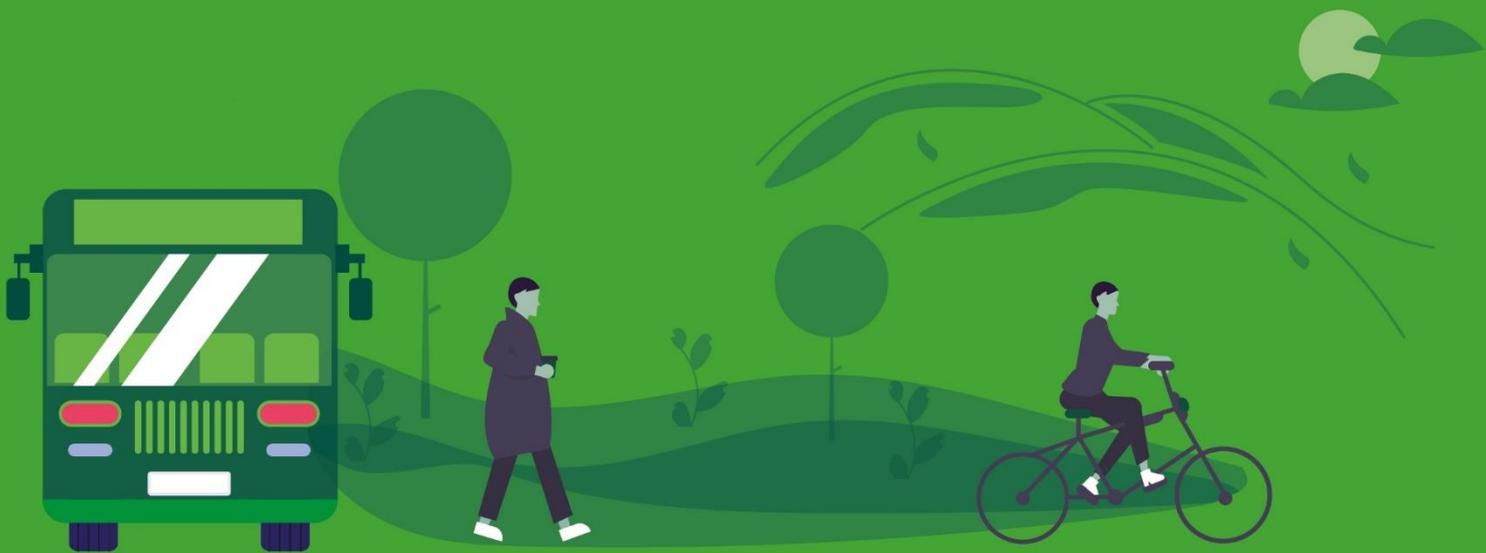


# Somer Valley Links Engagement Report

October 2023



### Quality information

<u>Prepared by</u>	<u>Checked by</u>	<u>Verified by</u>	<u>Approved by</u>
Georgia Brimelow Graduate Consultant	Jonathan Warboys Consultant	Neil Rogers Associate Director	Helen Holm Associate Director

### Revision History

<u>Revision</u>	<u>Revision date</u>	<u>Details</u>	<u>Authorized</u>	<u>Name</u>	<u>Position</u>

### Distribution List

<u># Hard Copies</u>	<u>PDF Required</u>	<u>Association / Company Name</u>

Prepared for:  
West of England Combined Authority

Prepared by:  
AECOM Limited  
100 Embankment  
Cathedral Approach  
Manchester M3 7FB  
United Kingdom

T: +44 161 601 1700  
aecom.com

© 2022 AECOM Limited.

AECOM Limited (“AECOM”) has prepared this **report** for the sole use of **West of England Combined Authority** (“Client”) in accordance with the terms and conditions of appointment.

AECOM shall have no duty, responsibility and/or liability to any party in connection with this **report** howsoever arising other than that arising to the Client under the Appointment. Save as provided in the Appointment, no warranty, expressed or implied, is made as to the professional advice included in this **report** or any other services provided by AECOM.

This **report** should not be reproduced in whole or in part or disclosed to any third parties for any use whatsoever without the express written authority of AECOM. To the extent this **report** is reproduced in whole or in part or disclosed to any third parties (whether by AECOM or another party) for any use whatsoever, and whether such disclosure occurs with or without the express written authority of AECOM, AECOM does not accept that the third party is entitled to rely upon this **report** and does not accept any responsibility or liability to the third party. To the extent any liability does arise to a third party, such liability shall be subject to any limitations included within the Appointment, a copy of which is available on request to AECOM.

Where any conclusions and recommendations contained in this **report** are based upon information provided by the Client and/or third parties, it has been assumed that all relevant information has been provided by the Client and/or third parties and that such information is accurate. Any such information obtained by AECOM has not been independently verified by AECOM, unless otherwise stated in this **report**. AECOM accepts no liability for any inaccurate conclusions, assumptions or actions taken resulting from any inaccurate information supplied to AECOM from the Client and/or third parties.

## Table of Contents

<b>1.</b>	<b>Introduction</b> .....	<b>1</b>
1.1	Background .....	1
1.2	Somerset Valley Links project proposals.....	1
1.3	What could the proposals mean?.....	3
1.4	Engagement details .....	5
1.5	Methodology .....	6
1.6	Number of responses received .....	7
<b>2.</b>	<b>Respondent profile</b> .....	<b>8</b>
2.1	Demographic profile.....	8
2.2	Use of the route .....	9
<b>3.</b>	<b>Mobility hubs</b> .....	<b>12</b>
3.1	Level of support for the mobility hubs.....	12
3.2	Level of support for proposed locations of mobility hubs.....	12
3.2.1	Reasons given for disagreeing with a mobility hub location.....	14
3.3	Encouraging use of mobility hubs .....	15
3.3.1	Comments about features of mobility hubs to encourage travel by public transport, walking or cycling.....	17
3.4	Use of Odd Down Park and Ride .....	19
3.4.1	Features which would encourage use of Odd Down Park and Ride .....	19
3.4.2	Comments about Odd Down Park and Ride .....	21
3.4.3	Summary of comments provided by email from individuals .....	22
<b>4.</b>	<b>Walking, wheeling and cycling</b> .....	<b>23</b>
4.1	Level of support for the routes .....	23
4.2	Comments about the proposed walking and cycling routes.....	25
4.2.1	Summary of comments provided by email from individuals .....	27
<b>5.</b>	<b>Changes on the Wellsway</b> .....	<b>28</b>
5.1	Level of support for proposals.....	28
5.1.1	Reasons given for disagreeing with the proposed changes on the Wellsway ....	31
5.1.2	Summary of comments provided by email from individuals .....	32
<b>6.</b>	<b>Bus stop improvements</b> .....	<b>34</b>
6.1	Level of support for bus stop improvements.....	34
6.2	Important parts of the proposed bus stop improvements.....	34
6.2.1	Comments about bus stop improvements .....	35
6.2.2	Summary of comments provided by email from individuals .....	36
<b>7.</b>	<b>Bus lanes and bus priorities</b> .....	<b>37</b>
7.1	Level of support for bus lanes and bus priorities .....	37
7.1.1	Comments about the proposed bus lanes and bus priority improvements.....	37
7.1.2	Summary of comments provided by email from individuals .....	38
<b>8.</b>	<b>Further comments from respondents</b> .....	<b>39</b>
8.1	Further comments and suggestions made .....	39
<b>9.</b>	<b>Stakeholder feedback</b> .....	<b>42</b>
9.1	Mobility hubs.....	42
9.2	Changes on the Wellsway.....	42
9.3	Walking and cycling .....	44
9.4	Bus stops.....	44
9.5	Bus lane and bus priorities over other vehicles .....	44
9.6	Other suggestions made by stakeholders .....	44

