store via Midland Way, instead of working to and along the track. 3) The current cycle path leading to sports centre is useful, but it is devoid of any simple access from the North. So not many use it. 4) So Although both my cycle routes lead to the railway path, it will be no use for going to Lidl! No bus, so I'll have to get the car out of its retirement. 5) Sort out the safe, off road route to Alveston.
1) It would be useful when cycling into the High Street along Grovesend Road to be able to avoid the busy junction with Rock Street and take a route via Pullins Green and St John Street designated for cyclists. 2) Make the path from Malvern Drive to Sibland (the one that has the bollard in it) a suitable and designated cycle path. Or more generally, make it easier to cycle from Cleve Wood to town avoiding Grovesend Road as much as possible.
1. Need more safe crossings on Gloucester Road, school children regularly cross outside 6th form, near Whitfield Road, and by the Anchor pub near Park Road. There are islands at all these crossing points but they arenâ€™t sufficient for the amount of people crossing. 2. Bristol Road, from the old roundabout to the leisure centre. This is an accident waiting to happen. The pavement is very narrow in places, the kerb is not the required height, overgrown bushes, and the traffic speeds greater than the 30mph limit.
A bench in Castle St would be a help when I am walking to the Chantry or to St Marys Church
A child-friendly off-road cycling route from north Thornbury into the centre of town would be appreciated. At the moment the best option is Park Road past Castle School, but the parked cars make this not ideal when cycling with smaller children.
A crossing near the Castle School would cause more congestion. Youths need to come off their phones! Also the road markings (zig zags) need repainting outside St Mary's School.
A cycle lane/cycle path up Thornbury Hill. Improved road maintenance on local lanes (eg Kington Lane, Hacket Lane) to eliminate potholes, improve the road surface generally and make them safer for cyclists.
A public right of way from Barley Fields near Alexandra Way care home has been blocked off. These public rights of way would help people walk into Thornbury rather than taking their car.
All the cycle routes need to link to the high street. Behaviours won't change with the new Thornbury hill cycle path for example, unless it connects to where people need to be. At the moment it shoots you out near to Tesco with no safe or signposted route to facilities.

As a cyclist, I can confidently tell the council that any cycling improvements are a complete waste of time and the tax payers money. Stop wasting our money with this urban transport nonsense.
As above widen pavement at top end of GR outside the row of the listed terrace cottages, speed cameras at intervals along GR plus speed cushions or bumps plus regular speed checks by police. Also introduction of one way system at top of GR. Vehicles could travel from Anchor pub up GR either turning into Quaker Lane at mini roundabout or right onto plain, travel down Castle Street, past the school, turning right into Dean road and then left onto GR to go out of Thornbury past the Anchor.
Benches on walking route eg various streamside walks, old railway line
Better pavements for runners, young children. Cycle routes. This should not just cover the immediate town high street. Houses go out towards butt lane and itâ€™s dangerous on some roads as there is no segregation/split for cyclists or runners to be safe.
Castle St towards St Marys church is dangerous for walkers, the pavement is very narrow and many cars speed - especially concerning given the many schoolchildren using this route; there should be a one way system with wider pavements and cycling lanes. Alveston Hill: very dangerous for cycling, for safety some cyclists use the pavement but it's too narrow.
Clear overgrown footpath/cycle ways 1) A38 Grovesend road/A38 traffic light junction to Alveston Hill B4061/A38 traffic light junction. 2) End of Cooper road to Leisure centre & the bit that runs around the back of the industrial.
Continuous cycle paths especially from Butt Lane into town - I walk mostly but would often prefer to cycle as it's quicker and better for shopping. Also wider pavements in busier areas like around the roundabout near the George. Often have to go on the road to accommodate other less able pedestrians. Also more places to secure cycles e.g. when I cycle to dentist from Butt lane nowhere to leave my bike unless I cycle into town and walk back.
Couldn't get the map to work. Problem with lack of sufficient parking at the Health Centre. Problem with threat to introduce car parking charges in Thornbury. Problem with poor bus services from Thornbury to Cribbs Causeway, to Southmead Hospital, to Parkway Station.
Crossing the Plain between the Glos Rd roundabout and the top of Castle St. if you come down High St and want to cross to shops in Castle St it is quite unsafe due to quantity of cars and poor visibility of those emerging from High St. A crossing here would be helpful eg outside Bristol Coffee as there are cars parked further along. There is no other way to safely cross this road.
