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A38, Bradley Stoke Way pedestrian, bus and cycle proposals

Consultation feedback report

Executive Summary 2
Next steps 3
Background 3
The consultation 3
Survey respondents 4
Views on different aspects of the proposals 4
Bradley Stoke Way 5
A38 12
Impacts – changes in travel behaviour 22
Other suggestions 25
Practical considerations and suggestions 26
Concerns about consultation 29
Groups who are most likely to be supportive/opposed 29
Appendix 1: Survey respondents 32
Appendix 2: Written representations 33

Executive Summary

This consultation survey attracted a very good response rate, with hundreds of surveys completed for each section of the route, making it the most comprehensive summary of local people's feedback on this scheme. Though not fully representative of the local population, it also attracted responses from a broader demographic than previous consultations.

Overall, there was majority support for all the measures included within the proposals across both the A38 and Bradley Stoke Way sections, with the exception of proposed changes to speed limits.

People who travel by bike, pedestrians and wheelers (referred to as passengers in the rest of this report) and bus users were very supportive of the measures, but they account for a relatively small proportion of the overall sample and there is much broader support from across different respondents, with most demographic groups in favour of each of the different elements of the scheme. However, support was far from unanimous and significant numbers of people hold strong opposing views. The most opposed are people who live directly on the route of the A38 scheme, who express a wide range of concerns related to the proximity of the new infrastructure near to their properties.

In terms of the impact of the changes, people believe they will make a considerable difference in improving safety. For people commenting on the Bradley Stoke Way aspect of the scheme, pedestrians are especially welcoming of the proposals, which would see those walking or using a wheelchair having a designated space separate from faster moving cyclists. The results show more significant potential change for the A38 proposals,

where the new infrastructure would help open up more travel options for people, encouraging people out of their cars.

Next steps

The designs are generally well supported, but this report and the accompanying map of comments show a handful of specific areas where local people have asked the council to review proposals to ensure the optimal solution is put forward.

The project team will consider the feedback provided through this consultation exercise and identify opportunities to improve the scheme by evaluating potential improvements and enhancements and addressing potential concerns. A separate design response document will summarise the findings of this exercise.

Background

South Gloucestershire Council been awarded government funding from the West of England Combined Authority through the City Region Sustainable Transport Settlement (CRSTS) to invest in improved facilities for cyclists, pedestrians and bus users. This money can only be used for measures which support the government strategy to make it easier, safer and more pleasant to use active and sustainable travel options and therefore make it more feasible for people to switch away from their cars.

Proposals have been put forward to provide better options for people living in Thornbury, Bradley Stoke and the surrounding areas, connecting them up to Aztec West and Bristol.

We have already completed two phases of engagement into this scheme. Our initial consultation showed overall support for the scheme, with large numbers of people wanting to switch away from their cars for more journeys. We then, earlier this year, captured some initial feedback from local people on the designs for the first stretches of proposed improvements where practical concerns were raised. Having considered this feedback, we have now produced more detailed designs for the project, which we sought feedback on through this consultation.

The consultation

The consultation ran from 6 November until 18 December 2023.

An online Common Place site was created to provide information about the proposals 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. To raise awareness and give interested parties plenty of opportunity to provide feedback, the consultation was widely promoted through various channels including:

- an email to stakeholders such as town and parish councils, schools and travel groups,
- a letter drop to local business and residential addresses,
- regular promotion on social media, and
- featured in the council's resident and business newsletters.

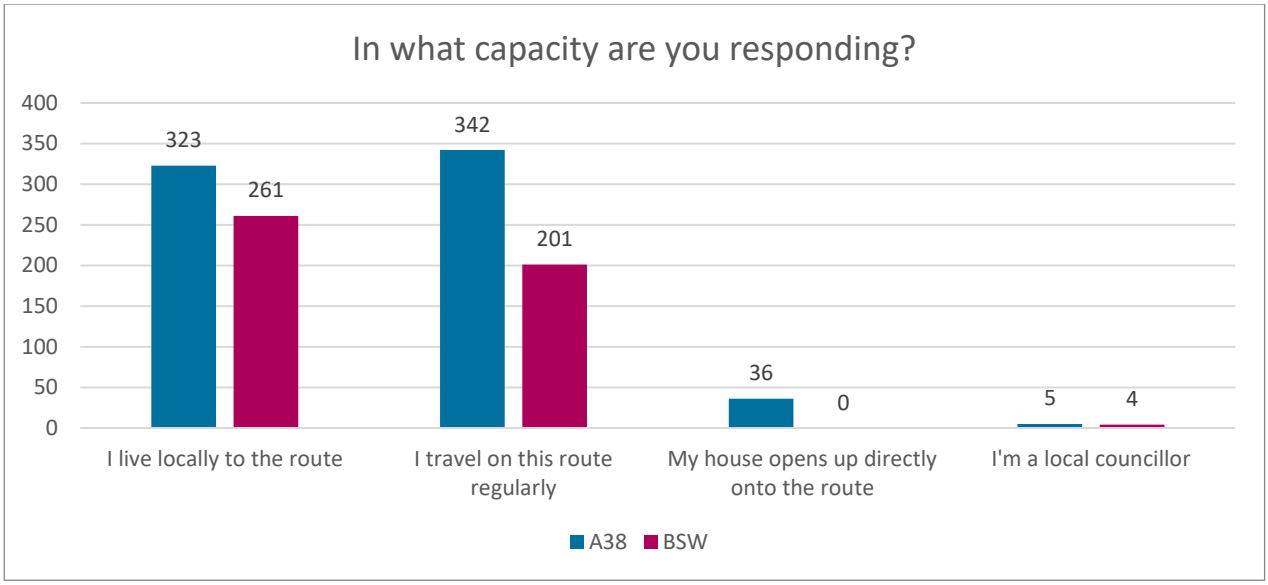
During the consultation period, in-person events in local venues in Thornbury, Bradley Stoke, Alveston and Almondsbury were held as well as four online events. The purpose of

these events was primarily to allow people the opportunity to ask questions about the proposals and so feedback has not been reported here – instead people were directed to the consultation to share their views.

Feedback was collected separately for those wanting to comment on the proposals for the Bradley Stoke Way and for the A38. However, both sections of the scheme are part of the same funding bid and so are presented together in this report.

Survey respondents

In total, 925 people responded to the consultation. 372 gave feedback on the proposals for Bradley Stoke Way and 553 commented on the plans for the A38.



Base BSW: n=345, Base A38: n=431

Most people responded to the consultation because they either live locally or travel on the proposed routes. For the A38 scheme, we received responses from 36 people who live directly on the route (there are no properties directly on the route of the Bradley Stoke Way scheme and therefore this option wasn't provided).

We also received written responses from interested organisations, including Bradley Stoke Town Council, Almondsbury Parish Council, Edward Ware Homes, North Bristol SusCom, CyclingWorks Bristol, and the charity, Guide Dogs. We also received regular communication from a couple of residents who live on the proposed route - their feedback is captured within the survey responses.

A more detailed summary of survey respondents and the full representations from interested parties is provided in the appendices to this report.

Views on different aspects of the proposals

Through the consultation we sought feedback on the different aspects of the scheme which are designed to make active travel and travel by bus easier and more appealing. The changes proposed for the two roads (A38 and Bradley Stoke Way) are somewhat different: new infrastructure is planned for the A38, whilst the proposals for Bradley Stoke

Way are more focused on improving existing facilities. We sought feedback on the different aspects separately and this is presented in this way here.

For each of the measures, the survey asked two questions:

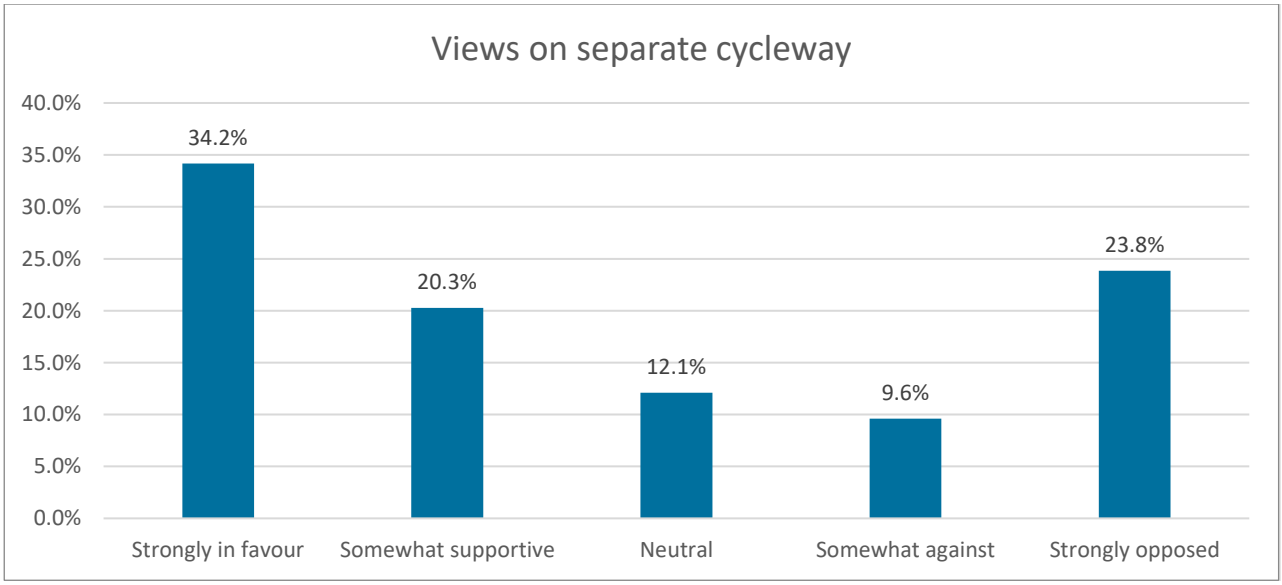
1. To what extent people were in favour or opposed to the changes, and
2. Why they held that view.

Across every measure, people who opposed changes were much more likely to provide a response to the second question, explaining their opposition and many respondents provided lengthy responses setting out their concerns. To demonstrate the full range of different perspectives expressed, this report highlights each of these concerns in order that the project team and decision-makers can fully consider potential issues.

Bradley Stoke Way

Separate cycle lane

Most respondents support the proposals to upgrade the shared path to segregated pedestrian and cycle lanes, with 54.4% in favour and 33.5% opposed.



Base: n=281

The group who are most supportive of the measures are people who told us they cycled. 74.5% of those who said they cycled regularly or from time to time want the proposals to go ahead, with the most positive group those who only currently cycle from time to time. Conversely, there were many responses from people who commented that they - and people like them - wouldn't or couldn't cycle and were strongly opposed to any changes.

The upgrades on the shared use path are supported by all demographic groups (age, gender, ethnicity, disabled and non-disabled people), except for those aged over 70.

Considering why people support the proposals, safety (both for cyclists and pedestrians) comes out strongly in the commentary.

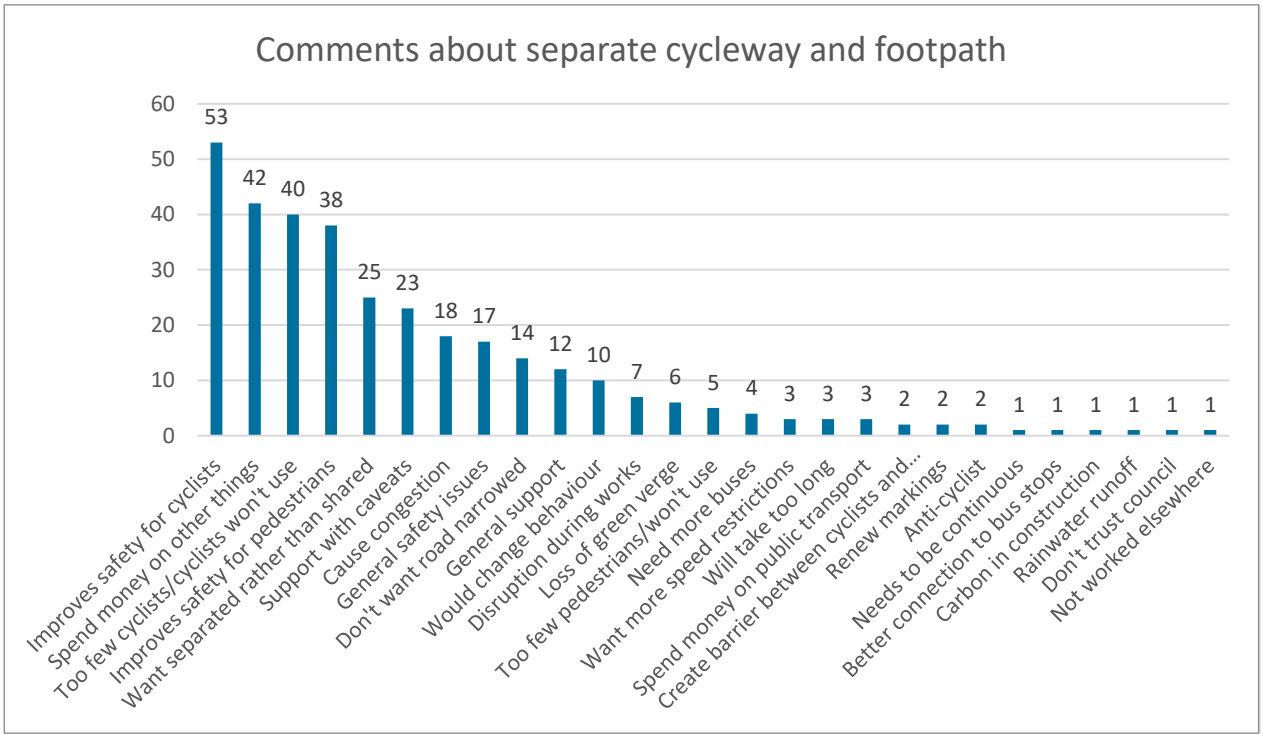
The main counter argument against the proposals were that there were too few cyclists, that the changes were not needed and would be disruptive, and money should be spent elsewhere on other priorities.

Some respondents commented on the designs of the scheme, with questions asked about why it was not possible to have segregated paths along the full route. Concerns were also expressed about whether the proposals for the section nearest to the centre of Bradley Stoke offered the right solution – both points are addressed in greater detail later in the report.

Finally, some drivers expressed concern about potential disruption during works and congestion if the road was narrowed.

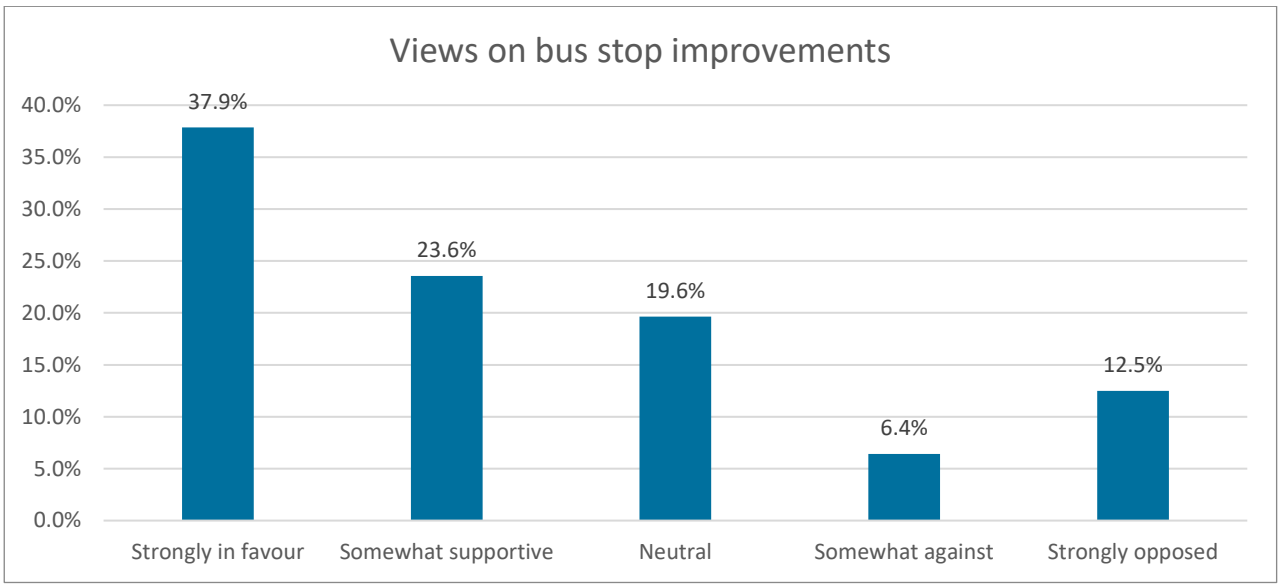
"These improvements should make it safer and more pleasant for all users. I am a cyclist and struggle to get past pedestrians at times."

"There is already sufficient cycle space along the route with existing cycle lanes and shared footpaths - doing more seems to be poor use of public money."



Bus stop improvements

Most respondents are supportive of proposed changes to bus stops (61.5% in favour, 18.9% opposed).



Base: n=280

In their commentary, most people welcomed the changes as an opportunity to make travelling by bus more appealing, resolving issues in the case of lack of shelter and encouraging more bus travellers.