9.7 Criticism about the material.....	45
<b>10. Next steps.....</b>	<b>46</b>
<b>Appendix A Questionnaire .....</b>	<b>47</b>
<b>Appendix B Coded themes.....</b>	<b>59</b>

## Figures

Figure 2.1: Age and gender (%) .....	8
Figure 2.2: Routes used (%) .....	9
Figure 2.3: Journey purpose (%).....	10
Figure 2.4: Frequency of travel along the route (%) .....	10
Figure 2.5: Usual mode use (%).....	11
Figure 3.1: Level of agreement for the proposals (%).....	12
Figure 3.2: Level of agreement for each mobility hub location (%) .....	13
Figure 3.3: Level of encouragement for specific elements of mobility hubs (%).....	16
Figure 3.4: Use of Odd Down Park and Ride (%).....	19
Figure 3.5: Level of encouragement for each feature of the Park and Ride (%).....	20
Figure 4.1: Level of support for each proposed dedicate walking, wheeling, cycling route (%) .....	23
Figure 5.1: Level of support for proposed changes to the Wellsway (%) .....	28
Figure 6.1: Level of support for bus stop improvements (%).....	34
Figure 6.2: Important features for the proposed bus stop improvements (%) .....	35
Figure 7.1: Level of support for bus lanes and priority for buses (%).....	37

## Tables

Table 3.1: Net score agreement for specific mobility hubs (%) .....	13
Table 3.2: Level of agreement with each mobility hub for residents who live in the same postcode area (number).....	14
Table 3.3: Comments for disagreeing with proposed mobility hub location (number).....	15
Table 3.4: Features that will ‘always encourage’ the use of mobility hubs (%) .....	17
Table 3.5: Other features to encourage the use of mobility hubs (number).....	18
Table 3.6: Features that ‘will encourage’ the use of Odd Down Park and Ride for users and non-users (%) .....	20
Table 3.7: Features to ‘always encourage’ the use of Odd Down Park and Ride (%).....	21
Table 3.8: Features to encourage use of Odd Down Park and Ride (number).....	21
Table 3.9: Comments by email about the proposed mobility hubs and their proposed locations (number) .....	22
Table 4.1: Net score agreement for active travel routes (%) .....	24
Table 4.2: Agreement for active travel routes for usual mode of respondent (%) .....	25
Table 4.3: Comments about the proposed walking and cycling routes (number) .....	26
Table 4.4: Comments by email about the proposed walking and cycling routes (number) ...	27
Table 5.1: Level of support for proposed changes to the Wellsway based on the section of roads most used (number) .....	30
Table 5.2: Comments about disagreeing to the proposed changes to Wellsway (number) ..	31
Table 5.3: Comments by email about the proposed changes to the Wellsway (number) .....	33
Table 6.1: Comments about the proposed bus stop improvements (number) .....	35
Table 7.1: Comments on the proposed bus lane and bus priority improvements (number)..	37
Table 8.1: Further comments provided (number).....	39
Table 8.2: Summary of other comments provided by email (number).....	41

# 1. Introduction

## 1.1 Background

The Somer Valley Links project covers travel between Midsomer Norton, Westfield and Radstock and Bath/Bristol along the A37, A362 and A367. The proposals aim to:

- Improve bus stops
- Extend bus lanes and improve junctions
- Create new cycling and walking routes
- Introduce what are known as “mobility hubs” – places where you can switch between different types of transport easily

The project has been developed by the West of England Combined Authority in partnership with Bath & North East Somerset Council (B&NES) and aims to provide better infrastructure to provide more options to travel sustainably - whether walking, wheeling (if you use a wheelchair or mobility scooter) cycling or using the bus.

The project is being funded from central Government’s City Region Sustainable Transport Settlements programme, and developed according to the Department for Transport’s three-stage approach:

1. The ‘Strategic Outline Case’ – looking at and evaluating a range of early options. This was completed in April 2022.
2. The ‘Outline Business Case’ – developing the project proposals, allowing people living, working, and travelling in the area to comment. The project is currently in this stage.
3. The ‘Full Business Case’ – finalising the detailed proposals including a further round of consultation – this is currently scheduled for 2024

As part of the first stage, a previous engagement was undertaken at the end of 2021, seeking to understand the issues faced by those who travel along these routes and what are the improvements they would like to see. The results of this engagement can be found in the Somer Valley to Bristol / Bath (A37/A367) Corridor Engagement Report<sup>1</sup>.

One of the key findings demonstrated that the A37/A362 and A367 were currently dominated by car use, with low levels of bus use or active travel.

Between June and August 2023, a further round of engagement took place.

The purpose of this engagement was to collect feedback from members of the public, businesses, organisations, councils, and councillors, which will then be reviewed in detail and used to draw up more detailed designs.

## 1.2 The proposals

There were four different types of proposals presented as part of this engagement:

---

<sup>1</sup> Somer Valley to Bristol / Bath (A37/A367) Corridor Engagement Report [A37 A367 Phase 1 Engagement Report \(haveyoursaywest.co.uk\)](https://haveyoursaywest.co.uk)

## **Eight new “mobility hubs” proposed for key locations along the A37, A362 and A367**

These hubs are designed to bring different forms of transport in one convenient place, to make it as easy as possible to make more sustainable travel choices.

The aim is to switch between different types of transport such as walking, cycling or an e-scooter to standard buses, or a new on-demand WESTlink minibus, connecting to the main bus network. Cycle stands, lockers, bike repair stands and pumps, mobile phone charging points and bus stops with digital information screens are some of the features that may be available. Mobility hubs were proposed at:

- Pensford – Pensford Bridge bus stop
- Temple Cloud – Paulwood Road bus stop
- Farrington Gurney – Ham Lane bus stop
- Midsomer Norton – Town Hall bus stop
- Radstock – Victoria Hall bus stop (stop A and stop B)
- Peasedown St. John – Keel’s Hill bus stop
- Odd Down Park and Ride
- Bath – Bear Flat bus stop

## **Walking, wheeling, and cycling routes**

Several dedicated or segregated routes were proposed together with quieter local roads to offer better options for walking, wheeling, or cycling. The aim of these proposals is to create more continuous and direct routes and separate pedestrians, cyclists, and traffic as much as possible to make journeys safer, quicker, and easier. Routes were proposed at:

- A362 cycle route
- Old Mills Lane quiet route
- Somer Valley route 1: Silver Street - Fosseyway
- Somer Valley route 2: Midsomer Norton - Westfield
- Shoscombe – Peasedown St John quiet route
- Littleton – Peasedown St. John quiet route
- Bath – changes on the Wellsway
- A37 quiet route

## **Bus lanes and bus priority**

At places where buses are experiencing delays, there are proposals to create bus lanes and give buses priority over another vehicles. The aim is to help buses to be more punctual, reliable, and quicker at these locations:

- Whitchurch – A37 / Staunton Lane / Church Road junction
- Whitchurch – A37 Northbound bus lane
- Hallatrow – A37 / A39 Wells Road junction

- Farrington Gurney – A37 / A362 junction
- Peasedown St John – A367 / Bath Road junction
- Bath – Odd Down roundabout
- Central Bath – A367 / A36 Churchill Bridge gyratory

### Bus stop improvements

There were proposed changes to 10 pairs of well-used bus stops, aiming to make them safer and more comfortable, better lit, easier to access and simpler to use with up-to-date digital travel information. Changes were proposed at:

- Pensford – Pensford Bridge bus stop
- Clutton – Rogers Close bus stop
- Temple Cloud – Paulwood Road bus stop
- Farrington Gurney – Ham Lane bus stop
- Clandown – Smallcombe Road bus stop
- Peasedown St. John – Red Post bus stop
- Odd Down – The Beeches bus stop
- The Wellsway – Devonshire Buildings bus stop
- Bath – Bear Flat A, B and C bus stops
- Bath – Oldfield Road bus stop

## 1.3 What could the proposals mean?

The engagement outlined these proposals, explaining that they were at an early stage and not set in stone. People were asked what “Big Choices” they were prepared to make – as it was recognised that while the proposals could bring practical positive benefits, there were downsides and trade-offs too.

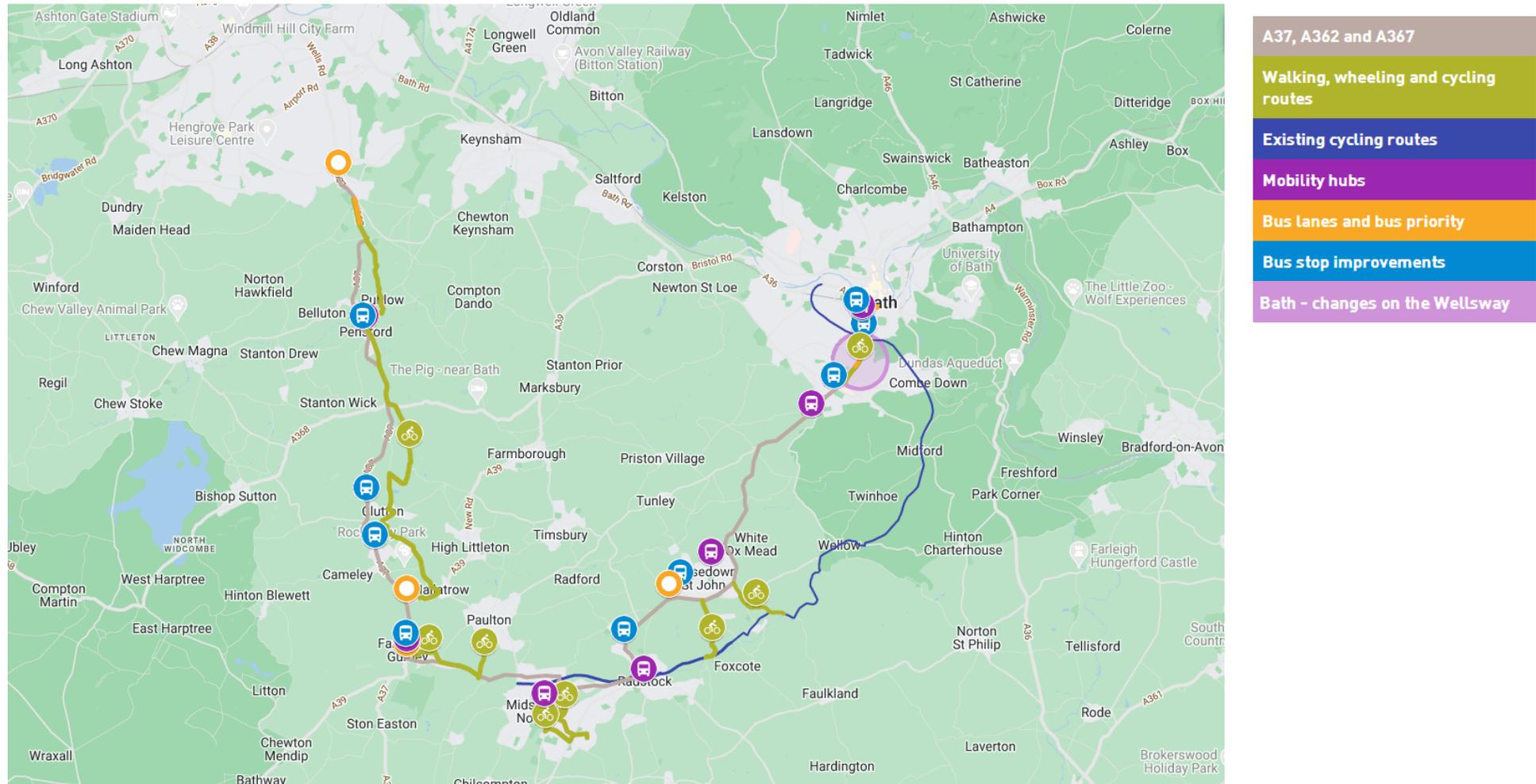
Benefits:

- More options to travel sustainably.
- Buses would expect to be more punctual and quicker.
- New cycle routes would make it safer, easier, and more enjoyable to walk and cycle.
- It would be easier to switch from one type of transport to another e.g. from a bike to a bus.

Trade-offs:

- In some areas, the proposals would mean fewer car parking spaces and along the Wellsway in Bath, this would have a bigger local impact.
- Car journeys could be slower.

## Map of the Somer Valley Links area showing locations of the proposed improvements



Source: <https://www.haveyoursaywest.co.uk/index.php?contentid=47>

## 1.4 Engagement details

A public engagement took place over a six-week period between Monday 26 June to Sunday 6 August 2023.

### A dedicated engagement website

[haveyoursaywest.co.uk](https://haveyoursaywest.co.uk), outlined the proposals and hosted an online survey. In addition, the engagement included in-person events and a webinar.

People could contact the project team via a dedicated a project e-mail address and telephone number. There was also a mix of online and physical advertising and promotion to help ensure that the engagement was accessible to a cross-section of the public and not just those who are computer-literate and have an online presence.

### Engagement events

There were three in-person events which took place with over 300 attendees in total. The engagement events took place in the afternoon and ran into the evening (to 19:00 and 20:00) to ensure it did not restrict attendance to those who may not be available in traditional working hours.

- Approximately 90 attendees at the Methodist Centre, in Radstock on 12 July 2023.
- Approximately 150 attendees at St Luke's Church Centre, in Bath on 19 July 2023.
- Approximately 80 attendees in Farrington Gurney Memorial Hall on 24 July 2023.