Crossing the road outside Ten Acres Road on Morton Way is not safe. There needs to be a light operated crossing. We often have difficulty crossing safely due to the volume and speed of traffic. This is very important as currently there is no other way to cross at the new development.
Cycle lanes around the "perimeter" roads of Thornbury would reduce the amount of hazardous overtakes by cars, and reduce the delays motorists face when performing safe overtakes
Cycle paths or shared pavement/cycle paths eg along the stream sides.
Cycleways, separated from roads/traffic. Like they seem to manage in many enlightened European countries.
Despite all the work in the high St, there appears to be a distinct lack of secure cycle parking and seating, which isn't conducive with encouraging travelling cyclists into the town.
Difficult to see cars coming when crossing the road after coming through the tunnel.... heading towards the cut through at the back of turnberries as it is a quieter road.
Disability with Mobility - Pavements, narrow in places and uneven. More zebra crossings needed High st/Castle street crossing Gloucester Road Midland Way from Rock St.
Few cycle lanes and places to park bikes.

For many of us who live on the outskirts of Thornbury, who have to rely on vehicle transport, and used to visit regularly, find that the changes in since 2019 in Thornbury have effectively excluded us from visiting unless absolutely necessary.
For safety as the High Street is not fully pedestrianised it should be strictly one way ie bikes should not be allowed in both directions. It is dangerous as most pedestrians think it is fully one way when crossing.
From where I live I don't feel it's too much of an issue getting into Thornbury. But I can see how that might be a problem if you are less able bodied. The most dangerous thing about any form of wheeling around here is the state. of the pot holed roads rather than the width of the roads!
Further to my above comments for Butt Lane. Living on the Orchards estate so from Speckled Wood road onwards as a family we often walk/ cycle to school, into town or to the local parks. We find crossing this road towards The Barratt estate - for the Corn Rows Road particularly dangerous as cars seem to go along this road much faster than 30mph. We often head in this direction as we can then access the parks or use the rest of the off road paths to get to school/town. I would like to see a proper crossing around this area of Butt lane and also i think speed bumps should be added to this road - similar to what has been completed along the Sodbury road in Wotton-under-edge as this seems to have reduced the speed of traffic there. If more houses are going to be built within the Barratt Estate along Butt lane this road is going to continue to get busy and I do not think it is safe for adults /children to cross and at times due to the speed of vehicles you can be taken by surprise exiting speckled wood road onto Butt lane. Please can this area be looked at as I am surprised that this is not one of your potential issues already.
Get rid of obstruction on pavement used for the swan pub
Gets very muddy and slippy in various places along Streamside in wet weather...sometimes huge puddles, particularly at the top end. Better drainage, raised and wider pathways would help.
Gloucester Road between Eastland Road the the Quaker Lane roundabout is a key pedestrian artery, and the footway on its east side is heavily used by many including youngsters heading to/from Castle School. It feels inhospitable and dangerous. The footway is mostly narrow, made even narrower by encroaching vegetation at many points - including at the roundabout, where it creates a blind bend for pedestrians. It needs a wider footway, less traffic, lower speeds. At the roundabout end, there is no footway on the other side, so a crossing near the point where the second footway begins would help those heading to or from that side.
Gloucester road buttlane morton way junction. Please sort this out. There is no way anyone will cycle or feel safe walking across here.
Gloucester Road mini roundabout at George pub side stone wall, no good crossing point at narrowest part where path stops, forcing people to make semi-blind crossing.
High Street Cycling: The new High Street layout is dangerous for cycling as it is two way cycling (NOT IN A DESIGNATED CYCLE LANE) in a one way street that is not wide enough to accommodate a cyclist with an oncoming bus, lorry or van! There is no where to go to avoid a lorry, if I cycle down the High Street, so I do not anymore - I DRIVE INSTEAD! Â£4.5m and I cannot cycle safely in my High Street. Shameful. HIGH STREET FOR PEDESTIANS: Because the new High Street layout is now level, cars, vans, lorries frequently drive and park on the yellow pavers. Recently I was almost hit on the paved area by a car who was passing the refuse collection truck, mounted the paved area while I was pushing a pram with a 16 month old baby in. As there is no longer a dropped kerb, vehicle drivers now use the paved area. I reported this but no CCTV in that section. THE NEW HIGH STREET LAYOUT IS DANGEROUS FOR PEDESTRIANS whether able bodied, visually impaired and those with disabilities. I also push a wheelchair and cannot deal with the uneven new paving and yellow paving! Don't use it anymore. So sad.