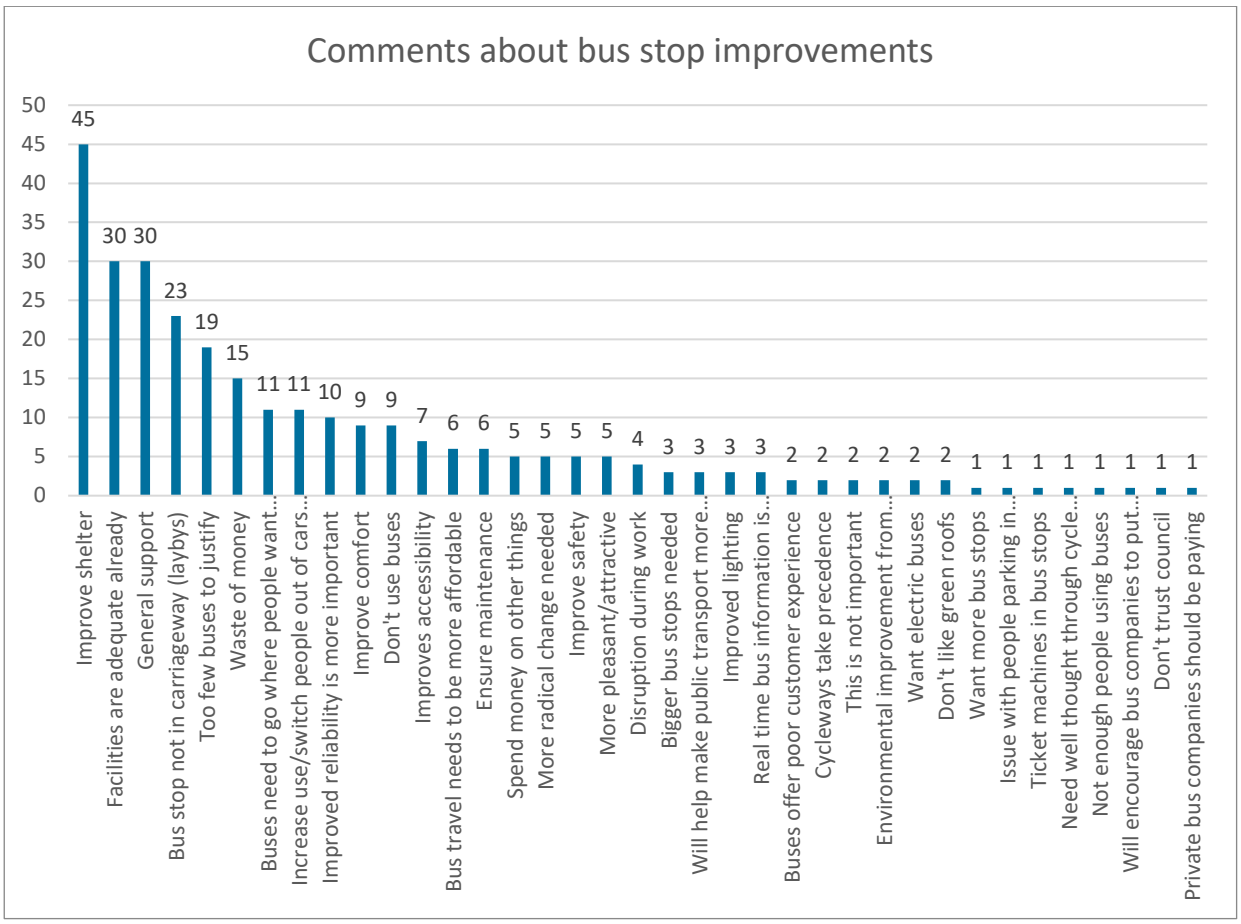
However, throughout the survey, there were numerous comments about the state of local bus services, with recent cuts to services serving Thornbury seen especially negatively. Given this background, some people felt that more transformative change could be delivered through provision of more frequent bus services covering more local areas and travelling to the places people want to go. It should be noted that this funding can only be used for funding to bus infrastructure and cannot be diverted to fund or subsidise bus services.

In this context, some saw investment in bus stops as unnecessary expense, whilst others felt that more radical change was needed to make a difference, including:

- offering/reinstating bus services covering local villages and travelling to places that people want to go,
- more regular and reliable services, and
- more affordable fares.

"Enclosed bus shelters are welcome, especially when there is uncertainty around whether buses will run. Welcome with cctv as well."

"Buses are so infrequent along the A38 towards Thornbury that separate bus lanes would be a waste of time and money."

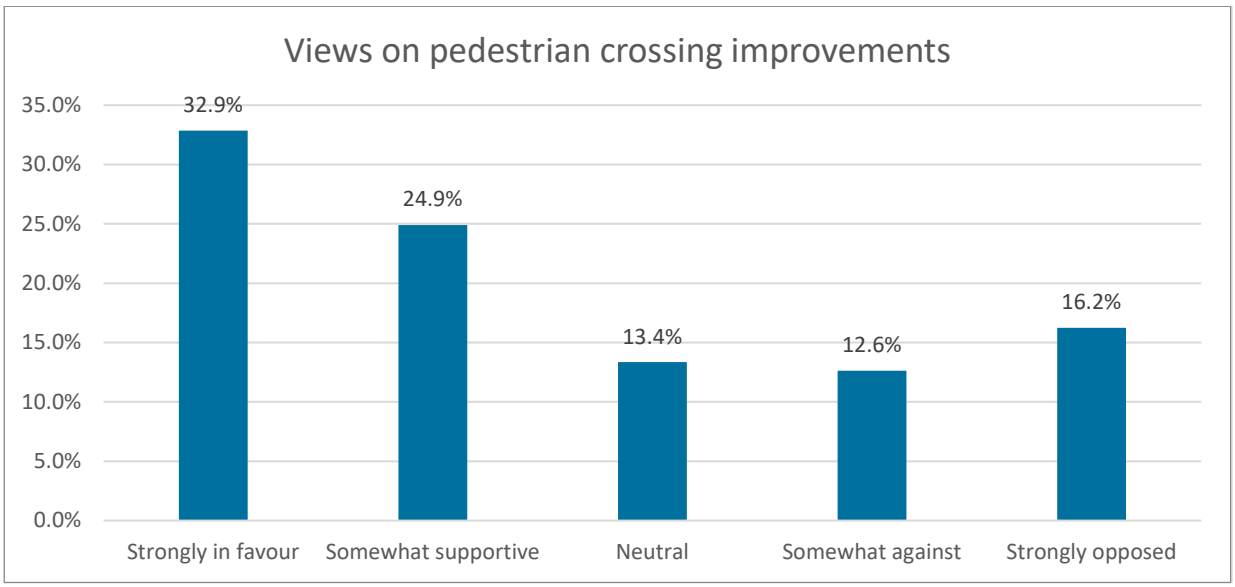


There were a final group who were sceptical of the value of buses and felt the infrastructure was adequate and/or told us that the priority was to move bus stops out of the carriageway and into laybys so that buses don't disrupt cars.

However, it is important to remember the overall strength of support for the measures – indeed, all demographic groups were in favour. Bus users were especially supportive, suggesting these measures are needed and wanted.

New/upgraded pedestrian crossings

Most respondents were in favour of pedestrian crossing improvements, with 57.8% in favour and 28.9% opposed.



Base: n=277

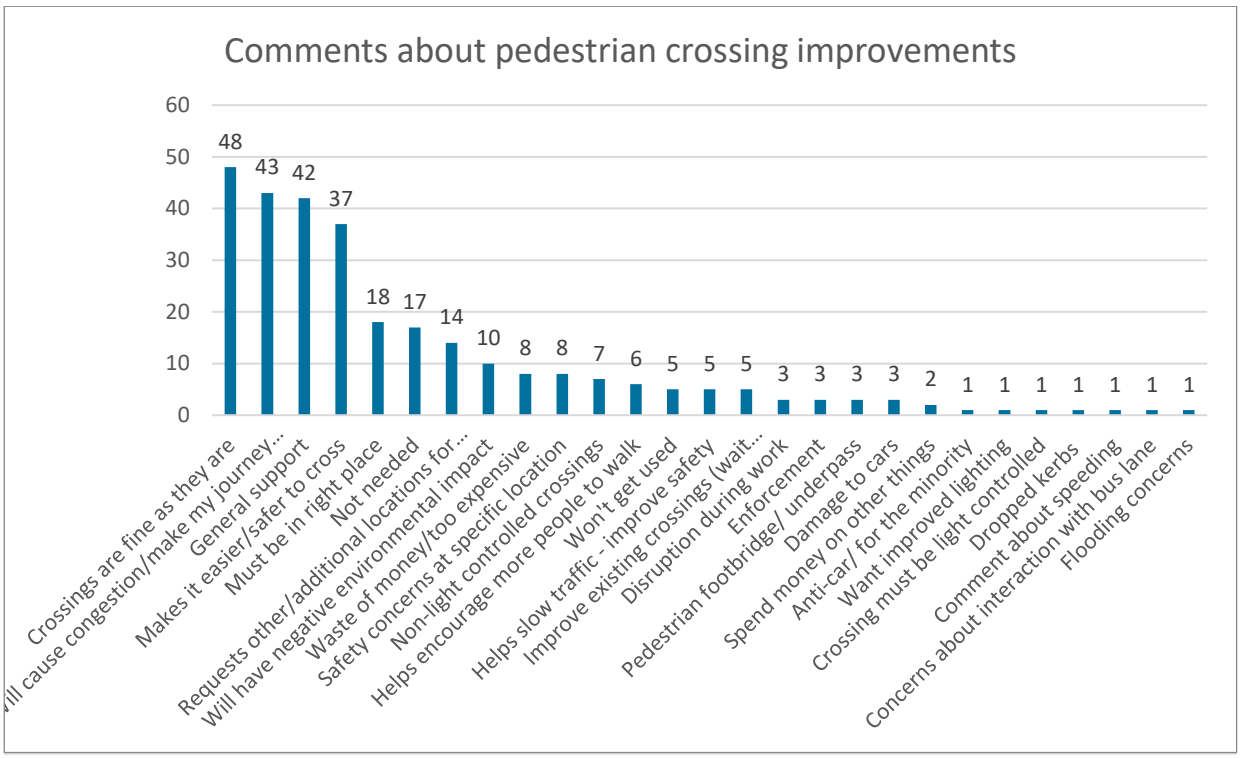
As with other measures, those who were supportive were less likely than those who were opposed to leave a comment about the reason for their views, but safety was a key consideration.

Some people felt that the current crossings are fine as they are, and adding new crossings or adjusting existing road infrastructure would cause more congestion and make journeys slower. There were also comments about the cost of any changes with questions about whether money was best spent on other priorities.

"You're trying to fix a problem that does not exist but will cause more congestion, disrupt traffic flow and cause more accidents at or on roundabouts."

"Definitely! Very needed. Especially in the Baileys court area for school children. People go around the roundabouts too quickly and the height of the roundabouts makes it hard for kids and adults to see oncoming cars."

It is very useful to get a very local perspective on changes like these as people who walk know best what is needed – there were a few comments on the proposed location, layout or type of different crossings.



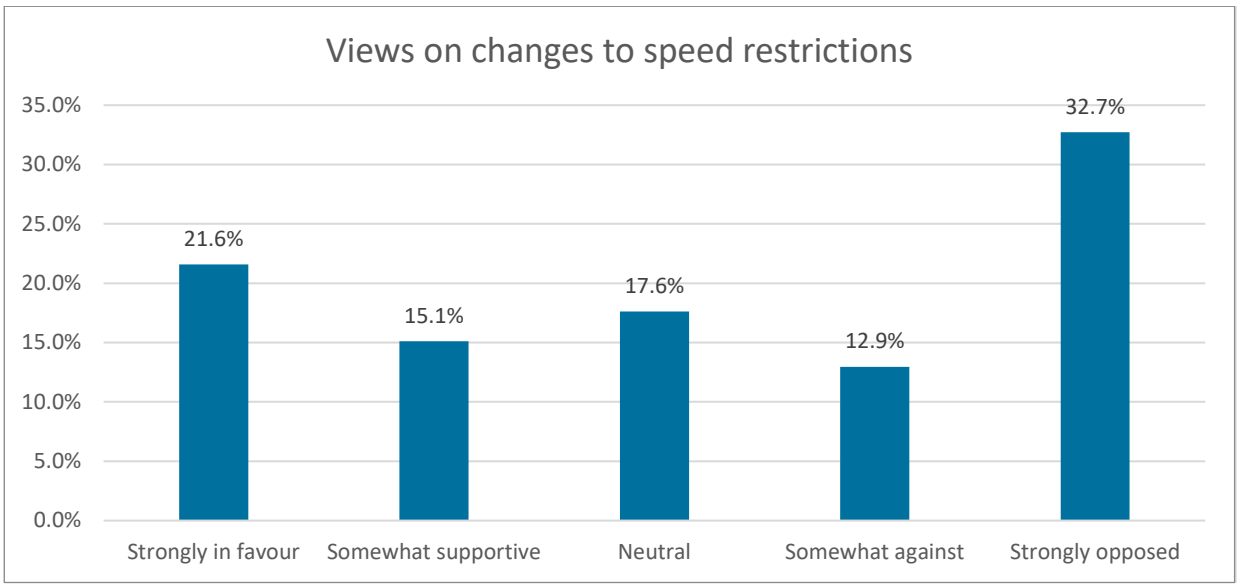
Somewhat surprisingly, there was no significant difference in support for the proposals between those who currently walk on the route and those who don't.

Those with a disability were slightly more in favour of the improvements (78%) than those without a disability (63%), although the difference is not significant, and both groups were overall in favour.

Changes to speed restrictions

The proposed changes to speed restrictions had the lowest levels of support of any of the Bradley Stoke Way proposals, with 36.7% of people in favour but 45.7% of people opposed. This is the only proposal where opposition outweighs support, and where people were opposed, they were more likely to be strongly opposed than somewhat against.

It should be noted that should the scheme proceed, legislation requires speed restrictions to be implemented in the proposed locations due to the level of separation achievable between motorists and cyclists/pedestrians at these points. This was explained within the supporting information, but in hindsight, a question should not have been asked about something which cannot be influenced by respondents' feedback.



Base: n=278

Disabled respondents were significantly less likely to support the proposal, with a support level of 25% compared to 49% for non-disabled respondents. Women were significantly more likely to support the proposals than men, with 52% in favour, compared to 38% for male respondents. There were no other notable differences in support level based on demographics such as ethnicity and gender.

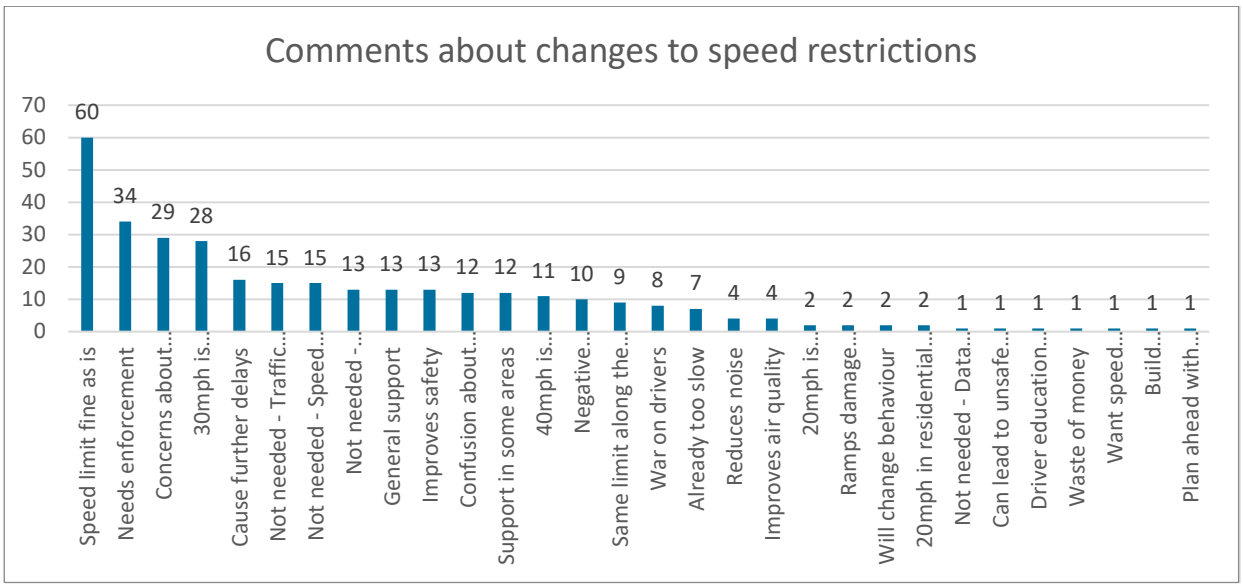
Considering the reasons for opposition to the proposal, the prevailing feeling was that the speed limit is fine as it is, and any changes to the limit would cause further delays in an already congested area. Several respondents commented that traffic is already slow in the area, so the limit is rarely reached at busy times. Others felt that pedestrians and cyclists are suitably separated from traffic and therefore there was no needing for a reduction in speeds.

Improving safety was the primary consideration for those in favour, with respondents supporting improvements for all road users.

"With segregated cycle route and additional crossings, current speed limits are considered appropriate - if adhered to!"

"Yes! The 30mph near Willowbrook Centre is awful....there have been serious accidents here... it is dangerous."

An increase in the speed limit is proposed between the Great Meadow and Great Stoke Roundabouts. This increase was considered inappropriate on a stretch of road where police regularly conduct speed checks to minimise accidents.