Twenty-one people attended a webinar held on 6 July 2023. The webinar was held in the early evening, between 18:30-19:30.

### Promoting the engagement

As well as the 'haveyoursaywest.co.uk' website, the engagement was promoted using:

- Posters displayed at bus stops and distributed at community places along the corridors (approximately 200 posters, in total).
- Postcards mailed to a selection of postcodes and door to door dropped along the Wellsway in Bath (approximately 10,000).
- Advertising in the Midsomer Norton, Radstock and District Journal over a four-week period.
- Digital advertising on social media.
- Communications using the West of England Combined Authority and Bath and North East Somerset Council channels including websites and e-newsletters.
- Press releases.
- There was targeted outreach to stakeholders and community groups:
  - Presentation to Ward Councillors.

- Presentations to B&NES area forums (Somer Valley, Bathavon, Chew Valley and Bath).
- Emails to other stakeholders, community groups and resident associations.
- Digital toolkit shared with partners and stakeholders to help promoting the engagement with their network.

## 1.5 Methodology

The questionnaire was designed by the project team which consisted of representatives of the Combined Authority, B&NES and AECOM. Final data was provided to AECOM for analysis and reporting. A copy of the questionnaire is provided in **Appendix A**.

### 1.5.1 Receiving responses

Responses were received via the online portal, and to ensure inclusivity the Combined Authority also accepted responses via email to the dedicated email address “consultation@westofengland-ca.gov.uk” and paper versions of the questionnaire received by post to the West of England Combined Authority's address or dropped during the in-person events.

### 1.5.2 Thematic coding

All free-text responses were read and grouped into themes to allow meaningful analysis. Where possible, free text responses have been analysed by topic rather than response to a question to allow meaningful analysis and avoid double counting where respondents have given the same response in several questions.

Quotes from the free text responses have been used to illustrate the points raised and have been selected to best show the essence of what was said for each theme. For ease of reading, any clear and obvious typos or spelling errors have been corrected.

The most often stated themes from the free text are shown in the body of the report and all themes are provided in detail in **Appendix B**.

### 1.5.3 Analysis and reporting

The engagement was open to all and therefore, respondents were self-selecting. This coupled with the fact respondents could choose which of the questions they answered, means the results and responses should be viewed as indicative of the wider population and any identified sub-groups rather than representative.

As respondents were not obliged to answer all questions in the questionnaire, the percentages shown only include those that responded to each question.

Where percentages do not sum to 100% in the main body of the report, this is due to rounding. A \* denotes less than 1%.

Statistical significance testing was completed at the 95% confidence level. Where results are reported as different between sub samples, this means the differences are significant at the 95% confidence level. Only data which is significant has been referenced in the report.

When the text in the report describes an outcome as ‘agreed’, ‘disagreed’ the quoted percentages are the total of all the relevant responses to this specific outcome (i.e. results which are described as ‘agreed’ include all response that were ‘strongly agree’ and ‘agree’; similarly, results which are described as ‘disagreed’ include all responses that were either ‘disagree’ or ‘strongly disagree’).

## 1.6 Number of responses received

A total of 699 responses were received, 683 from individuals and 16 from stakeholders such as councils, councillors, and residents/community associations.

- 641 responses were provided using the online portal, of which three were from stakeholders.
- 45 paper questionnaires were received from individuals and entered on to the online portal for analysis.
- 58 emails were received by the Combined Authority, of which 45 were from individuals and 13 were from stakeholders.

Sections 2 to 8 reports on the responses provided by individuals. [Section 9](#) summarises the responses from the stakeholders.

### 1.6.1 How respondents found out about the engagement

A third of respondents heard about the engagement from social media (37%) and another third by word of mouth (38%).

Method of hearing about the engagement	N	%
Word of mouth	181	38
Social media	175	37
Newsletter	38	8
Website	33	7
Postcard through your door	24	5
Poster	12	3
In your local newspaper	9	2
<b>Base</b>	<b>472</b>	<b>100</b>

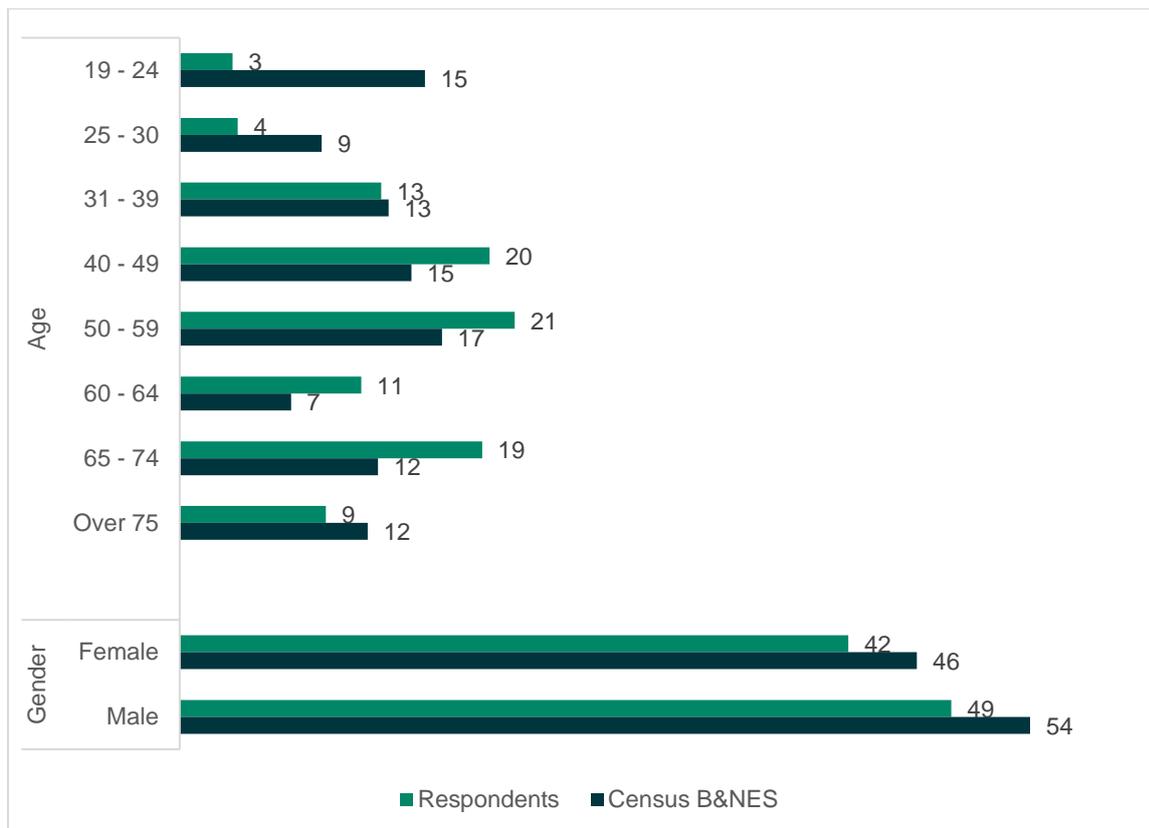
## 2. Respondent profile

This section provides the profile of the individuals who responded to the engagement.