I disagree with the Alveston Hill schemeâ€¦the projected useage will not warrant the loss of the green space. The fact the scheme has to make provision for extreme weather events indicates that is a flawed scheme with inherent problems. Flooding has become a real problem locally in recent times. Very few people will cycle up that hillâ€¦walking is perfectly feasible on either the footpath or the pathway. Regards the Grovesend scheme, again this scheme is a total loss of more green space. There are already pathways, which could have shared use by primary age children to cycle. However, few will do that as parents drop off â€˜en routeâ€™to . We have underpasses/pelican crossingsâ€¦so there are very safe â€˜crossing points. Electric bikes at the speeds they travel should not be sharing cyclewaysâ€¦the differential will become an issue. We have carriageways that could have a lined area for cyclists and the advantage is that they allow for options. I feel we are in grave danger of having wide grid transit corridors to all roadsâ€¦totally inappropriate to a market town that will be infrequently usedâ€¦.with the loss of further green space totally contrary to climate change aspirations. Eg. The current High Street situation has actually worsened the pollution! Consequences of actions need to be properly assed and sadly they are not. A comment was passed that Thornbury is relatively flatâ€¦I can assure you it is not! There is a significant rise from the river to â€˜The Heath routeâ€™ (A38). Even Gloucester Road has a steady rise to The High Streetâ€¦.as does castle Street and The High Street. I also believe if you segregate forms of transport, the respect diminishes as they do not have to accommodate one another.- and this is two-way!
I have been unable to place a pin but wish to highlight the corner of Church Road and Gloucester Road where pedestrians have difficulty. Particularly at school pick up and drop off times. Cars do not keep to the 20mph limit.
I have given up cycling to work after 10 years of doing so as the cycle up Gloucester Rd from the Fire Station to the town centre is too dangerous. I have cycled thousands of miles in the south west including round Bristol City Centre & have been beeped at and had most near misses on this stretch of road. Now as a pedestrian I find the traffic speed excessive particularly after work & the pathway ot the guilwells roundabout far too narrow
I like to keep my bike within sight so numerous lock points for bikes so one can pop into a shop without taking off panniers etc would be helpful This area is amazing for cycling ! And on the whole I find cyclists and drivers have real respect for each other hereabouts ithats been my experience so far Iâ€™m so glad you still allow cyclists down the high street that was a smart move Bike paths to cromhall to join with the railway station would get my vote ! Or even better paths to Yate or Pilning to join with the railway station Commute to bristol occurs a lot from this area and those stations are key This may be the forum to also say how much the T1 bus is improved in the last few years and how valuable that is Just hard to leave your bike
I mentioned streamside walk. I think there are many parts of this that need an overhaul in terms of pathing durface I try to get my older patients out walking on these paths and they are so scared of falling again I would very happily chat about it The cycling and walking dual use on streamside seems to work with enormous harmony and respect Iâ€™ve never seen or heard of an accident and love seeing kids walking biking scooting down there
I think there is a pin near the Anchor Pub on Gloucester Road? I think a crossing with lights would be very useful near there (where the streamside walk crossed the road). At busy times, it is really hard to cross here and waiting on the little island halfway is very unpleasant - especially trying to tuck in with a bike and several other people. Thanks for all your efforts.
I tried but I could not add any. Speed enforcement especially in 20mph zones not effectively enforced.
I want to drive my car around thornbury not walk or cycle and I expect the local authority to make full provision for me and many others in thornbury to do this

Identify safe walking routes from the new housing developments into the centre of Thornbury. This will help reduce traffic and encourage residents to shop locally (rather than driving to Cribbs). Perhaps hand out maps to residents in the new estates?
If you go towards the centre and forget to cross by the speed camera it is very dangerous to cross where I dropped the pin on the map. Also the pavements are very narrow there considering who many people walk there it does not feel safe
It would have been nice to have included a separate cycle lane along Morton Way
Junction between Butt Lane and Gloucester road not fit for purpose. Cars get stuck at peak times. Pedestrian crossing Butt lane have to run as the crossing is just after the bend. Cars travelling in Butt lane go very fast and it does not feel safe whether you are a pedestrian or for instance if you are getting out of Speckelwood Road.