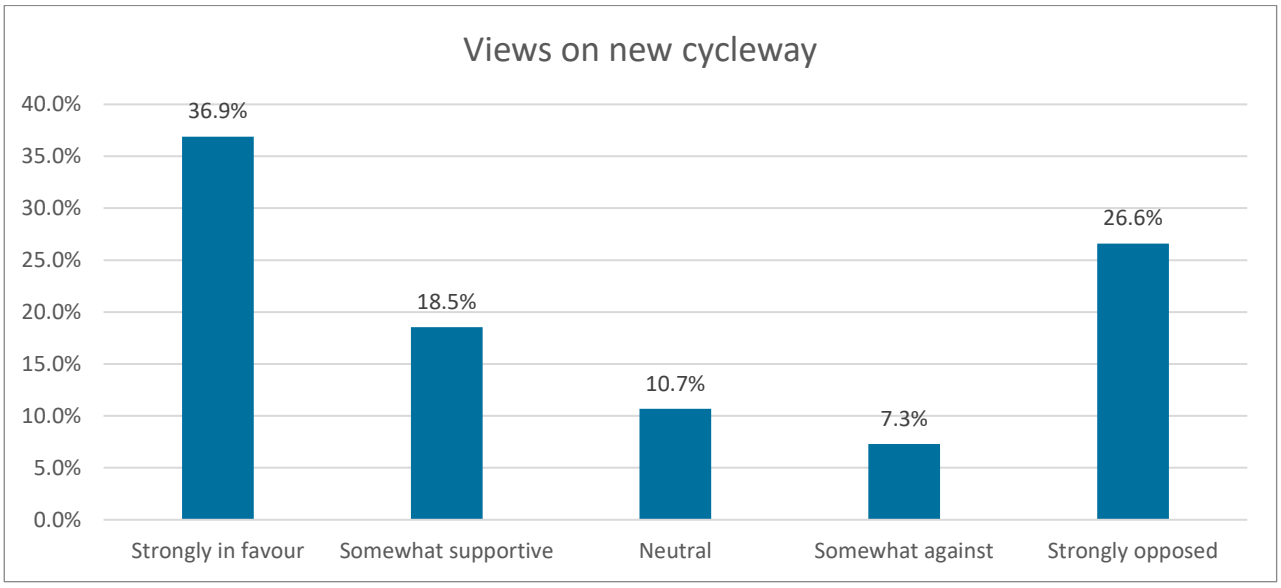


Both those in favour and against agreed that without appropriate enforcement any changes would be irrelevant with widespread abuse of the restrictions.

A38

New cycleway

Views on the new cycleway on the A38 were somewhat polarised, with strongly in favour and strongly opposed the most frequently selected viewpoints. Overall, however, there was majority support, with 55.4% of respondents in favour and 33.9% opposed.



Base: n=534

A strong predictor of support or opposition was where the respondent lived. Those who live directly along the route were significantly less likely to support the proposal, with a difference in net support (opposition) of more than 49% (for those who don't live on the route, 16% more people were supportive than opposed, whereas for those who do have a property directly on the route, 33% more people were opposed than supportive).

Whether or not a person was disabled also had an impact, with disabled respondents also significantly less likely to support (46% support) than those without disabilities (65% support). The responses of disabled respondents is considered in more detail later in the report.

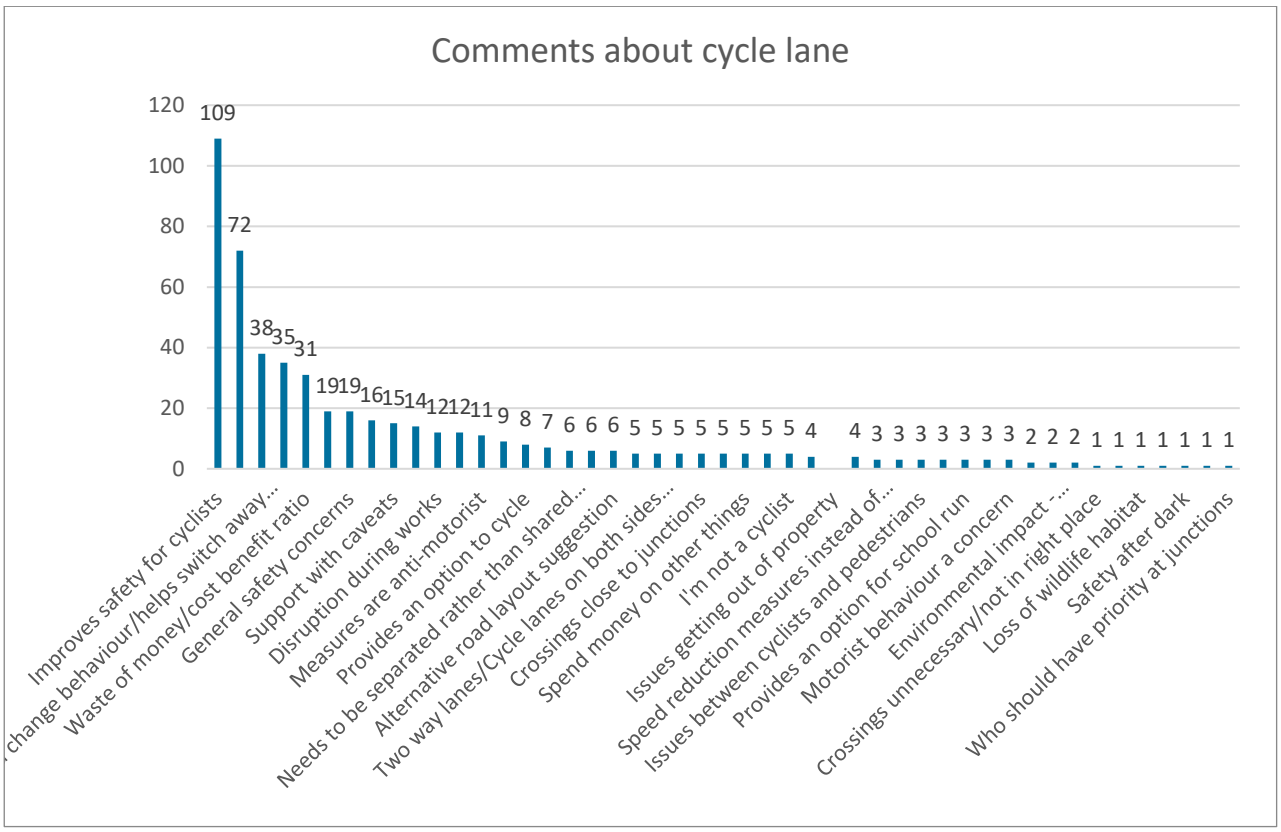
Supportive comments focused on improved safety for cyclists. People felt the new provision would open up opportunities to cycle in the local area and help people move away from reliance on cars. Some suggestions were made in terms of scheme design, including asks that cyclists and pedestrians are separated for the entire route rather than including shared use sections and that it needs to be continuous with fewer crossings.

"I think this has got huge potential to get people out of their cars and onto their bike."

"Although I do occasionally cycle along this route at present, it feels very dangerous and cars tend to overtake without giving enough space and while travelling fast. This scheme will make cycling and walking a much safer and more pleasant experience."

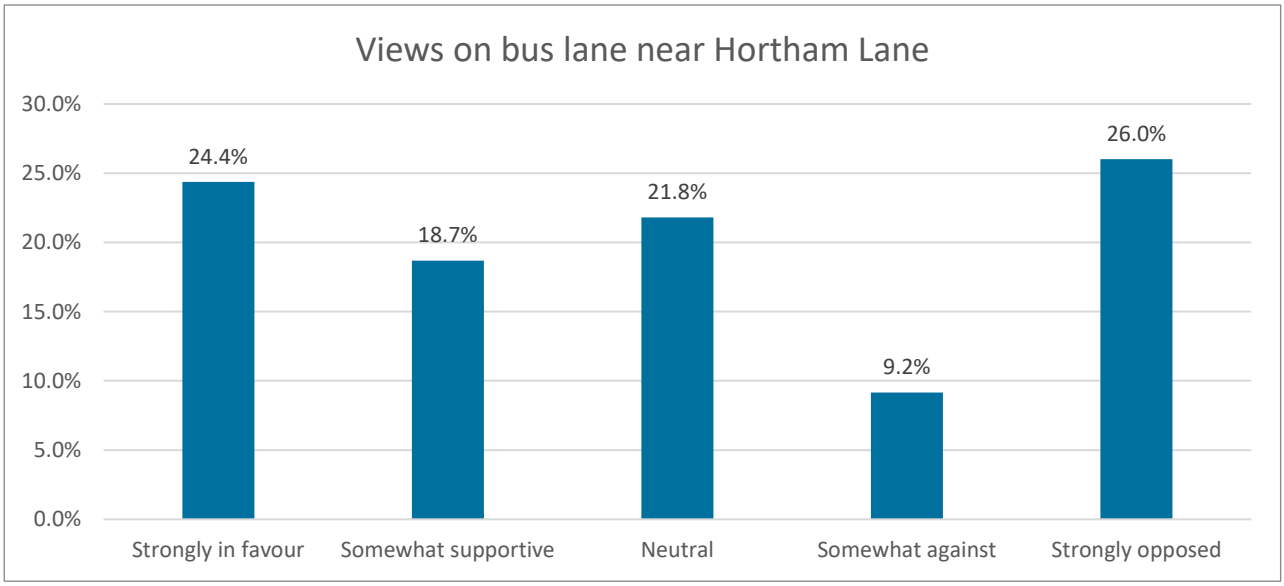
"I doubt there will be enough cyclists to justify it, I'm concerned that the narrower roads will make things worse and less safe for motorists and I think the investment would be better spent on buses."

Many opposing the scheme advised us that the cycleway was not needed; that there weren't enough cyclists to use it, and it was a waste of money from a cost/benefit ratio point of view. There were also safety concerns raised with the proposal. Respondents noted that the A38 is a fast road and not particularly pleasant for cyclists, and people living along the route mentioned safety concerns linked to access to properties and the need to cross a two-way cycle lane in a vehicle.



Bus lane near Hortham Lane

Slightly more respondents supported this proposal (43.1%) than opposed it (35.2%).



Base: n=546

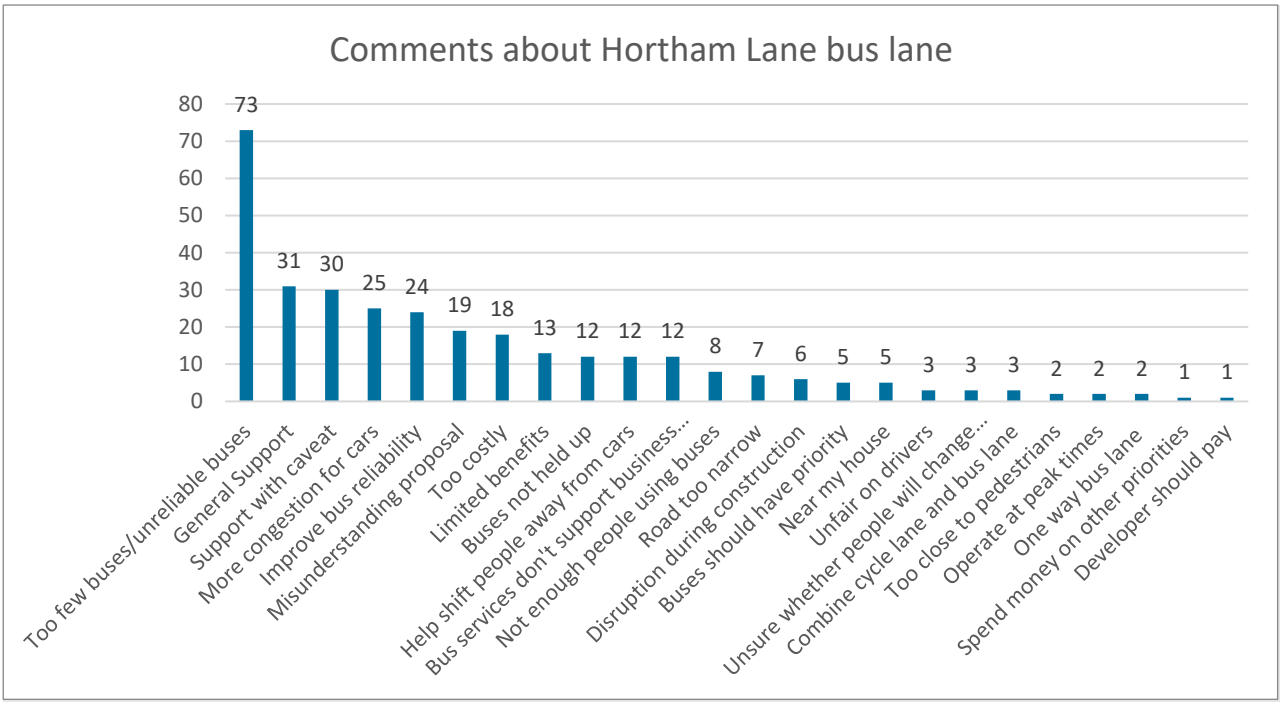
Once again, levels of support were linked to where a respondent lived, with those living along the route being less supportive (20% support) than those living elsewhere (47% support).

Disabled respondents showed significantly lower support for the proposals (27.3% support) than those without a disability (53.5% support), but there were no other significant differences based on demographic factors such as age, gender or ethnicity.

Many comments made on this proposal focussed on the unreliability or nonexistence of buses, meaning that the bus lane was pointless or not needed. Some were concerned with the potential impact on congestion and the cost of the scheme, but others expressed strong support for the concept of active travel and the expansion of the bus lane network. Some made the point that the bus lane could help improve bus reliability as the buses wouldn't be sat in congested traffic elsewhere.

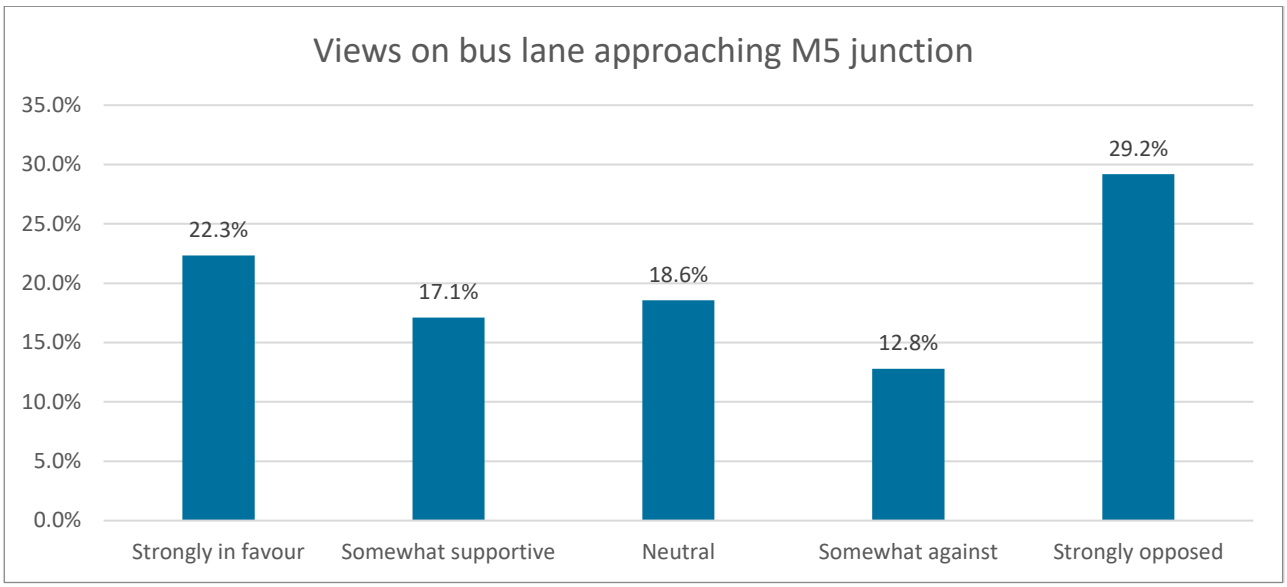
"You can't switch to a bus that doesn't exist, so the bus lanes remain pointless."

"We need buses to be faster and cheaper than driving... A train line would also be great :)."



Bus lane approaching M5 junction

Slightly more people were opposed to this proposal than were supportive, with 42.0% overall opposition compared to 39.5% support. The strength of feeling of opposition was greater than seen for other proposals as well, with 29.2% people being strongly opposed.



Base: n=555

Once again where people live made a difference; those who lived along the scheme route had a 20% support rate compared to a 47% support rate for other respondents. There are relatively few residential properties on the route at this location, so it is likely that these responses are expressing opposition to the scheme in general rather than specific concerns in this location.

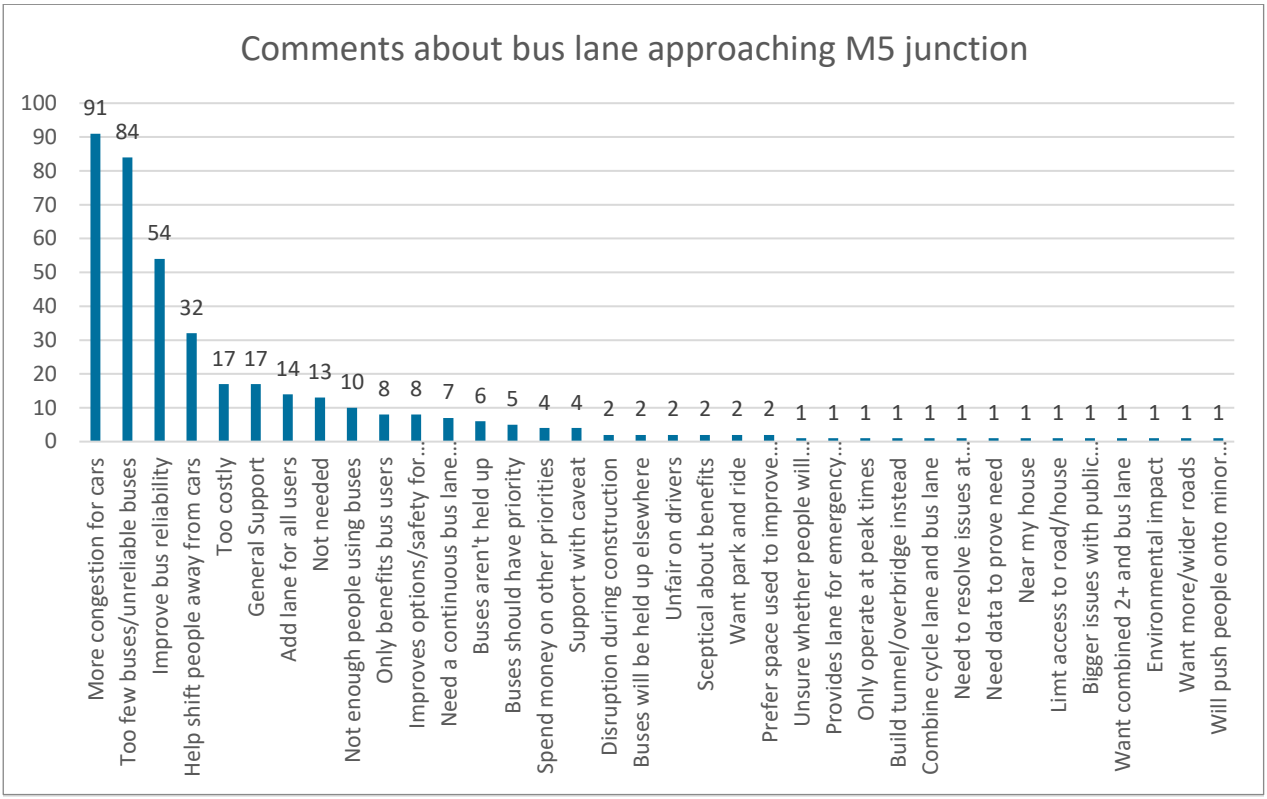
Disabled respondents showed lower support as well, with a 27.3% support rate compared to 53.5% for non-disabled respondents.