### 2.1 Demographic profile

Over one third of responses came from respondents aged 40 to 59 and almost as many came from respondents aged 60 and over (41% and 39% respectively). Almost half of the respondents were male (49%) and a few less were female (42%).

**Figure 2.1: Age and gender (%)**



Base: All respondents: Age (n=630); Gender (n=616)

Age: All respondents aged 19 and over who provided a response (n=630); 3 respondents aged under 18 and 46 respondents who gave the response 'prefer not to say' not shown in Figure 2.1 to enable comparison with Census

Gender: All respondents who provided a response (n=616); 3 respondents gave an 'other' gender and 60 gave the response 'prefer not to say' not shown in Figure 2.1 to enable comparison with Census

Comparisons were made with the Bath and North East Somerset population profile using Office for National Statistics (ONS) 2021 Census data. Younger people (aged 30 and under) were under-represented in the response compared to the Census and respondents aged 40 and over were over-represented.

### Ethnicity

Just over three-quarters of respondents were White British (77%), 6% had an ethnic background other than White British, and 17% did not provide their ethnic background (17%). When the 'prefer not to say' response was excluded from the

data, 93% of respondents were White British, while ONS 2021 Census data shows 86% of Bath and North East Somerset residents were White British.

### Disability

Just over one-tenth of respondents considered themselves disabled (12%), four-fifths did not (80%), while almost one in ten preferred not to say (8%). When the 'prefer not to say' response was excluded from the data, 13% of respondents were White British, while ONS 2021 Census data shows 16% of Bath and North East Somerset residents had a health limitation or disability.

## 2.2 Use of the route

Two-fifths (39%) of respondents travelled between Odd Down and Bath City Centre (A367), and one-third (33%) used more than one section of the routes.

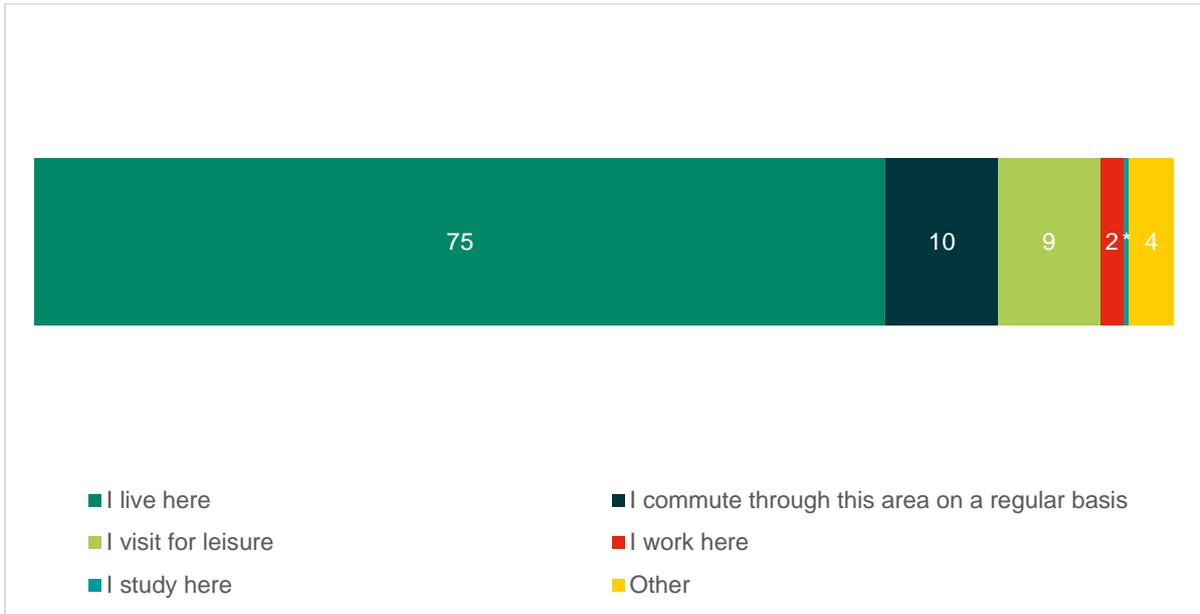
Figure 2.2: Routes used (%)



Base: All respondents who provided a response (n=473)

Three-quarters of respondents lived on one of the routes (75%), one-tenth were commuters (10%), and further one-tenth visited for leisure (9%).

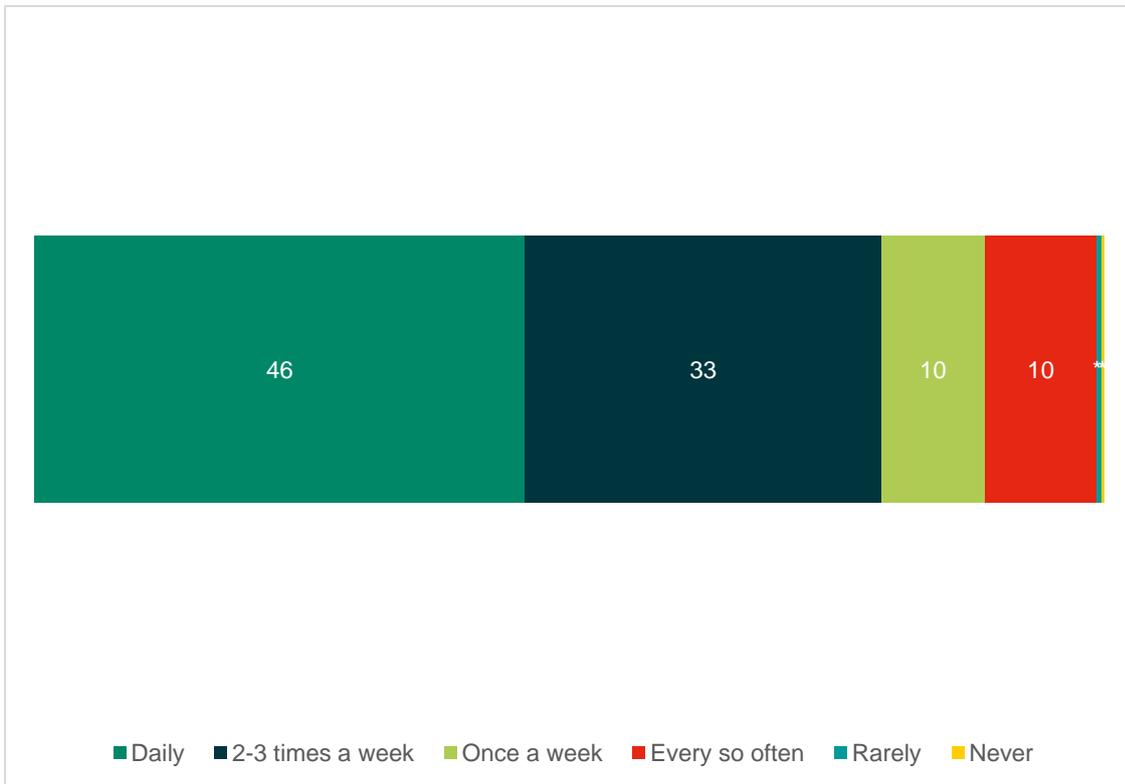
**Figure 2.3: Journey purpose (%)**



Base: All respondents who provided a response (n=474)

Almost nine tenths of respondents use the routes at least once a week (89%), with under half (46%) using them daily.