Junction of St Davids Road and Gillingschool - parked cars block vision for mobily scooters crossing junction.
Just two more points - 1. The mini roundabout between Rock Street and Midland Way gets pretty busy, some people don't adhere to the give way system due to impatience or one reason or another, this makes it quite difficult to traverse when on a bike during busy times. It doesn't help either outside of the busier times, some motorists coming up Midland Way don't slow down at all and go straight on over the roundabout. 2. The High Street cycling route isn't very well signposted, there are roadmarkings northbound, but it's scarce, and signs at either end, however some pedestrians, motorists and even some cyclists seem to be confused about it all. Pedestrians cross without looking both ways, motorists sometimes don't give enough room by veering into the cyclists' space, and cyclists - when they have the space - just use the entire road, or sit in the middle when they should be at one side or the other. I think extra signage or extra road markings would be beneficial here.
Local Thornbury bus around Park farm
Make nicer walking, running and cycle routes from Butt lane and other new estates into the centre of town and across it. There may be space for the cycle lane mentioned SE up Gillingstool towards the A38, but I don't think that is nearly as useful or needed as cycling and walking to the NE where there are more people an worse paths/cycle ways. It is not attractive to walk up that hill, though the paths are fair. (I used to live up there.) You would only want to cycle to Tytherington that way, not to go N or S on the A38. (Too hilly that way.)
More 20mph speed limits between Tesco mini roundabout and the Royal Geotge
More benches could be installed along the Streamside Walk, but only after SGC does the necessary gardening to clear brambles and clear underwrowth, to allow the stream to be seen. If any more benches are to be installed on the High Street, then the Town Council and residents should be consulted on location and orientation. There should be a 20mph repeater sign on the left hand side of the entry to the Restricted Parking Zone There is no problem with traffic speed at the junction on Chapel Street and High St, since Chapel St is narrow and the direction for traffic is clearly shown by white lines on the roadway There is no problem with traffic speed at the junction of Goucester Rd and Severn View Rd. Restricting this junction would cause problems for bus access. There are no schools in the immediate vicinity of this junction, and parked traffic on the narrow Severn View Rd automaticcally limits traffic speed. A Pelican crossing outside Castle School would resove some of the problems of schoolchildren crossing. Any scheme to limit traffic access at pick up and drop off times would need to be very thoroughly monitored and modelled, because given that there are residents opposite the school, the scheme could be impossible to enforce.
More cycle lanes.
More parent child spaces please. I have never been able to find one available at rock street car park. I donâ€™t mind walking but it can be difficult getting a toddler safely across the car park and the extra space is so helpful in getting them in and out of the car seat. Thank you
More places all around the town (particularly close to shops and restaurants) for safe, secure cycle parking
More safe crossing points and speed control measures on Morton Way

Morton way opposite Shrew Gardens is an unsafe place to cross with speeding cars and a small island in the middle of the road. It does not have the space for a wheelchair or pushchair to safely wait. I fractured my ankle crossing there last year due to this,
My children are young enough that they can cycle on the pavements, but I cannot legally cycle with them. In addition, the pavements running from the Anchor pub into town are very narrow in places (often overgrown by hedges from peoples gardens). A segregated cycle route to the high street from the north of the town (where many of the new housing developments are) would be beneficial to safety and encouraging active travel.
Narrow / dangerous footway on Gloucester Road north of town centre. Cars parking on pavement at Streamleaze Court / Rock Street and lots of places along Avon Way. Rock Street crossing by Grace Lodge difficult to use as cars donâ€™t stop. Make it a zebra crossing? Narrow and uneven footways on Eastland Road between Davis Court / Health Center and Easton Hill Road. My parents live here and struggle to get out because of the pavements. Also problems on Easton Hill Road due to pavement parking by residents. Need cycle route between Park Farm and Alexandra Way - think this would have greater impact than route along Grovesend Road and would provide cycle route to Castle School. Cycling via Butt Road is not good as no safe provision plus is uphill with lots of traffic. There is footpath between Park Farm and Alexandra Way but has barriers to prevent cycling. Cycle route from Pullins Green to The Plain would be good though. Midland Road underpass next to Tesco subject to flooding. Pavement surfaces on streamside walks are deteriorating - is becoming a problem for anyone with mobility difficulties.
Narrow pavements on Gloucester Road, south of Church Road and Eastland Rd. Often there are grass verges, e.g. on Grovesend Rd or Severn View Rd between the road and the footpath which aren't always easy to walk over in order to cross the road, due to uneven surface/mud and because it means that dropped kerbs are less frequent.