Comments on this stretch of bus lane were very similar to those for the Hortham Lane section, which would indicate that through this survey, people were expressing views about bus lanes in general rather than on the specific practicalities of bus lanes in these locations.

Lack of bus services and unreliability of buses led many respondents to conclude that the bus lane was not needed. Many people cited concerns about congestion and there was also a worry the costs were hard to justify and money might be better spent elsewhere.

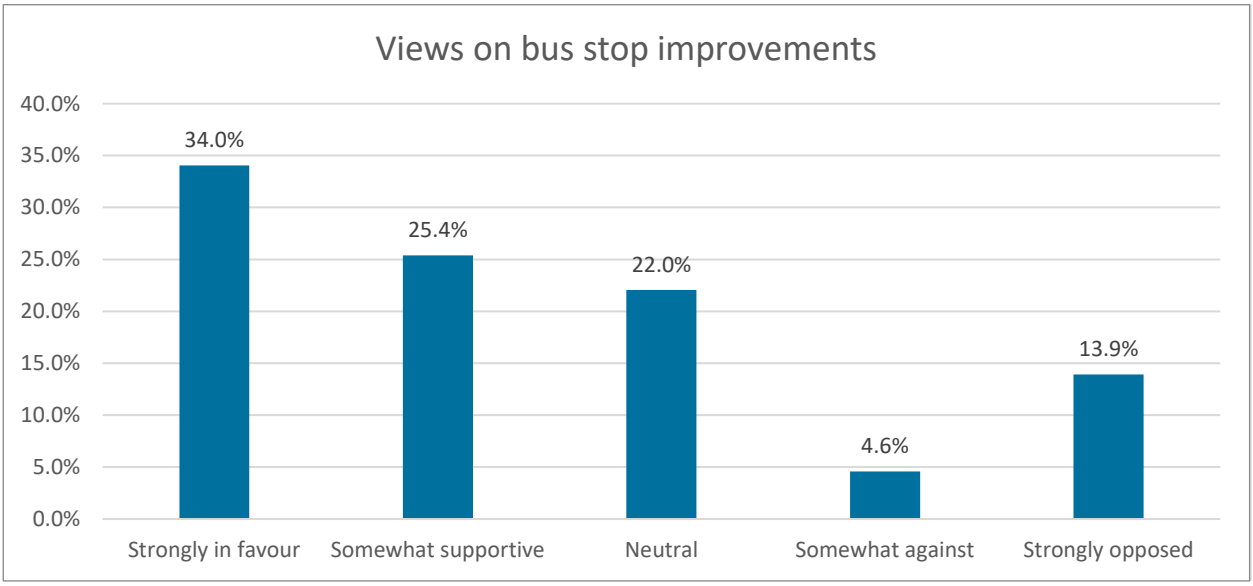
Whilst many of those who were supportive of the scheme did not feel the need to explain their perspective by providing a comment, there were many comments from people who currently use the bus and recognise the delays at this point of the route and welcome the benefit in improving their journeys. Others saw measures like this as essential to making bus travel more appealing than cars and delivering much needed changes in travel behaviour.

Some people felt the proposals didn't go far enough and wanted a park and ride scheme and for a bus lane along the full route of the A38 to make bus travel not just viable, but the preferred option for people travelling on these routes.



Bus stop improvements

Respondents were overall in favour of this proposal. 59.4% showed support, with 18.5% showing opposition; the remaining 22% were neutral.



Base: n=567

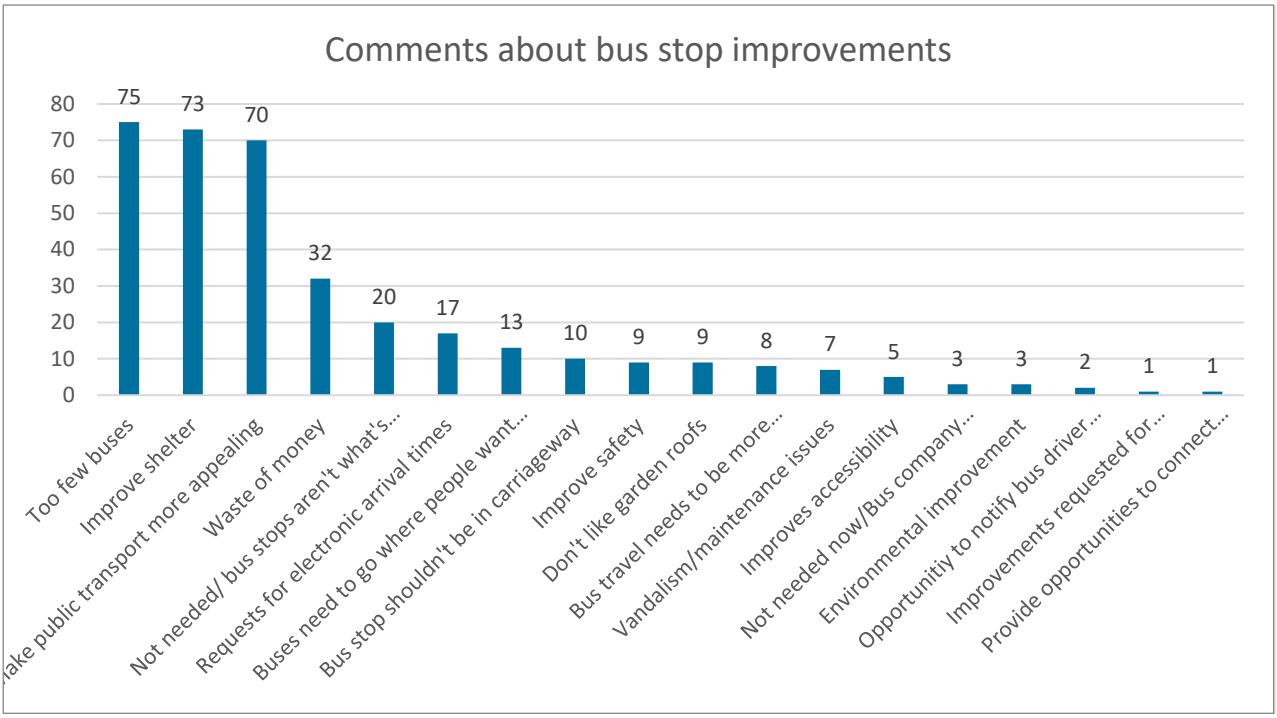
Where a respondent lived had a significant impact on support here once again - 19.4% of those who lived on the route were in favour compared to 42.2% of those who lived elsewhere.

Other demographics with significant differences were disabled respondents who were less likely to support the changes (23.5%) than those without disabilities (49.5%), and women who showed significantly lower support (38.9%) than men (51.0%).

Again, people commented that there are too few buses to make the proposals worthwhile, and some respondents suggested that the priority should be introducing or reinstating more bus services in the area. This was linked to a plea to make public transport more appealing, with the functionality and comfort of bus stops being identified as important to convince more people to travel by bus. Shelters were singled out as being particularly important to help people make the switch from cars to buses.

"We will not achieve a 'bus service for all' if customers have to stand in the wind and rain to catch the bus. Many will just take the car."

"This is expensive and wouldn't affect my decision to use buses."

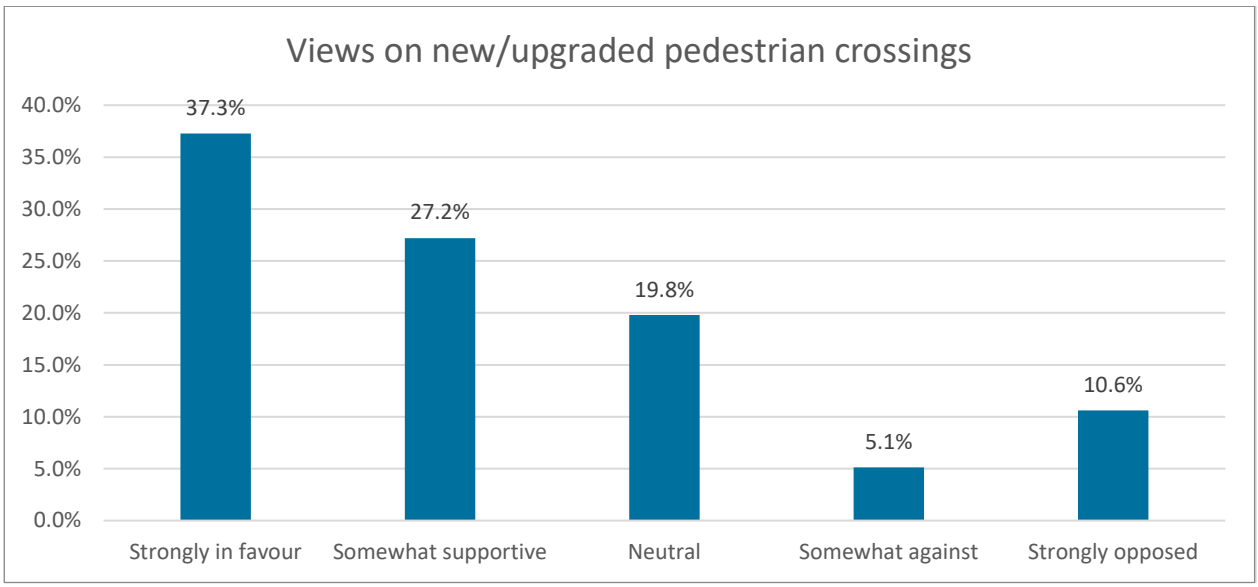


New/upgraded pedestrian crossings

There was strong support for this proposal, with 64.5% of respondents in favour and 15.7% against.

"Yes, we crossed at the spot where your photo is taken twice today. It can be frightening. Central refuges are essential."

"You are inviting more accidents. The road is too busy and drivers too impatient to pay heed and in wet conditions that road has awful visibility."



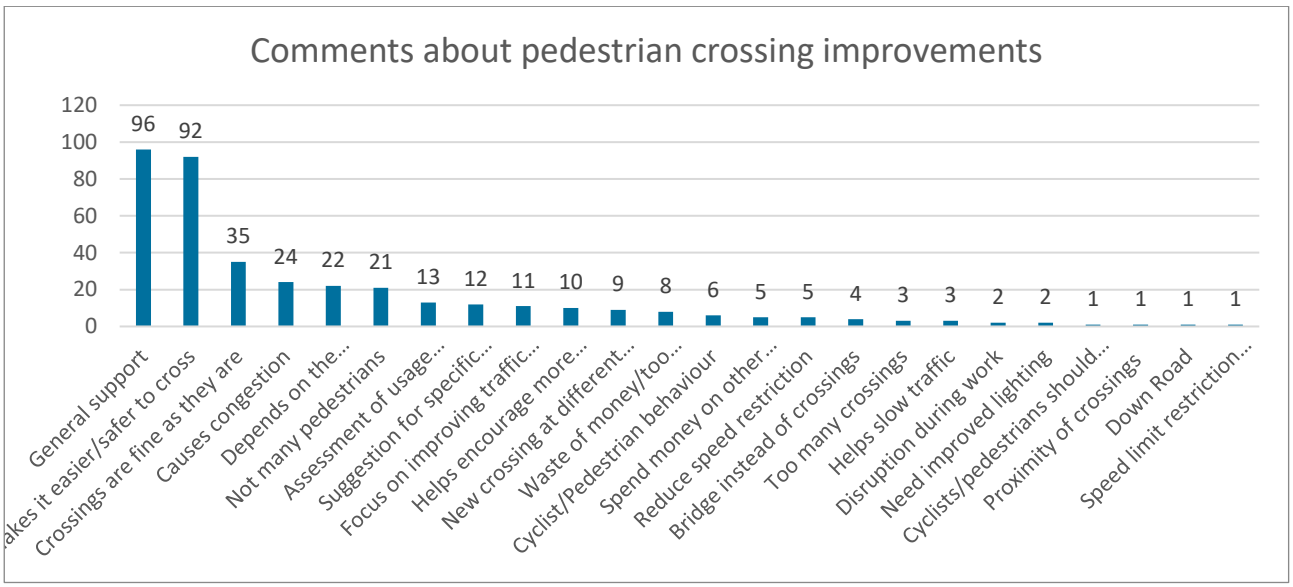
Base: n=566

Women were significantly more in favour than men, with 77.3% of women being supportive compared to 66.5% of men.

The survey asked people about their employment status and across the survey, part-time workers, people on zero hours contracts, students and the unemployed were far more in favour of measures aimed at supporting active and sustainable transport. This group were particularly supportive of these improvements, with 82% in favour compared to an average of 67% for all respondents. Lower income groups are less likely to have access to a private vehicle and it may be that this support is due to greater reliance on walking and public transport amongst these demographic groups.

Many respondents were generally supportive of the principle of improvements to the pedestrian crossings, as they felt it would make it easier and safer to cross the road and would help encourage more people to walk. Some reserved judgement on the proposal until exact locations were known.

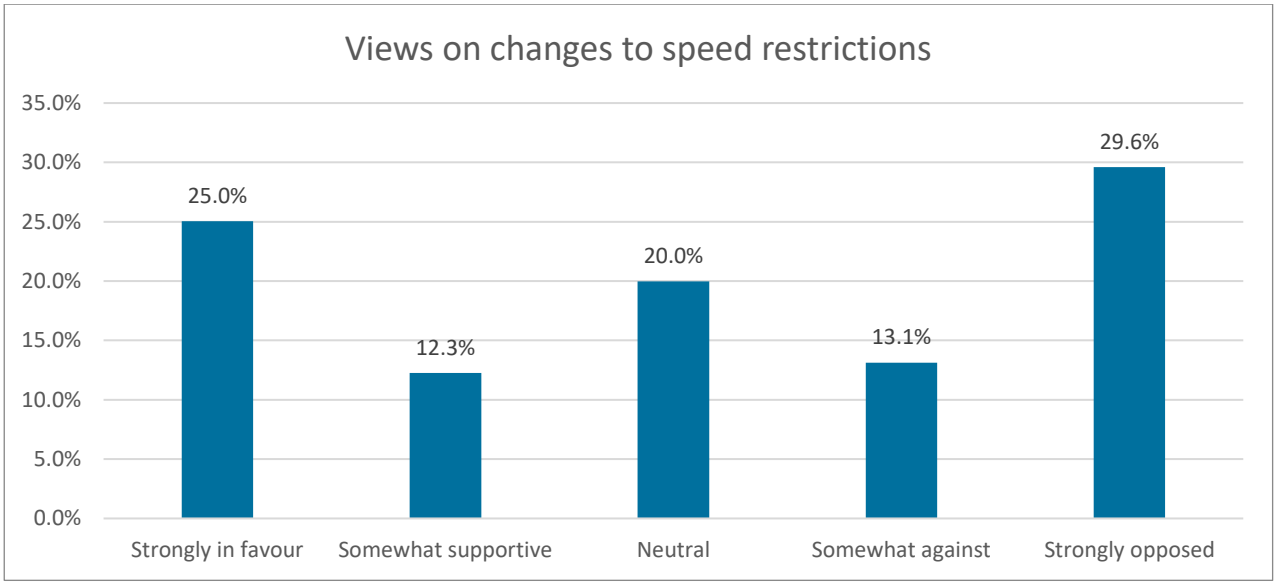
Several people felt that the crossings are fine as they are and would cause more congestion in the area, and therefore were not supportive. Others commented on the low number of pedestrians who could benefit and questioned whether the work would represent good value for money, asking whether the money could be spent on other things instead.



Changes to speed restrictions

As with the changes to speed limits proposed for Bradley Stoke Way, legislation would also require restrictions to be implemented in the proposed locations on the A38 due to the level of separation achievable between motorists and cyclists/pedestrians at these points.

More people opposed the changes to speed restrictions than supported them, with 42.7% in opposition compared to 37.3% in support.



Base: n=571

Uniquely for the proposals along the A38, changes to speed restrictions saw more support from the people living along the route (56.3%) than those living elsewhere (37.8%).

Once again disabled respondents were less in favour- 18.9% of those with a disability were in support as compared to 43.6% of those without a disability. There were no other significant differences based on demographics like gender, age and ethnicity.

Opposition in the comments centred around the fact that changes to the speed limit were not necessary. Reasons given included:

- This is a wide road with good visibility and pedestrians and cyclists should already be safe given the other proposed changes along the route,
- congestion in the area means that traffic rarely hits the speed limit during peak times anyway.