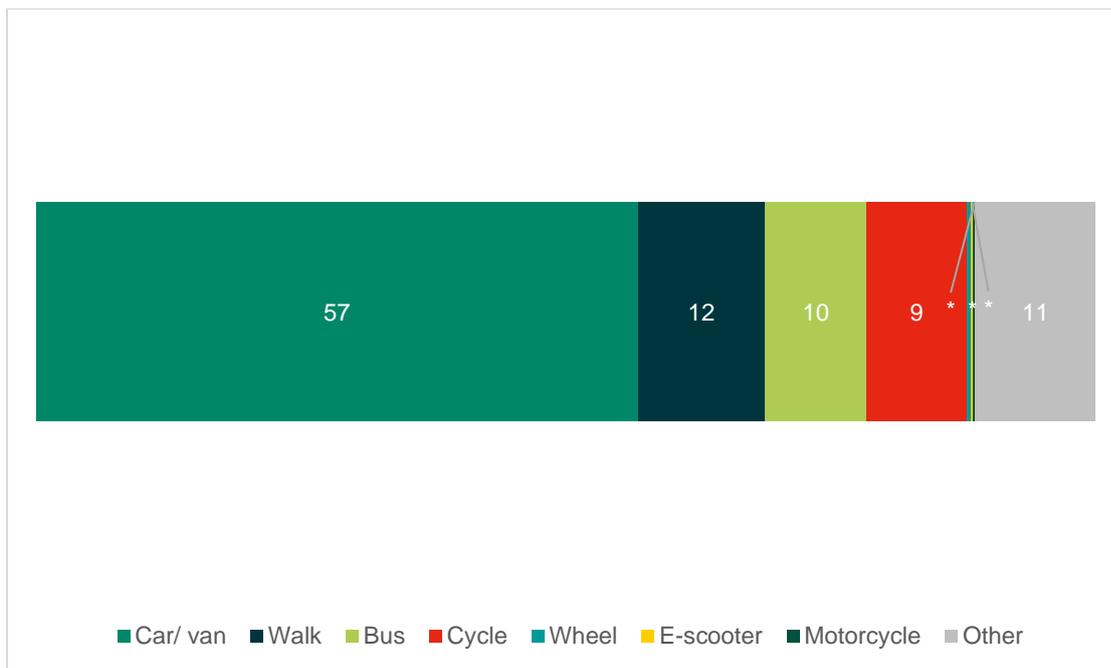
**Figure 2.4: Frequency of travel along the route (%)**



Base: All respondents who provided a response (n=472)

Close to six-tenths usually drove a car or van (57%), one-tenth travelled by bus (10%), and one-fifth used active travel modes, such as walking, wheeling, and / or cycling (21%).

**Figure 2.5: Usual mode use (%)**



Base: All respondents who provided a response (n=472)

Some respondents provided more than one mode as an 'other' response and there was no certainty which of the modes they used was their usual one.

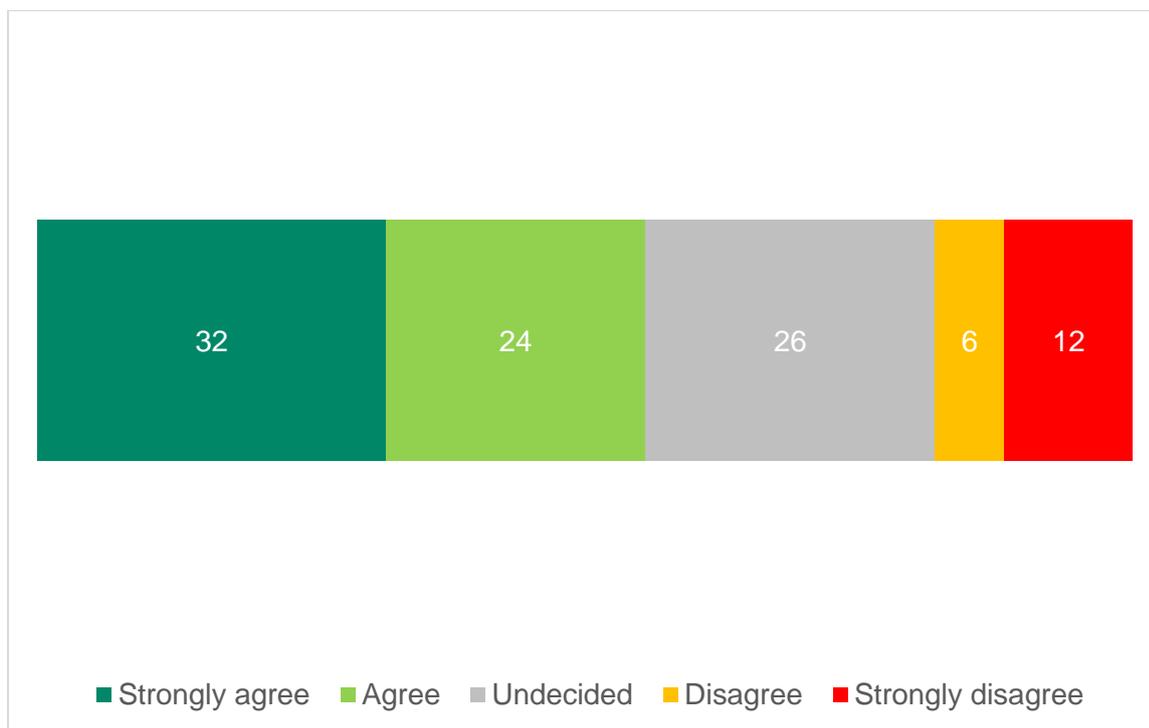
### 3. Mobility hubs

The proposals include 8 new mobility hubs on the A37, A362 and A367. The aim of the hubs is to make it easier to travel on buses and other forms of public transport, as well as to walk and cycle for shorter everyday journeys.

#### 3.1 Level of support for the mobility hubs

In general, over half of residents agreed with the proposals for eight new mobility hubs to make it easier to travel on buses and other forms of public transport and walk and cycle for shorter everyday journeys (56%). One-quarter were undecided (26%), and close to one-fifth disagreed with them (18%).