Never permit electric scooters in Thornbury - they are dangerous if used on the pavements & dangerous if used on the roads. If they are hired scooters they just get left lying around as trip hazards & block pavements. It is madness to let bicycles travel both directions on the High Street. Cars & buses & blue badge drivers & pedestrians do NOT expect to have bicycles coming north along the High Street - it is just an accident waiting to happen. As no other vehicles can go north along the High Street, that should apply to bicycles as well.
On Easton Hill Rd by Christ the King school and Crossways School. The road condition is terrible and parents totally disregard safety when it comes to parking for dropping off and picking up their children. They park on pavements, double yellow lines, zig zag lines and also across residential driveways. Itâ€™s an accident waiting to happen. Easton Hill Road also needs measures to reduce the speed. Cars are often travelling on this road well above the speed limit
On Gloucester Road there desperately needs to be a crossing here as lots of school children cross and secondary age children run in front of traffic.
Opposite the Royal George on Gloucester Road the pathway is narrow for wheelchair users and buggy users. There is no pedestrian pathway where the the Anchor Inn is on the Gloucester Road.
Park Road (between the post box and Manorbrook school) is particularly bad for nettles and brambles overhanging the path
Parking for school runs Castle school and Manorbrook needs regulating to prevent parking adjacent junctions, also at the corner of Park road and Whitefield road. Thornbury high street :- Disable/ blue badge parking half way up has a very tight pinch point, making it impossible to remain on paved area when meeting buggy or pushchair coming towards you.
Path from Maple Avenue via rear of upper castle school (leading to Hillcrest) needs relaying after forty decades worth of being totally ignored.
Pavement too narrow at the intersection of Quaker Lane and Gloucester Road. Visibility obscured when turning right from St John St on to Gloucester Rd and therefore difficult to see oncoming pedestrians or other pavement users.
Paving outside old Natwest bank lifting and broken in places

Poor lighting at night along railway path. Poor drop curbs to cross with pushchair along midland way (screwfix entrance). Poor footpaths outside gillingstool school.
Pothole repair would help me cycle
Proper segregated cycle lanes to take bikes away from traffic.
reduce speed of traffic in the High Street stricter driving and parking enforcement everywhere monitor and enforce the new High Street regulations for access only, not drive through inform taxi drivers that the rules apply to them too ban pavement parking, especially in the High Street 20mph speed limit on all roads except Morton Way, Grovesend Road segregated cycle lanes on all main roads more street trees to provide shade for pedestrians more green spaces in the High Street, a wasted opportunity to improve the environment with so much hard paving and no planting which we were promised more tree planting in the green spaces to give shade, and more seating and shelters along main pedestrian routes including the High Street improved bus shelters, or provide them, for people waiting for buses in the sun or rain a minibus circular route around town including new estates, may need more than 1 route so that journey times can be kept short upgrade the current network of paths with improved surfacing and widening to allow safe cycling and walking at the same time provide more cycle stands at key locations outside shops including High Street and Oakleaze Road, health centre, churches, community centres
Regular Buses to villages such as Tockington & Olveston would reduce driving
Safe places to park bikes would be welcome. Speed limits reduced on town outskirts. Dream: cycle/jogging / walking pathway along this road to create a Thornbury circuit.
Segregated cycle lanes on all major routes into the town centre.
Segregating cycling path next to Christ the king and other primary schools Cycle path and walking path direct from new development to town, e.g from castle school area
Some bust stops seem to be in silly places, make traffic very heavily when they stop. Some public footpaths are not well kept so difficult to go so have to walk a longer way.
Speed control measures on Easton Hill Road and Morton Way. I know a 30 mph has just been applied to Morton Way however this is not being policed and we see a constant disregard for this speed limit. The speed humps are ineffective
Speed of traffic around Thornbury particularly Gloucester Rd, Midland Way, Morton Way, makes walking unpleasant.
Speed repeater signs needed in Midland Way. Reduce advertising boards at entrance to cooper Road.
Speeding traffic up to 50mph
Streamleaze-Rockstreet junction is very wide, hard to cross as a pedestrian as often busy. Gillingstool between knapp road and streamleaze, busy fast road, could do with a crossing to get across to bus stop.