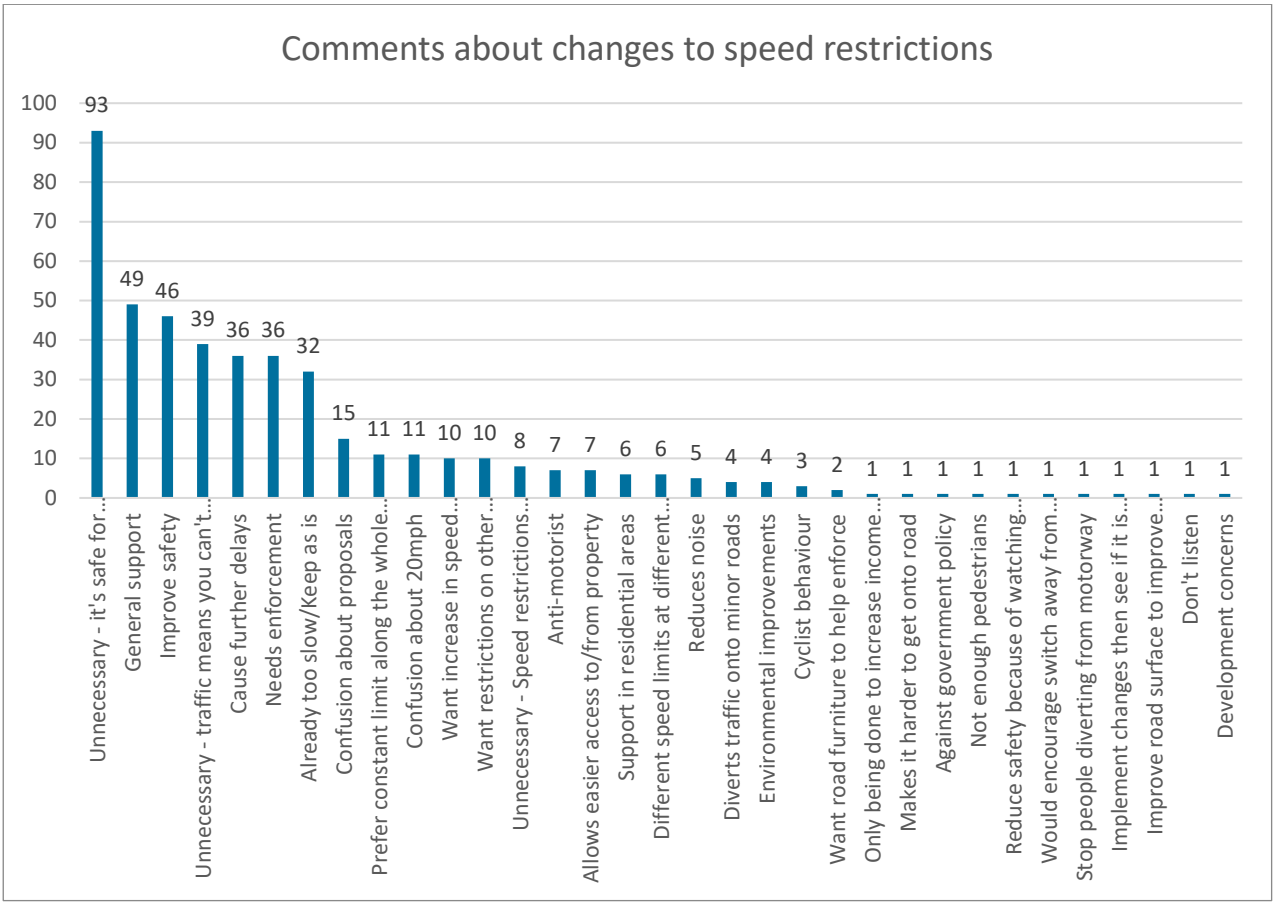
Car drivers were concerned that a lowering of the limit would cause delays to journeys, and some felt that the limit should actually be higher than it currently is given the nature of the road.

"Would encourage many more to cycle. I currently run along the A38 on the pavement and the lorries hammer past you - makes you feel very unsafe."

"Will make no difference to the dangerous driving. Too many cars speed along the A38, it needs enforcement."

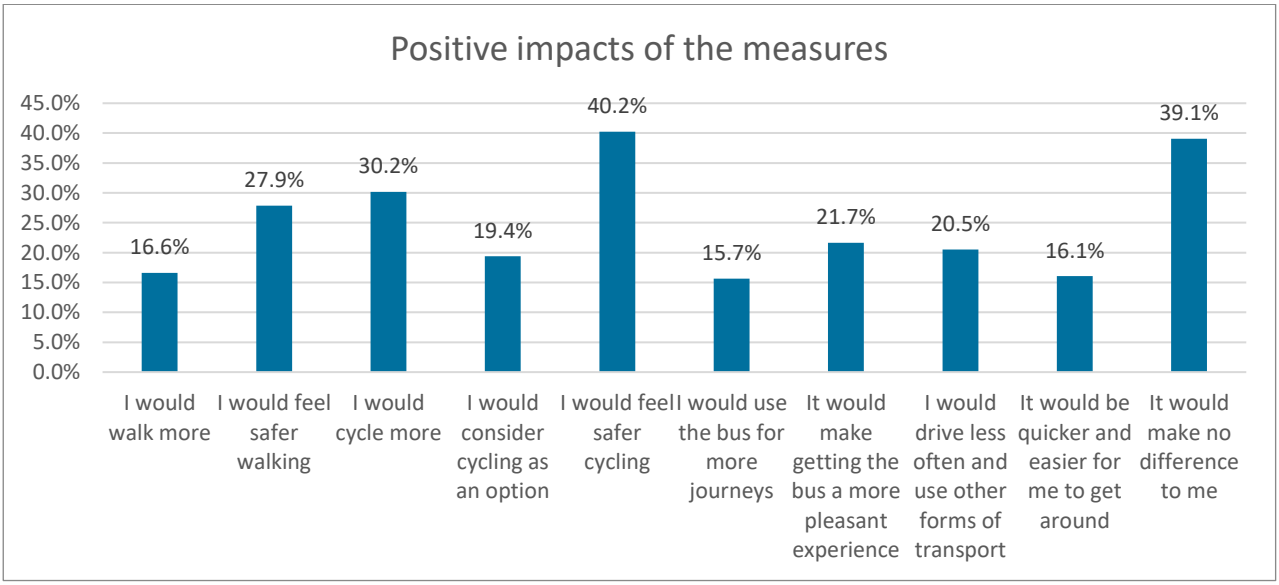
Those supporting the proposal were generally in favour of slower speeds for safety and noted that the A38 can be hazardous and therefore could see benefits to lowering the limit. Some people mentioned that a constant limit along the whole road would be helpful to drivers, and others said they would need specific details of proposed speeds to be able to comment.

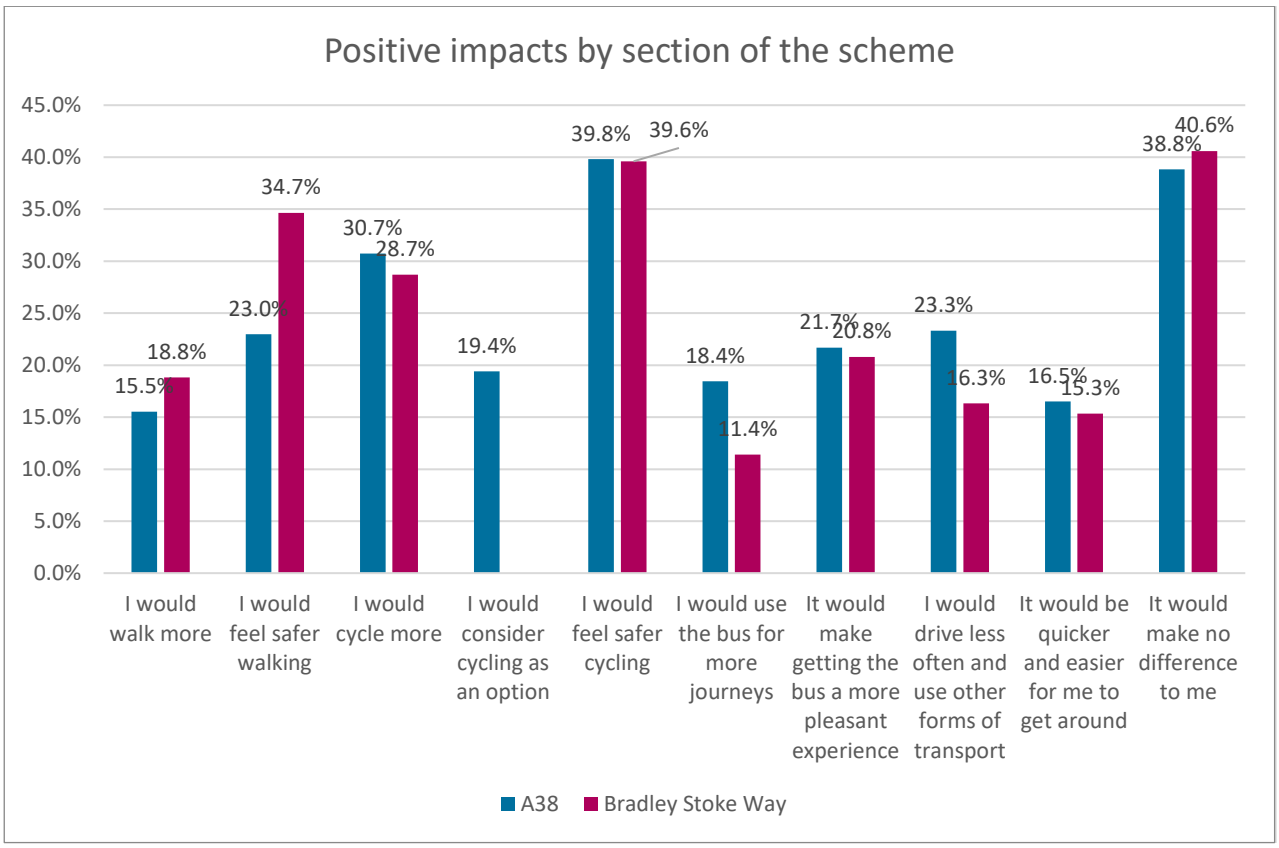
Enforcement was again mentioned as a key element of this proposal, with commenters noting that without enforcement the change in speed limit would not necessarily lead to changes on the road.



Impacts – changes in travel behaviour

This question was intended to gain a better understanding of the likely positive impacts of the changes in terms of the overall ambition to provide options and make it easier for people to travel in different ways to the car.





Note: No option was provided for people commenting on the Bradley Stoke Way proposals to say that 'I would consider cycling as an option' because cycling is already possible for this route via the existing shared use path. This figure is therefore zero.

Safety concerns are cited regularly in surveys as one of the main deterrents to people cycling. Across both road sections, 40% of all respondents reported that these changes would make them feel safer cycling and just over 30% said they would likely cycle more. As the shared use path servicing Bradley Stoke Way reaches capacity, replacing that shared path with separate cycle and pedestrian paths is seen as important for pedestrian safety, with almost 35% of respondents suggesting they would feel safer walking.

A higher proportion of people responding about the A38 improvements told us they would likely switch out of their cars than for Bradley Stoke Way. This is likely to be because paths already exist and are well used on Bradley Stoke Way.

The changes for bus travel are potentially less significant. New bus lanes are proposed for the A38 and 18.4% of respondents commented that this would encourage them to take the bus more frequently. The corresponding figure for Bradley Stoke Way, where changes were more focused on improving bus stop facilities was 11.4%, but across both roads approximately 21% said that getting the bus would be a more pleasurable experience should the improvements proceed. It is clear from the commentary that the main issue holding back greater use of buses is that currently buses don't go to the places people want to go.

Overall, 20.5% of people said they would drive less often and use other forms of transport instead. This group who say they would switch away from cars for more journeys is split fairly evenly between those who are already travelling by bus, bike or walking for some of

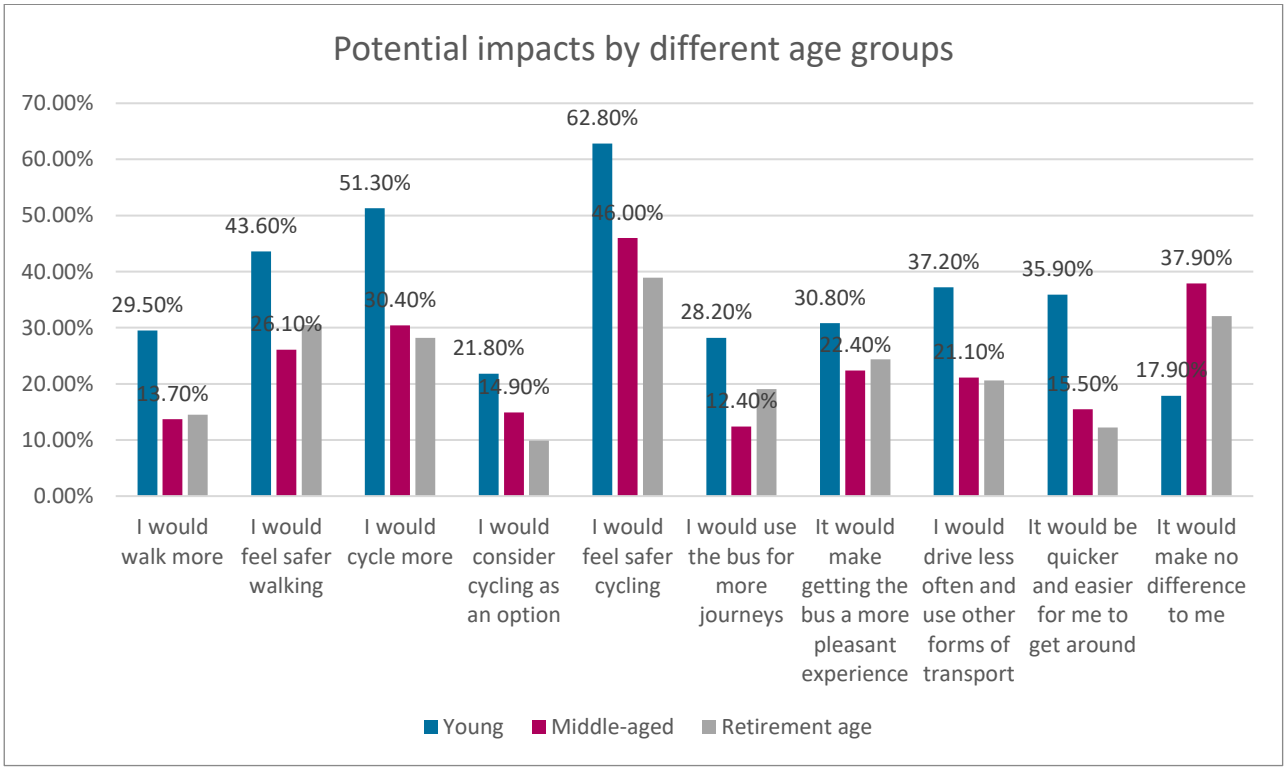
their journeys, but also a similar number who have not previously considered alternatives to the car.

"This scheme works on the assumption that people will leave their cars. This is unlikely to happen."

"These improvements will increase safety and encourage more people to walk, cycle and take a bus."

The results show that younger people are significantly more likely to change their behaviour than other demographic groups, suggesting that the cumulative impact of the changes would be greater over the longer term. This pattern was borne out across all measures. Young people were:

- More likely to say that it would be safer to walk or cycle,
- More likely to start walking more, cycling more and getting the bus for more journeys, and
- More likely to switch away from cars for more journeys.



39.1% of respondents said they would make no difference to their travel behaviour and many used this as an opportunity to share their feedback on how they might be negatively impacted by the changes. This feedback is very similar to what was captured in the subsequent question which asked people about what concerns they had about the scheme, which is summarised in the next section of this report.

Other suggestions

The purpose of consultation into schemes like this is to firstly gather the perspectives of a broad cross section of local people to assess relative support for proposals and secondly to use their local knowledge in support of in-depth technical assessment work to identify the most appropriate improvements. This section focuses on suggestions made within the consultation commentary asking about people's concerns.

Looking firstly at the overall general comments and as we have already seen, majority support was in favour of the changes outlined in this scheme. There were many comments about the necessity of schemes like these to make more environmentally friendly alternatives to the car more attractive to help people make the switch away from private vehicles for more journeys.

"I support all measures to help people engage with active travel and using public transport. Motorists have been prioritised for too long. Transport needs a change of approach for the sake of the environment and future generations."