**Figure 3.1: Level of agreement for the proposals (%)**



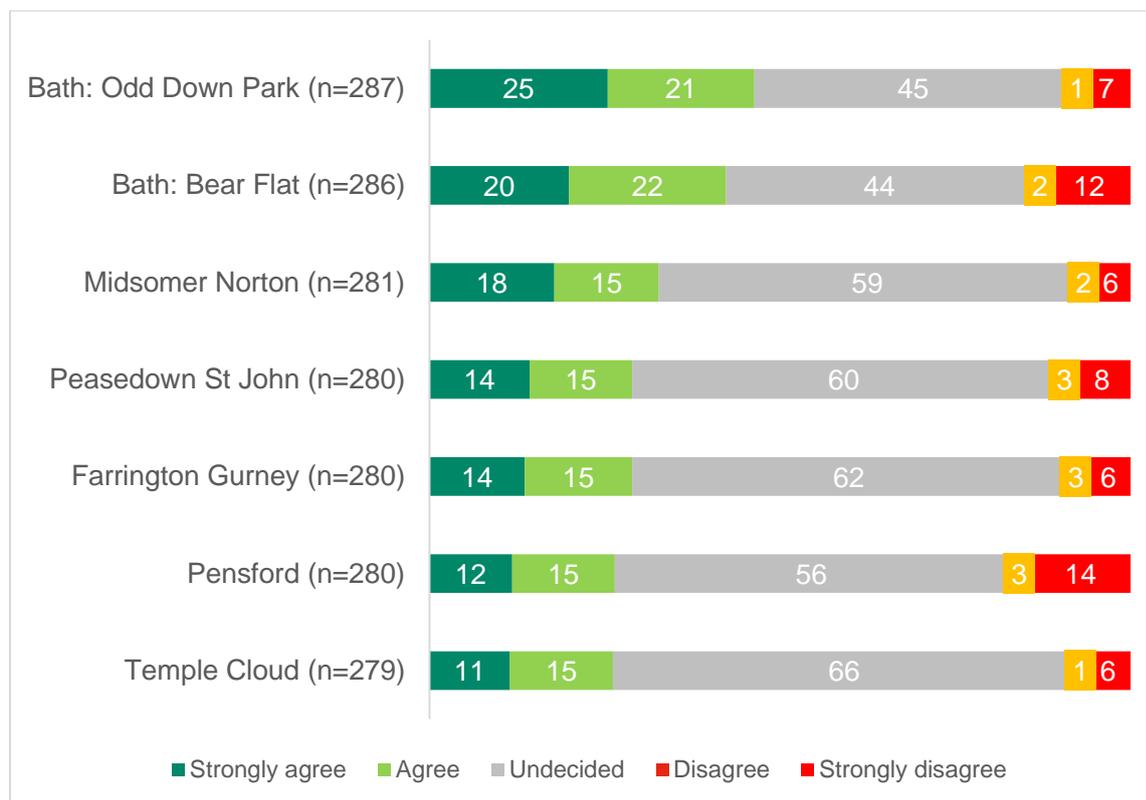
Base: All respondents who provided a response (n=297)

A quarter of respondents who usually travelled by car disagreed with the proposed mobility hubs, more than those who did not usually travel by car (24% and 9% respectively).

#### 3.2 Level of support for proposed locations of mobility hubs

Odd Down Park and Ride and Bear Flat were the locations agreed with by most respondents (46% and 42% respectively). In all cases, there were as least as many respondents who were undecided than agreed or disagreed. Temple Cloud was the mobility hub with most indecision (66%).

**Figure 3.2: Level of agreement for each mobility hub location (%)**



Base: All respondents who provided a response. Number shown in brackets in the chart.

While most respondents were undecided, there were more respondents who agreed than disagreed.

**Table 3.1: Net score agreement for specific mobility hubs (%)**

Mobility Hub	Agreed	Disagreed	Net Score
Bath: Odd Down Park and Ride (n=287)	46	8	+38
Bath: Bear Flat (n=286)	42	14	+28
Midsomer Norton (n=281)	33	8	+25
Farrington Gurney (n=280)	29	9	+20
Peasedown St John (n=280)	29	11	+18
Temple Cloud (n=279)	26	8	+18
Pensford (n=280)	26	18	+9

Base: All respondents who provided a response. Number shown in brackets in the chart.

Of the 299 respondents who provided an answer for at least one mobility hub, 61% agreed with at least one mobility hub location and 28% disagreed with at least one location.

Analysis was also completed for respondents who lived near to each mobility hub. A resident was considered to live near to a mobility hub if the outcode and first number of the incode of the postcode they provided were the same as the mobility hub.

Only 25 out of the 120 respondents (21%) were undecided compared to all respondents where, in general, over 50% were undecided.

Of the 120 residents who lived near to a mobility hub, most agreed than disagreed with the location having a mobility hub (49% agreed compared to 30% who disagreed). Pensford had a high level of disagreement, 21 out of 27 residents disagreed with it having a mobility hub.

The level of agreement for each hub for those who lived near to each mobility hub is shown below, and due to low base sizes, these are shown as the number of respondents (n).

**Table 3.2: Level of agreement with each mobility hub for residents who live in the same postcode area (number)**

Mobility Hub	Hub postcode	Base*	Agreed	Undecided	Disagreed
Bath: Odd Down Park and Ride	BA2 3AQ	8	4	1	3
Bath: Bear Flat	BA2 2SL	15	6	8	1
Midsomer Norton	BA3 2LE	10	7	2	1
Farrington Gurney	BS39 6TQ	16	9	2	5
Peasedown St John	BA2 8EE	33	18	11	4
Temple Cloud	BS39 5DF	11	9	1	1
Pensford	BS39 4AF	27	6	0	21
Total	n/a	120	59	25	36

\*Base: All those who provided a postcode and are considered to live close to the mobility hub.

\*Base: Due to low base sizes, data is not statistically robust and should be treated as indicative only.

### 3.2.1 Reasons given for disagreeing with a mobility hub location

The reasons respondents disagreed with a specific mobility hub is shown below. Respondents who provided a comment and mentioned the mobility hub, or those who only disagreed with one mobility hub, are shown below. Some respondents did not specify which mobility hub they were commenting about, and these comments have been treated as general feedback.

**Table 3.3: Comments for disagreeing with proposed mobility hub location (number)**

Themes	Main reason for disagreement*
Pensford	Concerned about the loss of parking spaces (number =25)
Farrington Gurney	Concerned about an increase in congestion (number=4)
Peasedown	Concerned about an increase in congestion (number=4)
Bear Flat	Concerned about an increase in congestion (number=11)
Radstock**	One felt the hub was in the wrong location next to Royal Mail and another felt the coloured road surfaces were not safe and could be mistaken by pedestrians (number=2)

\*Only one comment in disagreement was provided specifically for each of Odd Down, Temple Cloud and Midsomer Norton.

\*\*Some residents mentioned Radstock was missing from the list of mobility hubs when asked for their level of agreement of each mobility hub location. This is acknowledged as an oversight.

For Pensford, the removal of 4 parking spaces in the centre of the village was the main reason behind opposition. The spaces were felt to be vital to support business and the primary school and visitors to the area such as walkers. Residents were worried that losing these spaces would impact the community and businesses.