The (one) path along the Gloucester Road between Stafford Crescent and Quaker Lane / The Plain is far too narrow with fast moving traffic for just one person walking, let alone two to pass. The total section from Quaker Lane (opposite Mumtaz), The Plain (opposite Thornbury Tandoori) down to 14 Gloucester Road should be made single width roadway. Remove the roundabout, traffic light control (3 way), increase the pavement width by 2-3 times, and place a 3-way pedestrian crossing (part of the traffic light control) where the roundabout currently is, so that we can cross Gloucester road to either side of The Plain.

The idea of a new cycle/walking route from Thornbury up Alveston hill is great but it should not be done simply because the road and pavement are too dangerous because of speeding cars. Speed enforcement should take place. It could pay for itself.
The junction at the top of the High Street, where there used to be a roundabout, is now a nightmare for pedestrians to cross, and also very nasty for cyclists heading on up towards the Leisure Centre. It is wide, and traffic sweeps around continuously at higher speed. For cyclists, there is no possibility to split the crossing in two, because of the filter lane for cars coming from Tesco to turn right into the High Street. I used to cross here frequently on foot but it is so bad that I have changed my route - now *avoiding* the High Street entirely and instead approaching from Rock Street to make use of the zebra crossing between Tesco and the Rock Street/Midland Way junction.
The narrow footway alongside Gloucester Road leading to Quaker Lane is a well used major pedestrian route. It is too narrow in places for two push chairs to pass. I am not sure that it would be possible to widen the path, but it would be relatively easy to reduce the speed limit to 20 mph.
The pavement along parts of the Gloucester Road is very narrow and yet trees and hedges are not adequately controlled and reduce the walkable area of the pavement. It is very difficult to safely cross the road at The Plain Infront of the Royal George towards the Georgian House. The pavement in the High Street was deliberately widened and yet the area in front of the Swan is often difficult to navigate because of the space taken by seating and A frame adverts. There are too many A frames in the High street and a lot of street furniture especially poles for signs about parking. The junction at the top of Rock street into Midland Way is very dangerous for pedestrians and motorists alike and traffic should be one way as should the High street.
The pedestrian access to Tesco is much too dark and frightening- major barrier to active travel onward to the leisure centre. The area around Castle and Manorbrook schools is madness at pick up times - only a matter of time before a child is hurt or worse
The pedestrian crossing on Morton Way should be used to connect the Badger Road area to Oaklease Rd by a cycle path through the Osprey Park open space, the open space at the rear of Squires Lease and the open space at the rear of the One Stop Shop. Oaklease Road has enough space for a segregated cycle path along it the join the Grovesend Rd route into the town centre. The Malvern Drive end of the existing joint use path/cycleway from Crossways Road should be linked to Grovesend road cycle path properly then continued across various open spaces and existing paths to meet the railway line cycle path via on road at Brooked/Eskdale and then under the bridge and up onto the cycle path where it broadens out. This would give a route to employment areas off Cooper Road. Upgrade the link from Stafford /Crescent to Castle Mews/Castle Street for wheelers. This is a handy way to avoid the narrow section of Gloucester Road by the mini roundabout/crossing. Make the short area between Blakes road and Crispin Lane suitable as a through wheeling /cycling route. Ensure the route from the end of Maple Avenue to Hillcrest is upgraded for wheelers/cycles when the Castle School 6th form field development scheme comes forward. Ensure the Neighbourhood Plan Transport Strategy is taken fully into account.
The residents of Gloucester Road have complained for over five years about narrow pavements at upper end of the road and excessive speed of traffic. The number of houses built off the road and another 595 promised means there is a great deal of speeding traffic and this means problems with the pedestrians, many elderly or using aids to movement e.g. mobility scooters, children using the pavement to access Castle School, or Mothers with pushchairs, finding passing on the narrow pavement, or crossing the road very dangerous. Leaving side roads, car parking or car parks is also hazardous. The mirror in my front garden (since 1971 with my permission) has helped with traffic leaving the car park to rear of businesses on the plain. There have still been numerous collisions and near misses as traffic travels too fast when leaving the mini-roundabout to travel down the road- including cyclists. This is a pedestrian route into town through a conservation area and something should be done to improve safety. Problems also with scooters, cycles and electric bikes using pavement.
The road conditions are absolutely horrendous, would be better off driving on a cobbled street. Proper repairs are required not being constantly bodged
The road is about wide enough for a cycle lane on one side - I suggest the east side; and widen the footpath on the other side to become a pedestrian way plus a cycleway.