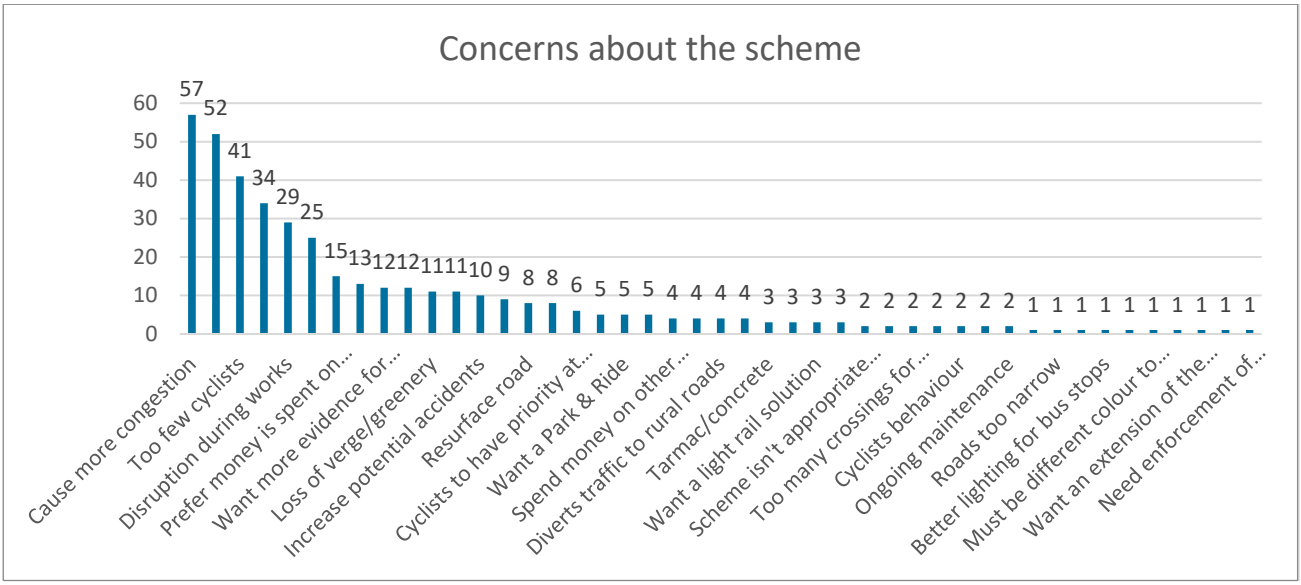
"This is an excellent proposal that has the possibility to transform the way people travel on these routes. Current provision for cyclists and pedestrians on Alveston Hill, and for cyclists on the A38 is poor and people are unlikely to cycle or walk at the moment."

"I'm in favour of anything that will improve options and safety for children travelling to school in Thornbury, Alveston and Bradley Stoke."

The countering arguments can be roughly grouped under three headings:

- Concern amongst motorists about measures focused on cyclists and pedestrians, which may lead to disruption, delays and congestion for those who either can't or don't want to consider alternatives to the car,
- Concern about the relative merit of money spent on active travel schemes in relation to what else funding could have been spent on (although it is important to note that this particular funding can only be spent on active travel measures).
- Concern amongst people living directly on the route about the impacts for them and their properties.

The concerns expressed in response to this question are summarised in the following chart.



Frustrations with the focus on walking, cycling and bus travel are exacerbated by what people see as a deteriorating travel experience. Concerns raised include:

- Bus routes being cut and services becoming increasingly infrequent and unreliable,
- Congestion and delays on roads,
- Perceived unnecessary 'meddling' with road layouts, junctions and speed limits,
- Housing development without supporting infrastructure,
- Lack of pre-planning about future transport needs.

"You are just wasting a lot of money for no real benefit to the community. Stop all this woke green nonsense."

"Focus on making vehicular journeys quicker. Vehicle numbers will only increase as more homes built. You have the priorities the wrong way around."

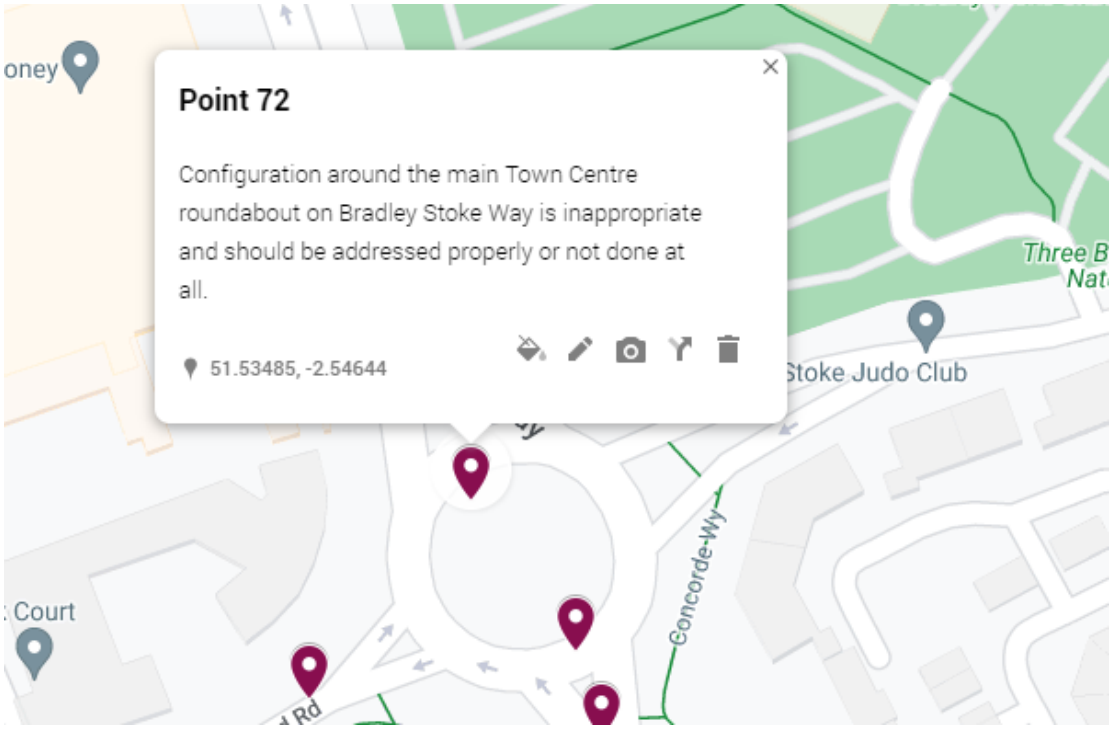
"Constantly changing roads to suit cyclists is ridiculous and a waste of money. Busy trunk roads should be reserved for motorised vehicles travelling at proper speeds. Cyclists are a menace."

Practical considerations and suggestions

Those completing the survey were invited to pinpoint on a map where there are issues with the current plans and designs or opportunities to improve them. These comments are shown on this map.

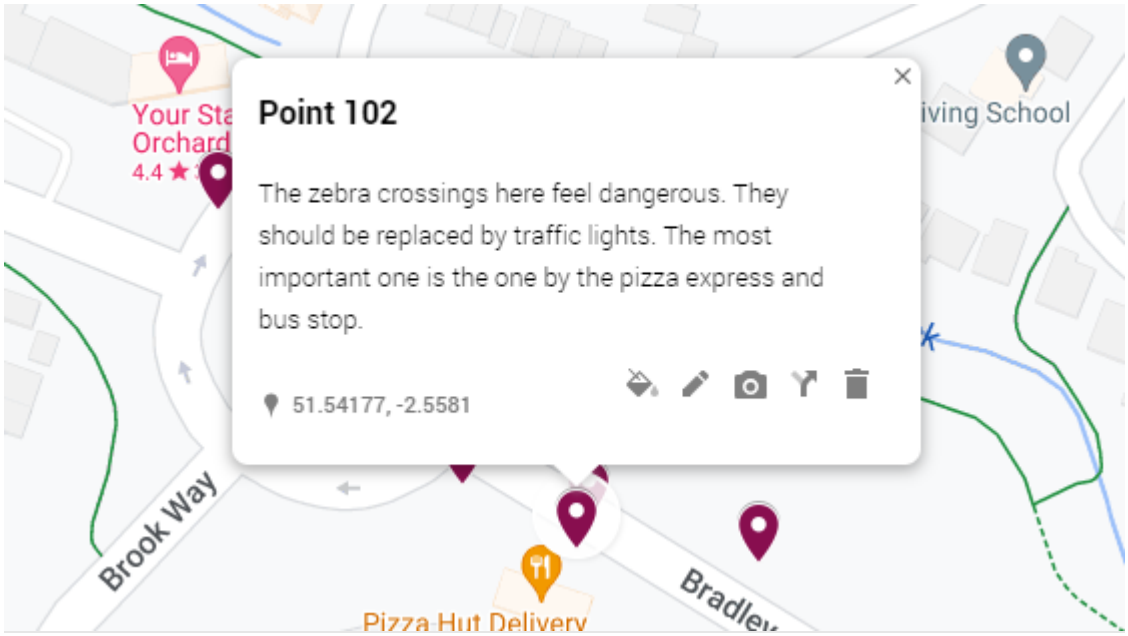
Below are highlighted some of the issues and suggestions raised by more than one respondent. This report's author is aware that technical limitations may restrict alternative options in some locations; the following is simply a presentation of the suggestions made through the consultation.

What is the best solution at Savages Road roundabout?



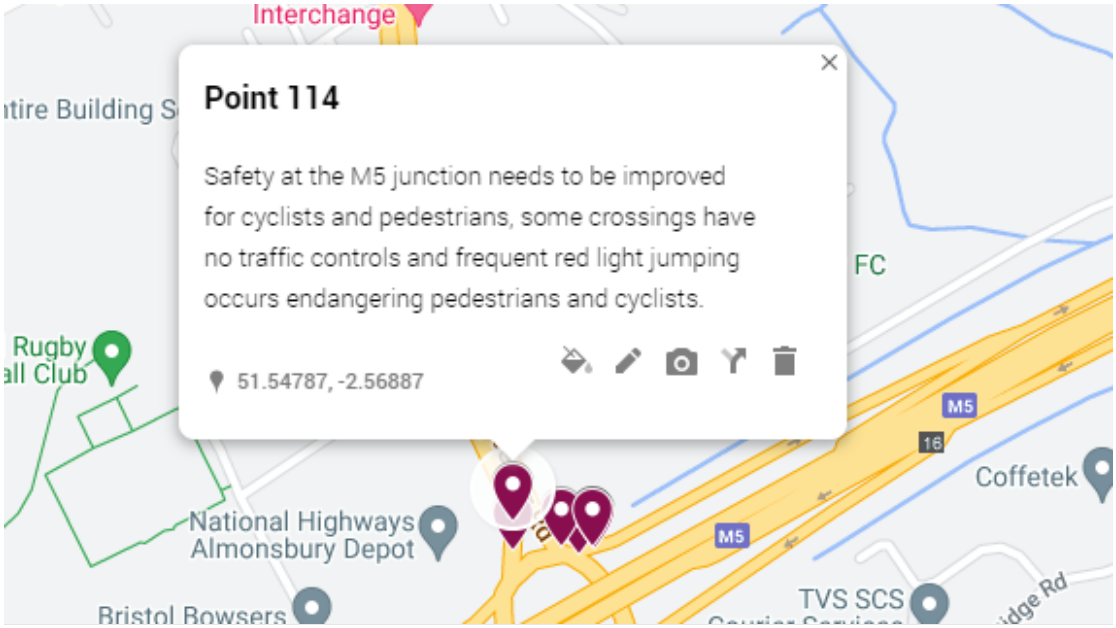
Several respondents, including representatives from Bradley Stoke Town Council on behalf of local residents, expressed concern with the solution proposed for the Savages Road roundabout. The proposed layout was seen as too much of a compromise and there was an ask to revisit these plans.

Safety issues at Patchway Brook roundabout



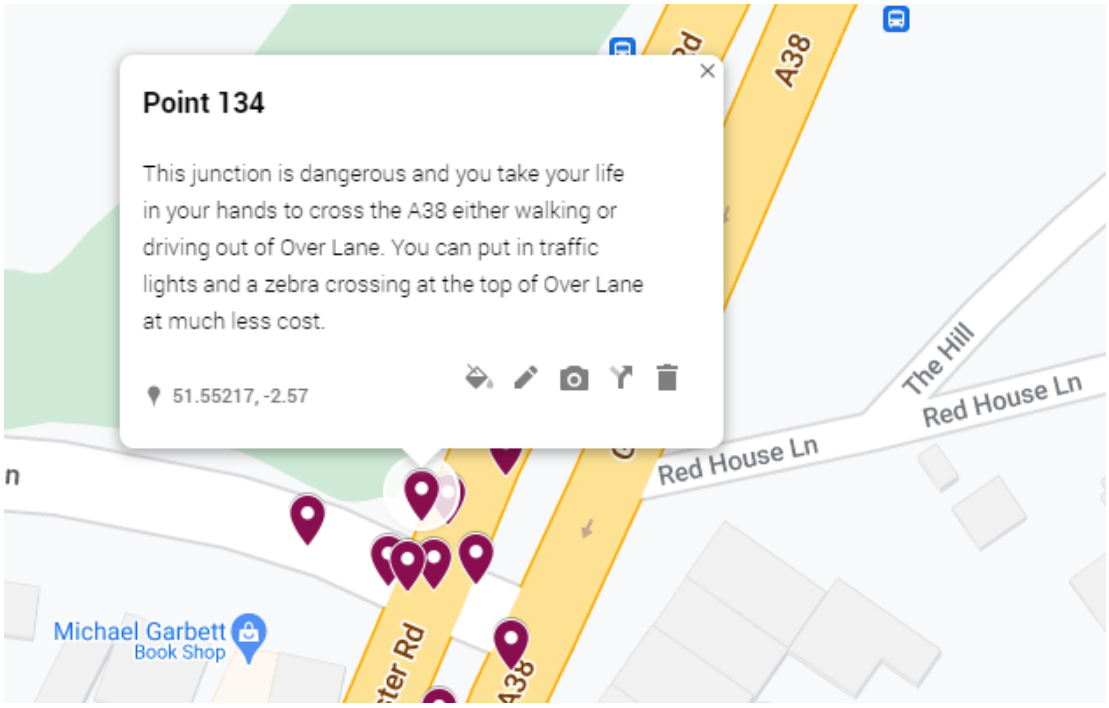
Respondents felt the current junction layout is dangerous and welcomed any alternative setup which improved safety. Questions are asked about different potential options.

Safety concerns at M5 junction of A38



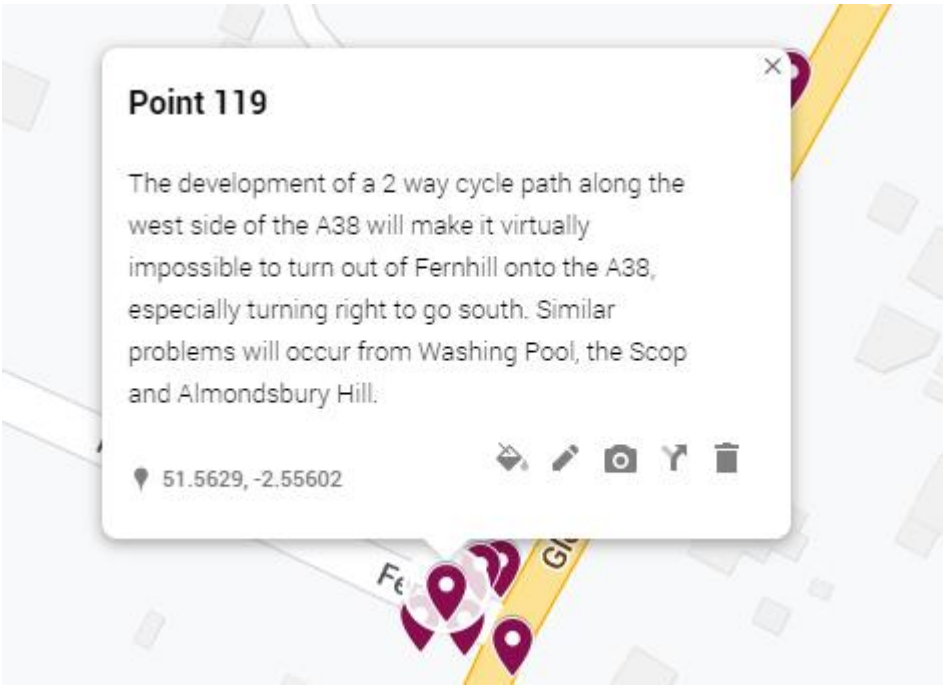
People who either cycle or walk in the area highlighted the paths around the M5 junction as being especially problematic. Cyclists pointed out safety concerns with the current layout and were disappointed that more wasn't proposed within the plans to resolve these issues.

Proposed solution at Over Lane junction



Local people consider the current setup of the junction of the A38 with Over Lane dangerous for cyclists, pedestrians and drivers. Residents report that many children catch the bus from this point and that there have been numerous accidents and 'near-misses' in the area. They ask that all options are considered for this location to ensure safety.

Potential issues exiting junction at Fernhill



Cyclists and drivers highlight issues with access and raise questions about priorities at this junction.

Concerns about consultation

The council is regularly accused of not listening to local people and people commented through the consultation that they didn't think it mattered what they said, and that decisions have already been made. This report, which will be shared with decision-makers and the project's funders to help them make the decision on next steps, will also be published in full, giving respondents the chance to see what others have said.

Groups who are most likely to be supportive/opposed

Further analysis of the data showed that there was majority support for the proposals amongst almost all demographic groups, but there were some groups who were more likely to be supportive/opposed to the proposals than others.

Younger people are generally more supportive of the key changes (and are more likely to choose alternative travel modes to the car should the proposals proceed), but relative support falls with age. However, it is only amongst the group who are aged over 70 that more people are opposed than supportive of the measures. It may be that these individuals felt they were unlikely to benefit from cycle lanes, footpaths and better bus infrastructure should they be delivered. Certainly, at in-person events many people commented that they - and people like them - were too old to cycle. Contrarily, those aged 60-69 were one of the most positive groups, so this was by no means as widespread a view as some respondents thought.

People with a disability had consistently more negative feedback about the different proposals. Improving accessibility is one of the primary aims of these proposals, but it would appear that disabled people either do not believe that enough is being done to support their needs through these proposals or that they would like money to be spent on other priorities. Dissatisfaction amongst disabled people is something which has been

seen across multiple consultations and surveys (both in South Gloucestershire and nationally). It is not immediately apparent that people with a disability have specific concerns with this scheme, but more comprehensive further investigation is required to understand what might motivate this more negative feedback.

"Traffic reduction measures and supporting sustainable travel is important to me and my family. Friends and family have had many near misses when cycling. I'd like to see a reduction in air pollution on that stretch and feel safe enough to cycle on the A38, and to feel happy for my children to do so."