The roundabout outside Tesco is not suited for cyclists leaving Tesco and wanting to head east towards Rock Street.
The speed limit of 20mph in Chapel street is not observed or enforced in any way. Many cars skid around the corner making it very dangerous crossing the top end of the High street.
The Streamside walk between Crossways Road and Morton Way both sides of the stream has overgrown shrubs and during the summer months the nettles and brambles can be a real problem. The path on one side doesnâ€™t appear to maintained. It could be a wonderful wildlife and flora area if some thought was put in to it. Trees have fallen across the stream and itâ€™s blocked in places. The bridges need checking for health and safety- one has a yellow board over an are and did have safety tape and cones around it- been like this for nearly a year.
The way through between Blakes Road and Crispin Lane narrows to only allow pedestrians, whilst cyclists are supposed to dismount for 5metres and then remount. This is awkward for cyclists and often means they stay on their bike if there are no pedestrians. There is plenty of room to actually make the access here have one 'lane' for cyclists to continue straight through and one for pedestrians where it currently is. This would encourage me to cycle more as you don't have to faff about getting on and off immediately after the steep climb up Blakes Lane.
There are many T junctions throughout the town, particularly in residential areas where there is no dropped curb across the T. Instead, wheeled users or people with buggies have to rely on people's driveways - since these don't always line up it requires crossing at angles. Examples of this include Jubilee Drive and Lavender Drive. It's a similar problem along the larger roads where crossing points are not clearly provisioned
There are no dropped kerbs either side of the road at the top of the High Street. I cannot cross Castle Street due to the gully running down as my wheelchair gets stuck Cycling both ways is so dangerous, cyclists just need to be one way. The camber on the path next to the car park is dangerous and unpleasant to ride in a wheelchair and pushchair. The surface and camber of the footpath between St Mary's doctors and Hawkins shop is uneven and bumpy. The surface of the pavement on the left hand side of Castle Street is bumpy and uneven and dangerous to ride in a wheelchair.
There are really awkward transitions on most of the routes I use
There are very few designated cycle parking/locking facilities on the streets (going uphill especially) into the town centre. Gradient are often a problem for older cyclists, but cycling part-way could be encouraged.
There is no issue with fast-moving traffic at the junction of Church Rd and Clare Walk. This is already in a 20mph zone

There should definitely be a proper crossing on Gloucester Rd right in front of 6 Form/the Chantry field. People cross there all the time to get to the field towards the lower school (Castle) or to cross over to get the bus just there or getting picked up. I know there is a crossing further down into the stream but that is less direct and I know & see a lot of people who currently use the island crossing a bit upwards which is honestly quite dangerous because cars still go very fast even when people are trying to cross and there are no lights. Similarly the pavement up the hill towards town/the Plain is very thin once you get further up (from the NHS mental health building until the funeral directors) and you have to go in single file. It seems quite strange to me honestly because on the other side of the road there is a massive pavement but nobody uses it because it's not connected to anything. I don't know how feasible it is but surely you could shift the road to that side and then widen the pavement on the left? I don't know, but it would be useful! Also, I know you are building a path up the hill from the leisure center to Alveston and that sounds great but I would like to check that it is properly connected to the other paths (for example the path at the back of leisure centre around the back of Tescos to Streamleaze/town, and the main road routes in Alveston to the little square or Marlwood etc.) (honestly if you could find a way to make that a main walking route between Alveston & Thornbury centers segregated from cars it would be incredible and make getting around much nicer. I think people would actually use it too! At least going down the hill.) Also final thing I know you probably can't do much about busses with this (even though it would reduce car use in Thornbury) but it would be amazing if you could improve the bus journeys to Cribbs Causeway and Yate and Wotton under Edge. The T2 coming back would be amazing but if that's not happening then at least the 622 to the Mall & Yate which recently I had to go to by car twice in one week which is sad because I know it is possible by bus and I like to go on the bus on my own. The prices are pretty bad to the mall too because you have to change busses in Bradley Stoke the the M1 and even though it's normally timed perfectly to make it easy you still have to pay twice 8Â£ for two returns (or Â£5-something for a day ticket). Which is crazy high and prohibitively expensive to go when I can just get dropped off by car instead without my friends. Just making that transfer free would half the price and I don't think the bus company would lose much money considering the same price takes you all the way into Bristol which is far further. I have a lot of friends in Bradley Stoke & Filton and getting there easier would genuinely make Thornbury a better place too. Similarly please if you can get the 62 to run more frequently because it doesnt run on Sundays at all and that is when I need it !!! Safeguard the proposed train station area if you are able to too (by the main roundabout off of the A38 right across from the brand new houses). Thornbury is going to need it in the future at least eventually and we will regret it if we remove the opportunity, we already can't do a route to the actual town centre because it wasn't protected years ago. I'm pretty sure everyone in the town wants it too anyway Also I don't know who maintians the triangle of flowers near the baptist church but it is beautiful I wish we had more flowers like that Please & thank you for helping transport in Thornbury it should be better
Thornbury has an ageing population and to allow walking seating and pathways need to be improved
Thornbury Hill is a significant issue for pedestrians and cyclists, travelling into the Town from the villages to the South. There is one narrow footpath, which is poorly lit and poorly surfaced and is next to a section of road that carries a significant volume of traffic. To say it doesn't fall within the remit of travel with Thornbury would be ridiculous given how far away the newest developments 'in Thornbury' are.
Thornbury hill. Too steep to cycle up with traffic and too narrow. Dangerous. Plus path is very narrow for walking
Thornbury is an incredibly dangerous place to cycle in general, due to lack of joined up cycle lanes, high traffic volume, complex junctions, driver intolerance, and roads designed for cars. We would LOVE to cycle in Thornbury more, but feel it's just too dangerous. If only we could learn lessons from the Dutch about prioritising cycling and walking.... We cycle a great deal elsewhere, but not in or around Thornbury.
Too many footpaths are overgrown which makes it more dangerous. This is not just next to roads with cars, it is also a problem for bikes and pedestrians to go past each other, e.g. the path from Morton Way subway to Glos Rd often gets very narrow due to plants. Also too much dog mess on pavements.

Too much pavement parking on Gloucester Road between sixth form and Anchor Pub. Also Barley Fields. Over grown hedges along Gloucester Road too. Also Butt Lane. Butt Lane VERY difficult to cross the road with a pushchair. A38 between Hyundai and Grovesend rarely has the footpath verge cut. The road verge is cut regards but the path has disappeared under overgrowth. I used to use that oath frequently when out running but it's not longer possible without running in the road. I don't agree with continually lowering speed limits as it further delays people getting to their families but the changes to the roads has focused alot of traffic on less roads increasing the volume of vehicles which, for me, is the big problem. Midland Road/Rock Street roundabout still has a limited view for drivers and more accidents waiting to happen. High Street is blocked in places by traders and their wares directly opposite parking spaces forcing people into the road. There's a LOAD of tactile crossing points missing all over Thornbury. Including around the town centre/Rock Street. Far too many junctions to mention.
Uneven paving in the high-street, even the new paving slabs are becoming uneven in places and are a trip hazard.
We love cycling in our family. My children would love to cycle to school on the road but there is a much greater volume of traffic at school run times and a lot of cars parked outside of schools which have to be manoeuvred around. Many motorists are in a rush at those times and sometimes pull out erractically at junctions or from where they are parked. This is something an experienced adult cyclist can cope with, but a smaller child on a bicycle is less visible and would not have the necessary experience to manage these situations. We therefore avoid cycling in Thornbury at busy times and cycle instead for leisure at quieter times. In terms of building links from Thornbury to surrounding villages e.g. Oldbury, it is worth noting that Kington Lane and surrounding lanes are in a terrible state of repair with many potholes and rough sections which are dangerous for cyclists. It is hard to keep to the side of the road because of the poor road condition. Also, it is unclear whether cycling is allowed along the streamside paths in Thornbury and this could be perhaps signed better.
We need the surface of the High Street changed so it doesn't look like a road, as too many motorists and van drivers are still driving up it. We need a crossing point across The Plain for pedestrians coming up Castle Street to the High Street.
We walk around Thornbury a lot but numerous paths have overgrown bushes from residential properties and Council owned areas. This needs to be sorted and regularly checked. Get rid of the disastrous Thornbury High St changes, which are against the views of the majority of the residents. Do not charge for parking in the High St.
Years ago I thought a dedicated cycle path was needed (like Germany) for Alveston Hill. It seems to me though that it is only going to be a half job? As I am semi retired now, my motivation really is the public paths, routes around Thornbury, less so about access and safety in Thornbury.