"These proposals do not improve life for residents along the A38 - they have quite the opposite effect. This scheme is an unnecessary waste of money and will adversely affect residents and local business who will endure 2+ years of traffic delays and disruption, increased noise and atmospheric pollution."

Several people live in properties which open out directly onto the A38 and would therefore likely be more impacted by a new cycleway/footpath (this is not the case for Bradley Stoke Way). We therefore asked respondents to the A38 scheme to let us know if they lived on the route to help us understand better the perspectives and concerns of this group. It is notable how different this group's feedback was to that of other respondents. Indeed, as the table below shows, they were more likely to be opposed to all aspects of the proposals except for changes to speed limits, where their feedback was more positive.

Proposal	Net support (opposition)		Difference of opinion between groups
	Live on route	Others	
Cycleway	-33.3%	16.1%	-49.4%
Hortham Lane bus lane	-33.3%	15.9%	-49.2%
M5 junction bus lane	-48.3%	2.2%	-50.5%
Bus stop improvements	-12.9%	46.8%	-59.7%
Pedestrian crossing improvements	31.2%	52.8%	-21.6%
Changes to speed limits	21.9%	-5.1%	27.0%

Issues raised included:

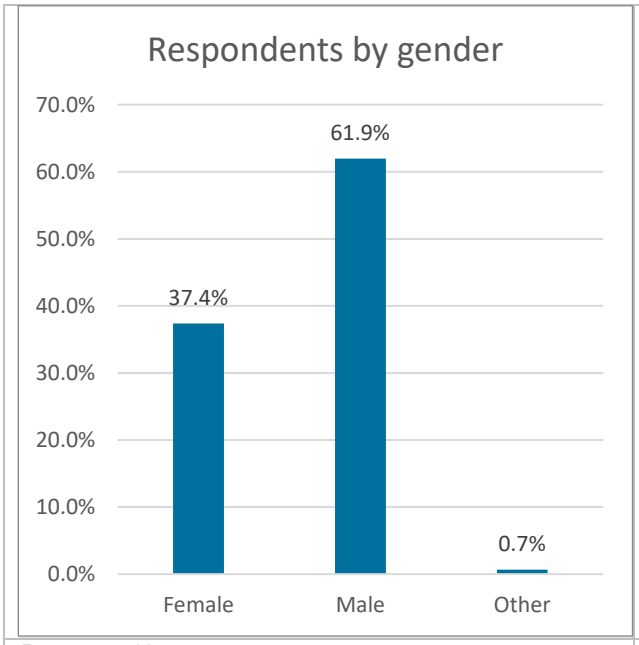
- Perceived difficulties accessing properties,
- Proximity of changes to property boundaries and concern about aesthetics and loss of privacy,
- Reduction of green verge and impact on water run-off/air quality,
- Moving streetlights and resultant light pollution issues.

It is important to understand the perspectives of those who would potentially be most directly impacted. The project team should consider if there is anything about these

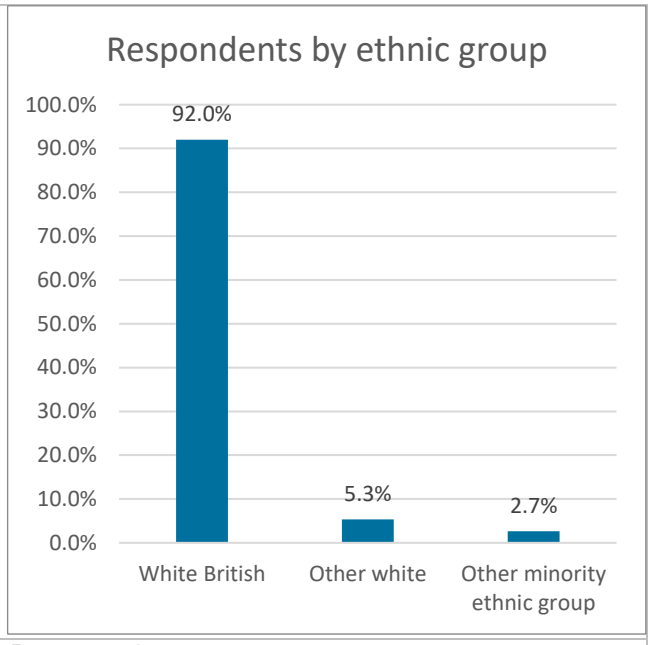
specific proposals which would disproportionately adversely impact specific people and within plans consider opportunities to mitigate and minimise potential disruption.

Appendix 1: Survey respondents

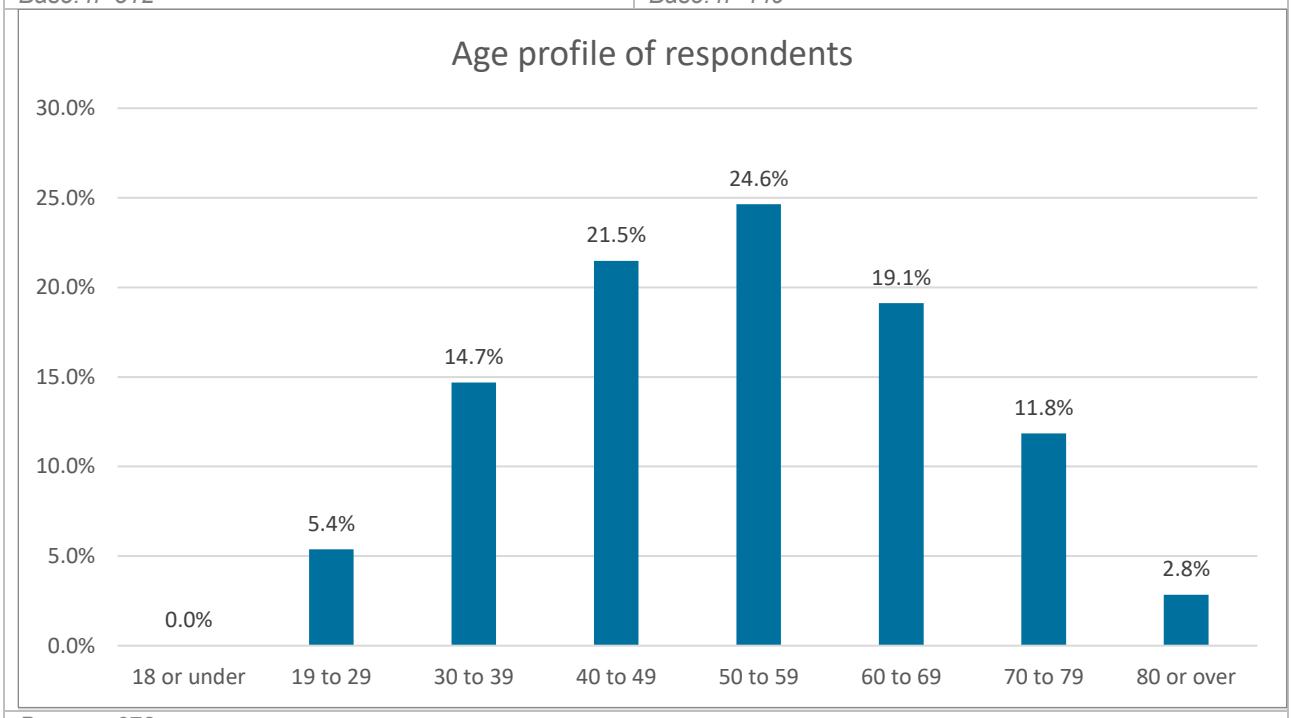
The survey sample is somewhat skewed by an over-representation of men, but otherwise is reasonably representative of the local population. Younger people (aged under 30) are under-represented in the survey sample compared to the breakdown of the local population.



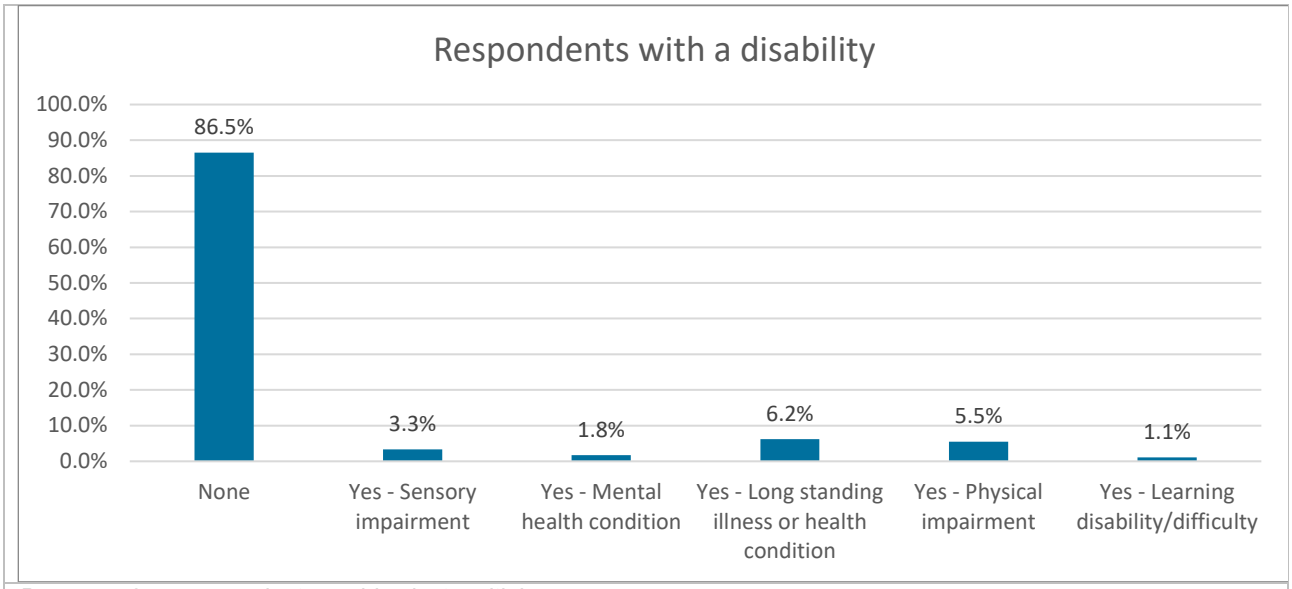
Base: n=512



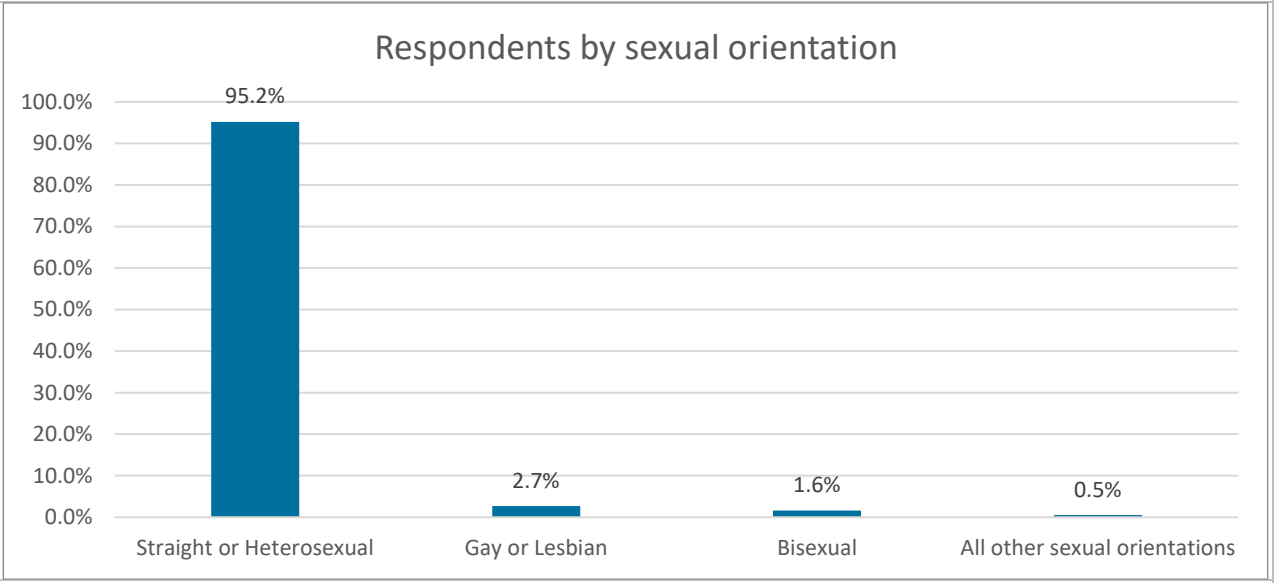
Base: n=449



Base: n=678



Base: n=507 – respondents could select multiple responses



Base: n=499

Appendix 2: Written representations

Letter by email from North Bristol SusCom Ltd

A38, Alveston Hill and Bradley Stoke Way active travel improvements consultation response

North Bristol SusCom Ltd. is a group of leading employers, located in North Bristol, working together to enable **sustainable commuting** for our 45,000+ employees, 30,000 students and many visitors**.** We know that combating traffic congestion and increasing the viability of walking, cycling and public transport is vital for the long-term prosperity of our businesses, a strong

economy, the health and wellbeing of our employees and tackling the climate emergency.

Our members have worked together, over a number of years, to enable staff to use sustainable transport for their commute to work. We have done this by supporting staff on-site through our facilities and our company policies. We also work closely with others, like South Gloucestershire Council and the West of England Combined Authority, to ensure that the necessary sustainable transport infrastructure and transport services are in place to make sustainable commuting possible.

General Comments
North Bristol SusCom is supportive of the proposals to “transform travel opportunities in this area to give residents and visitors better options for using buses, walking and cycling and wheeling for their journeys, for work, for leisure and recreation.”

We have promoted participation in this consultation to our businesses and their employees and asked them to respond directly into the consultation using their local knowledge along the proposed routes. We are also providing this collective response to the consultation for consideration.

WALKING AND CYLING INFRASTRUCUTRE - We support proposals that are LTN 1/20 compliant and provide segregated walking and cycling infrastructure. We know this will increase the numbers of people walking and cycling to work along these corridors.

AZTEC WEST/M5 JUNCTION 16 ROUNDABOUT – We hope that discussions have taken place or will take place between the Council and National Highways to ensure that the new infrastructure in this proposal links seamlessly with the walking and cycling infrastructure around Junction 16 M5. National Highways has already installed pedestrian and cycling crossings on the western side of the M5 Junction 16 roundabout. We know that they have plans to install similar crossings on the eastern side. Your proposals may help National Highways bring forward their plans as they would now link into a much wider infrastructure network.

BUS STOP IMPROVEMENTS - We appreciate the proposed improvements to bus stops to make them more accessible and more user friendly. Thought should also be given to walking and cycling connections to the bus stops along this corridor from neighbouring areas adjacent to the A38. When Metrobus was introduced, wayfinding and walking/cycling access to the stops was not given enough thought so we hope this project is able to take on some of the learning from the Metrobus project in this respect.

Bus stops should also be designed to better protect people using them from the elements. Better protection from rain and wind, good lighting and real-time bus information are essential in addition to the accessibility improvements already suggested. Lessons should be learned from the metrobus project where bus stop design seemed to focus more on the aesthetics than practicality and protection from the elements.

BUS LANES - Again, lessons from the Metrobus project would indicate that more bus priority is needed in this scheme if bus services are to become more reliable and not get caught up in other road congestion. Where Metrobus services mix with general traffic there are delays. Whilst proposals to improve bus journeys through pinch points are appreciated it may only provide a short-term solution to tacking congestion issues for buses using these corridors.
Hopefully, when combined with the segregated walking and cycling infrastructure, bus lanes will provide a greater modal shift form single car occupancy than if done in isolation.

CROSSING FACILITIES - We'd like to see traffic signals and crossings enable those walking and cycling to cross with priority - not have to wait ages to cross main roads and not have to give way at side roads and driveways.

SPEED LIMIT REDUCTIONS – We are pleased to see that the speed limits along this corridor will be reduced to make it safer for people travelling around the area by walking, cycling and wheeling.
A38 – FILTON AND BRISTOL - Many cyclists travelling along the A38 corridor from the Thornbury area (and beyond) will be looking to continue their journey through the M5 J16 and Aztec West Roundabouts on towards Filton and into Bristol. (and going the other way too). Whilst we appreciate the A38 south of the Aztec West Roundabout is not part of these proposals, we hope that the whole of the A38 corridor from Aztec West to Bristol City Centre and beyond into South Bristol will be part of a future corridor of improvements.

Yours Sincerely
Ann O'Driscoll
Director
North Bristol SusCom

Letter by email from CyclingWorks Bristol

A38, Alveston Hill and Bradley Stoke Way active travel improvements – consultation response

CyclingWorks Bristol is a group of organisations supporting better cycling infrastructure in Bristol to enable their staff to travel safely to work by bike. We represent over 50 businesses, employing over 30,000 people, in the wider Bristol area. We support the delivery of coherent, direct, safe, comfortable and attractive cycle corridors including the A38, from Aztec West to Hartcliffe. This corridor is highlighted in the West of England Combined Authority's Local Cycling and Walking Investment Plan – covering Bristol & South Gloucestershire routes 1 and Bristol routes 5 and 6.

The proposals being consulted on will bring us closer towards that goal. We fully support the delivery of fully separated cycle corridor built to the latest LTN 1/20 standard, from Alveston Hill to Aztec West, and then along Bradley Stoke Way. This will enable more employees to feel safe cycling around South Gloucestershire and beyond.

We ask South Gloucestershire Council to continue to develop and deliver fully separated cycle corridors throughout the Unitary Authority. The council should also work with the West of England Combined Authority and Bristol City Council to ensure that future projects to provide a **fully separated cycle corridor** along the A38 – from Aztec West to the City Centre and Hartcliffe - connect to this scheme in a coherent and sensible way.

CyclingWorks Bristol also supports the introduction of cycle hubs, safe and secure places to lock up bikes under cover and away from potential thieves. Cycle Hubs should include: cycle share schemes, weather-protected cycle parking, CCTV, swipe card entry and overnight cycle parking. Cycle Hubs should be well signposted and conveniently located as close to train station entrances or Park & Ride services as possible. We would like to see the introduction of Cycle Hubs, at key locations along the A38 and Bradley Stoke Way (for example near Bradley Stoke Leisure Centre/Willow Brook Shopping Centre and near the Aztec West Roundabout). The installation of safe, visible bike parking along the route would also help local business near the corridor.

We look forward to working with South Gloucestershire Council and the West of England Combined Authority as the project progresses to ensure that the improvements will enable many more employees to commute by bike across the wider South Gloucestershire area and help the area reach its Net Zero ambitions.

Yours sincerely,
Haydn Gill
Chair, **CyclingWorks Bristol**

Letter by email from Edward Ware Homes

Proposed A38 and Alveston Hill Improvements
This representation is provided by Pegasus Group on behalf of Edward Ware Homes in response to South Gloucestershire Council's (SGC) consultation on proposals for improving conditions for walking, cycling, wheeling and travelling by bus along the A38 and at Alveston Hill.

It is understood that the Council proposals form part of a wider programme of proposed improvements set out in the Joint Local Transport Plan 4 (JLTP4) and WECA Infrastructure and Investment Delivery Plan Topic Paper: Issues and Opportunities (September 2021) for this corridor. The proposals at the A38 and Alveston Hill specifically aim to link Thornbury with Aztec West and Bradley Stoke. Funding for the improvements has been secured by the West of England Combined Authority's (WECA) funding from Central Government. It is understood that this consultation represents the third phase of engagement on the schemes and seeks to share designs for the full project.

Land at Woodhouse Down, Almondsbury
Edward Ware Homes is currently promoting land to the east of the A38 known as land at Woodhouse Down, Almondsbury, and representations have previously been made to WECA (in respect of the Joint Spatial Plan (JSP)) and to SGC in respect of the previous proposals for the SGC Local Plan. The site extends from Hortham Lane in the south to Church Road in the north and would be accessed from the A38, Woodhouse Avenue and also Hortham Lane.

Phase 3 of the draft Local Plan is also now currently being consulted on and land at Woodhouse Down (referred to by the Council as land at Hortham Lane, Almondsbury) forms one of the Council's potentially suitable sites as part of its 'Lens 3' approach. It is identified to deliver 1,337 homes, a park and ride (P&R), a local centre and a primary school. Lens 3 seeks to focus development along established key public transport routes and hubs, including those with existing investments and enhancement.

Edward Ware Homes proposes that the scheme would deliver a sustainable new community with a commitment to providing net zero carbon emission homes, measures to minimise travel including quality broadband, car clubs, localised travel hubs, and also new local facilities to encourage high levels of walking, cycling, wheeling and public transport use.

The Phase 3 Local Plan Lens 3 strategy places an emphasis on connecting homes and jobs so that people can make journeys to work shorter by walking, wheeling or using public transport. Edward Ware Homes agrees with that approach. The Lens 3 strategy seeks to do this on balance with locating development where there is some existing capacity in infrastructure networks and, where possible, avoiding 'big ticket' items that could be time consuming and expensive to deliver. It is the intention of Edward Ware Homes when promoting its site to work collaboratively with the Council to help to deliver infrastructure that can assist with encouraging walking, wheeling or using public transport and the wider aspirations of the new Local Plan.

SGC Proposals for the A38 and Alveston Hill
The Council's proposals along the A38 include a two-way cycleway between Almondsbury and Alveston along the western side of the A38 carriageway with a separate footway provided for pedestrians; a new southbound bus lane on parts of the A38; upgrading all bus stops along the route with shelters and raised kerbing; improved crossing facilities for pedestrians and cyclists along the A38; and a speed limit reduction to 30mph between Almondsbury and Woodhouse Down, at Rudgeway, and between Alveston and Grovesend. It is understood that a two-way cycle track with a separate footway/sections of shared path; bus stop improvements; improved crossing facilities for pedestrians and cyclists and junction improvements are also proposed at Alveston Hill.

Edward Ware Homes set out its understanding as part of its response dated 11th March 2022 in respect of the previous consultation that where new bus and cycle lanes are proposed, these will generally be constructed using redundant road space and highway verges, with the exception of the last 60 metres of the southbound bus lane proposed approaching the Hortham Lane junction with the A38. The proposals forming part of this consultation appear to apply the same principles, and the existing southbound left-turn lane is proposed to be converted into a bus lane with left turns permitted but with a single southbound lane for all non-bus traffic. Edward Ware Homes is still seeking clarification on the proposals at this junction, specifically to understand any impacts on the capacity of the highway network here, given its intention is to use Hortham Lane to serve the early phases of the land at Woodhouse Down development. Edward Ware Homes' view is that the opportunity should be taken by the Council to enhance this junction to 'build-in' additional capacity to serve the proposed development, noting that it is identified as part of the Lens 3 approach in the draft Local Plan.

Edward Ware Homes is also working in partnership with the current landowner at Woodhouse Down. It is understood that the same landowner has been approached by the Council about a potential land transfer to assist with the provision of a cycle connection running parallel to Alveston Hill. Edward Ware Homes and the landowner would welcome the opportunity to work collaboratively with SGC to understand how the various objectives can all be met.

In principle, Edward Ware Homes is supportive of the Council's proposed scheme and recognise the benefits that these could provide to existing communities and the potential new community in this location. Edward Ware Homes considers the proposals are complementary to the proposal for new housing in this location and there is the opportunity to collaborate to devise a comprehensive, cogent, and effective strategy for delivery, which can also assist with bringing forward land at Woodhouse Down.

I trust that this is useful and would welcome engagement on matters going forward. However, please contact me or Lauren Davies in the interim if you have any queries.

Yours faithfully,
Craig Rawlinson
Executive Director

Email from Bradley Stoke Town Council

Members of Bradley Stoke Town Council's Planning & Environment Committee agreed at their meeting on 22nd November 2023 to submit the following responses to the Phase 2 public consultation:

- Councillors are in favour of creating separate cycle lanes for road users but the proposed configuration of the cycle arrangements around the main town centre roundabout [Savages Wood Roundabout] on Bradley Stoke Way is inappropriate and should be addressed properly or not done at all.
- There are budgetary concerns as to whether long-term maintenance funding has been identified from either South Gloucestershire Council or central government. Although the responsibility to maintain the new scheme may not fall to Bradley Stoke Town Council, it may be necessary for the town council to step in and pay for remedial works in the future.
- Councillors are in favour of improvements to the bus stops along Bradley Stoke Way to make bus travel more attractive which may, in turn, encourage more people to use public transport.
- Councillors are in favour of introducing new crossings to allow pedestrians to cross the roads safely, but traffic light timings need to be relevant to road type and speed of vehicles.
- Councillors feel that the speed restrictions need to be consistent along the entire road.

Letter by email from Almondsbury Parish Council

Thornbury to Bradley Stoke Sustainable Travel Corridor Improvements.

Following the Drop-in engagement event held at the Old School Hall Almondsbury, on Thursday 14th December 2023 as part of the current consultation process for the A38 Thornbury to Bradley Stoke travel corridor improvements, several Almondsbury Parish Councillors attended this event, then proceeded to attend Almondsbury Parish Council Planning Committee Meeting, which was being held at 7.30pm that same evening.

At this Parish Council Planning meeting, the drop-in session, and the proposed improvements were discussed at great length, with the outcome being Almondsbury Parish Council has grave concerns with this project, and as such request a face-to-face meeting with yourself and relevant developers, other members of South Gloucestershire Council, and the planning team involved with this project, so as you can respond to the concerns Almondsbury Parish Council have.

Almondsbury parish council would be happy to facilitate this meeting.

Many thanks.

Yours Sincerely.
Almondsbury Parish Council

Letter by email from Guide Dogs

Investing in local travel – A38 / Bradley Stoke Way Consultation

Guide Dogs provides mobility services to increase the independence of people with sight loss in the UK. Alongside our mobility work we campaign to break down physical and legal barriers to enable people with sight loss to live their life on their own terms.

Within Gloucestershire, it is estimated that there are 24,600 people living with sight loss with 3,365 people registered as blind or partially sighted. Due to a variety of reasons, including an ageing population, the number of people with sight loss is predicted to increase to 31,000 by 2032[1].

The RNIB estimates that only one in four people of working age who are registered as blind or partially sighted are employed[2] and that blind and partially sighted people are twice as likely to be inactive than people without sight loss[3]. Consequently, the benefit of improving the accessibility of the built environment for the wellbeing of people with sight loss and to improve their equity of access to opportunity cannot be overstated.

Guide Dogs welcomes the ambition of South Gloucestershire Council to "… invest in local transport to make it easier and safer for people walking, cycling, wheeling, and travelling by bus between communities in and around Bradley Stoke and Thornbury and on into Bristol".

For people with sight loss, a journey outside their front door is a holistic process; each aspect of that journey must integrate with the next seamlessly and safely for them to be confident to travel independently.

However, the lived experience of people who are blind or partially sighted indicates that they frequently face numerous challenges when navigating within their local community and the wider urban environment; from identifying their location, traversing cluttered or confusing streetscapes or simply being unable able to cross the road in safety.

An accessible and inclusive environment is vital to allow blind and partially sighted people to live their lives independently. Proper infrastructure can make the difference between a person with sight loss travelling with confidence or forced to remain at home, with all that means for their health and wellbeing.

Cycle Infrastructure

76% of people with sight loss said that shared pedestrian and cycling routes on pavements reduce their confidence to leave the house[4].

Public bodies from the Department for Transport downwards increasingly focus on active travel to improve public health and the environment. Special focus has been given to using active travel as the mode of transport for 'last mile' journeys. Therefore, dedicated cycling infrastructure, including cycle tracks, bus stop bypasses or shared use paths, are becoming a more prominent.

What are the challenges people with sight loss face?

Cycle traffic can be difficult to detect for people with a vision impairment, who may rely on hearing to navigate safely. Without adequate provision for people with sight loss, cycle traffic can make walking the streets a stressful experience, particularly when cyclists and pedestrians share space on the pavement or where bus stops are separated from the pavement by a cycle track. Existing guidance on street design does not reflect the impact on people with sight loss when cycling infrastructure does not consider their specific needs.

How should you minimise the negative impact on people with sight loss?

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[1] RNIB, Statistics on Sight Loss, available at https://www.rnib.org.uk/professionals/knowledge-and-research-hub/key-information-and-statistics/sight-loss-data-tool

[2] RNIB, Key information and statistics on sight loss in the UK, available at Learn more about sight loss statistics across the UK | RNIB

[3] RNIB; See Sport Differently. https://www.rnib.org.uk/about-us/see-sport-differently

[4] Insight Angels and Guide Dogs, 'The Future of Mobility in the Built Environment Survey' (2021). https://gd-prod.azureedge.net/-/media/project/guidedogs/guidedogsdotorg/files/about-us/what-we-do/research/making-the-built-environment-inclusive-december-2021.pdf

We believe that as far as possible, cycling should be accommodated on the carriageway, rather than on the pavement. This benefits both pedestrians with sight loss and cyclists, which is reflected in current guidance which states that 'the conversion of a footway to shared use (between cyclists and pedestrians) should be regarded as a last resort'[5].

Key considerations for local authorities include:

- People with sight loss often rely on hearing to navigate safely and find it difficult to detect and avoid quiet cycle traffic. This has the largest impact where pedestrians and cyclists share space.
- The default position of any proposed changes should be that space is reallocated to cycling on the carriageway.
- Shared use areas where pedestrians and cyclists use the same space are inaccessible for people with a vision impairment even with low levels of cycle traffic.
- There should be a physical demarcation between pedestrian areas and cycle tracks, such as a kerb, barrier or, where these are not possible, a raised tactile strip. A change in colour is also desirable, but a sign or a purely visual cue, such as a white line alone, will not be effective[6].
- Where pedestrians would need to cross a new cycle lane, there must be adequate controlled crossings for people with sight loss to do this safely, particularly where cycle lanes affect access to bus stops or other public transport.
- Where significant increases in cycle traffic are anticipated, existing crossing provision should be upgraded to allow pedestrians to cross safely.

Shared Use Routes/Surfaces (Pedestrians/Cyclists)[7]

This section should be read in conjunction with the sections on Shared Space (Vehicles) and Cycle Infrastructure[8], as many of the issues facing people with sight loss are similar and contain additional information regarding mitigation measures.

What are the challenges people with sight loss face?

Even where vehicles are removed from a particular environment, there are substantial risks to people with a vision impairment where a surface will be shared by cyclists and pedestrians.

Cyclists are difficult for people with sight loss to hear and so they may not know which direction a cyclist is coming from or where to go to avoid them. This can lead to collisions, which may result in serious injury.

How can you minimise the negative impact on people with sight loss?

Segregating shared routes using a kerb, a raised tactile strip, level difference or street furniture, helps people with sight loss use such routes safely and confidently without fear of walking into the path of a cyclist.

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[5] Department for Transport, 'Local Transport Note 1/20 – Cycle Infrastructure Design' (2020) para. 6.5.4.

[6] Department for Transport, 'Local Transport Note 1/20 – Cycle Infrastructure Design' (2020) para. 6.2.8.

[7] We have used the terminology employed in LTN 1/20, which replaces LTN 1/12, namely that 'shared use' applies to routes or surfaces which is 'available for use by both pedestrians and cyclists', which may, for example, include public squares or paths. See Department for Transport, 'Local Transport Note 1/20 – Cycle Infrastructure Design' (2020) para. 6.5.1

[8] Making the built environment inclusive - guidance on ensuring regeneration schemes are accessible for people with sight loss https://gd-prod.azureedge.net/-/media/project/guidedogs/guidedogsdotorg/files/about-us/what-we-do/research/making-the-built-environment-inclusive-december-2021.pdf

Where there are open spaces which are shared between pedestrians and cyclists, features should be included to encourage cyclists to use a different route instead of travelling through them.

Floating Bus Stops, Bus Stop Bypasses and Bus Boarders

People with sight loss rely on public transport and the pedestrian environment as their main means of getting around. If they are not accessible, people with sight loss are prevented from getting out and about independently and safely. The intention behind floating bus stops, bus stop bypasses and bus boarders is to prevent conflict between cyclists and buses. However, this design tends to confuse and, in some instances, pose barriers for people with a vision impairment who have to navigate across a cycle track to access bus stops; especially as it is difficult or impossible to detect the presence of bicycles. The conflict and fear of conflict makes it unsafe and stressful for people with sight loss as it creates anxiousness, fear and, for some, can lead to them avoiding certain areas.

What are the problems people with sight loss face?

- Bus stop bypasses or boarders that do not have a detectable cycle track put people with sight loss at risk of walking in front of a cyclist they cannot see or hear approaching.
- Not knowing which bus stop has a bypass or boarder and stepping out into a shared area with cyclists.
- Not able to detect the crossing point to get onto the island due to wide pavements and lack of cues. It would be helpful if guidance paving is used to lead someone with a vision impairment to the tactile paving located at the crossing point.
- The indiscriminate designs of bus stop by passes and boarders.
- The speed of cyclists using the bypasses. Lack of measures to reduce the speed of cyclists using this route for instance raised bumps at the beginning and end of the bypass.
- The removal of kerb upstands on bus boarder islands makes it difficult to know where the island ends and the cycle track begins and vice versa depending on whether you alight from the bus or want to get on the bus.
- The introduction of level islands and crossings without the appropriate tactile paving to assist people with sight loss in identifying and using them safely and independently. Someone with significant sight loss is not able to detect where a crossing point is located, or when they have completed a crossing if there is no tactile paving on the opposite side.
- Reduction of cues and clues that assist people with a vision impairment with orientation and navigation. Some people with sight loss use certain features within the built environment to determine where they are, the lack of such features can make it difficult to navigate. For example:
    - clear signage.
    - contrasting colour between raised roadway or cycle path and footpath.
    - the importance of tactile paving.

How do you keep public transport accessible?

Guide Dogs believes that the external environment should be inclusive and consider the needs of people with sight loss. Guide Dogs is not opposed to cycling and investment in cycle infrastructure, so long as it is designed inclusively which should include the following:

- All pedestrian crossing points over cycle tracks running behind bus stops should have an auxiliary aid, such as an audible and/or tactile signal, which indicates to someone with a sight impairment when it is safe to cross the cycle track. In addition to an audible signal at the crossing, a raised hump, or other traffic calming measure, should be used to encourage cyclists to slow down.
- Markings and signage must be provided to instruct cyclists to stop when pedestrians are near or on the crossing point.
- We recommend a notice to reduce speed should be marked on the bypass approach to remind cyclists that the area they are cycling through is predominantly a footway.

- We strongly recommend full kerb upstands between the cycle track and the pavement and the cycle track and the bus stop island, with the recommended tactile paving at the crossing points.
- Where a floating bus stop is located along a wide pedestrian footway or pavement, guidance paving should be installed to guide someone with sight loss to the blister paving on the crossing point to get onto the bus.

Guide Dogs welcomes investment that is inclusive for all members of the community and have published comprehensive guidance to assist designers, architects, and local authorities in creating places that are both inclusive of people with sight loss, and ready to address the challenges towns and cities face in the future.

The “Making the built environment inclusive” guidance can be viewed and downloaded by clicking on the following link:

www.guidedogs.org.uk/inclusive-regeneration/

I would be grateful if you could share the link to this guidance with your colleagues and partner organisations.

Guide Dogs has a history of working in partnership with local authorities, be it in service provision or in consultation, and I look forward to this continuing.

Peter Bungay
Policy and Campaigns Manager – South West
Guide Dogs