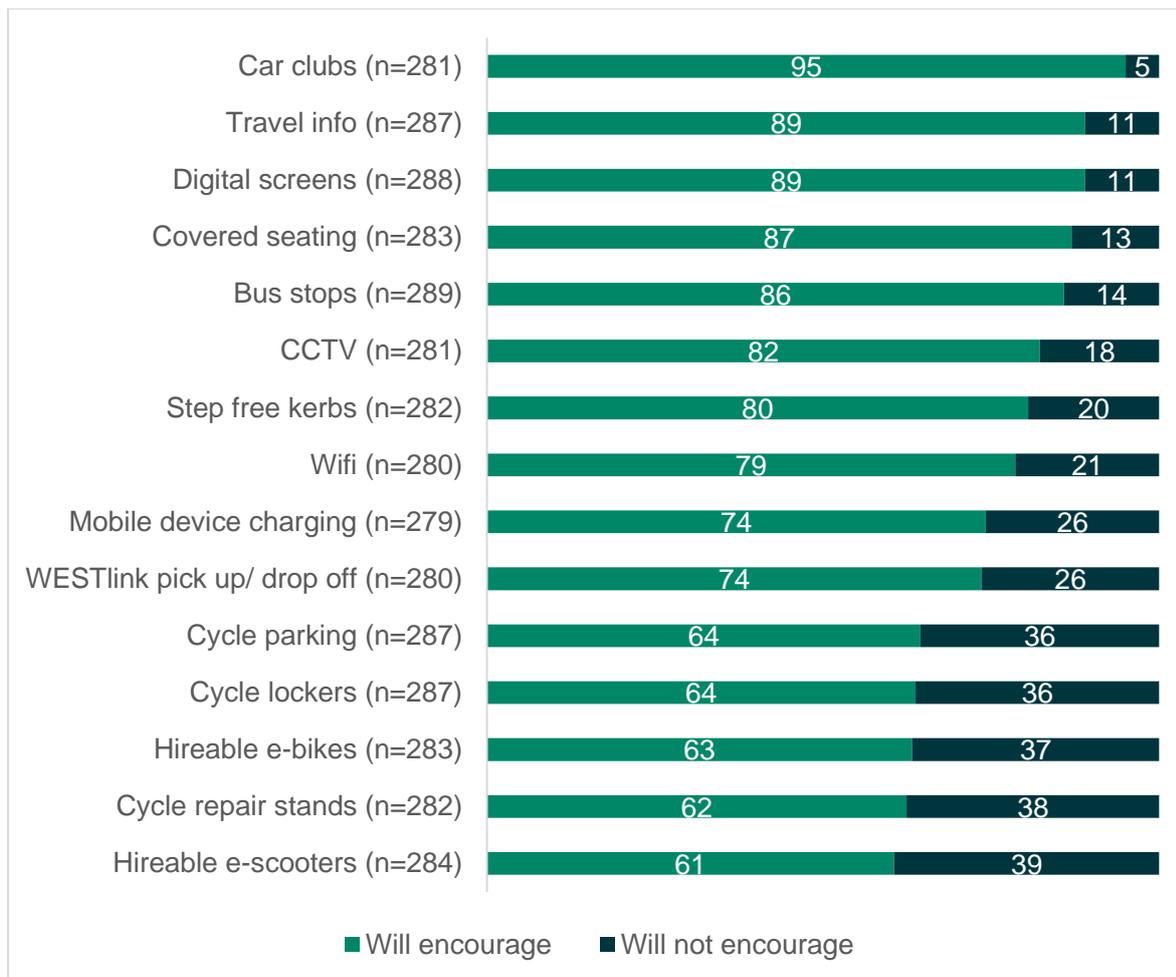
*“The lack of parking is already serious. Making it difficult for people to use our shop and access to the school. We don't want to become just access to somewhere else. Pensford has a lot to offer but the loss of the few parking spaces we have will kill this village.*

### 3.3 Encouraging use of mobility hubs

Respondents were asked whether features of a mobility hub would ‘always, often, sometimes, rarely or never’ encourage them to use the hubs and travel on buses or other forms of public transport. For the purpose of the report, with the agreement of the Combined Authority, a respondent who selected ‘always, often, sometimes or rarely’ were considered to be encouraged by the mobility hub feature.

Respondents were most encouraged by car clubs (95%), followed by public transport features such as travel information, digital screens, covered seating and bus stops.

**Figure 3.3: Level of encouragement for specific elements of mobility hubs (%)**



Base: All respondents who provided a response. Number shown in brackets in the chart.

Respondents were the least encouraged by cycle related features, mostly hireable e-scooters (61%) followed by cycle repairs, hireable e-bikes, cycle lockers and cycle parking. However, the 19 respondents who usually cycled would be encouraged to use mobility hubs with any of the four-cycle specific features. Respondents who mainly travelled by car were more likely to ‘never’ be encouraged by cycle features. Approximately 75% felt they would ‘never’ be encouraged by the cycle features compared to 25% of respondents who travel sustainably (bus, cycle, walk or wheel).

Car clubs (35%), digital screens (27%) and travel information (24%) were the features selected by most respondents to “always” encourage the use of mobility hubs.

**Table 3.4: Features that will ‘always encourage’ the use of mobility hubs (%)**

Feature of the mobility hub	%
Car club (n=281)	35
Digital screens showing travel information (n=288)	27
Travel information, timetables, and destinations (n=287)	24
Bus stops (n=289)	21
Covered seating (n=283)	20
CCTV (n=281)	18
Cycle parking (n=287)	14
Wi-Fi (n=280)	12
Step-free kerbs (n=279)	12
Hireable e-bikes (n=283)	11
Secure cycle lockers (n=287)	11
Bike repair stand/ pump (n=282)	10
Mobile device charging	9
WESTlink pick up / drop off point (n=280)	9
Hireable e-scooter (n=284)	5

Base: All respondents who provided a response about each feature. Number shown in brackets in the table.

### 3.3.1 Comments about features of mobility hubs to encourage travel by public transport, walking or cycling

There were 171 respondents who suggested other ways of encouraging public transport use. Many commented about the need for an improved bus service and bus prices, and some commented about the features of the hub such as bus stop improvements, the ability to safely access bus stops, and concerns about e-scooters. All the themes mentioned by at least 1% of the total sample size (6 or more respondents) are shown in Table 3.5. All the themes are shown in **Appendix B**.

**Table 3.5: Other features to encourage the use of mobility hubs (number)**

<b>Feature</b>	<b>number</b>
Current bus service is unreliable / infrequent / too slow	46
Improve bus information provision / make sure it is up to date	35
Villages / outer towns are poorly served by buses / more routes needed	29
Disagree with recent bus service reduction / removal of services	25
Too dangerous for pedestrians (make stops and access safer)	25
Opposes mobility hubs in general	23
Bus stop improvement needed	20
Buses too expensive/should be reasonable price	13
Mobility hubs must have good security / be well lit	13
Not in favour of e-scooters - general comments	12
Supports more buses	11
Supports mobility hubs in general	10
Opposes more buses	9
<b>Number of people who provided a comment</b>	<b>171</b>

Of the 171 respondents who provided a comment, improving bus service reliability (n=46), bus information (n=35) and bus routes to (what were perceived as) poorly served areas (n=29) or services which had been removed (n=25) were the main themes of the comments.

*“Current digital screens at bus stops are notorious for not showing live information and as such are not trustworthy at all. Would be much more encouraged to use a hub if live information of busses was more trustworthy...”*

*“Yes a bus from all the villages abandoned by cancelling our village buses. Bring back the 179 and 84”*

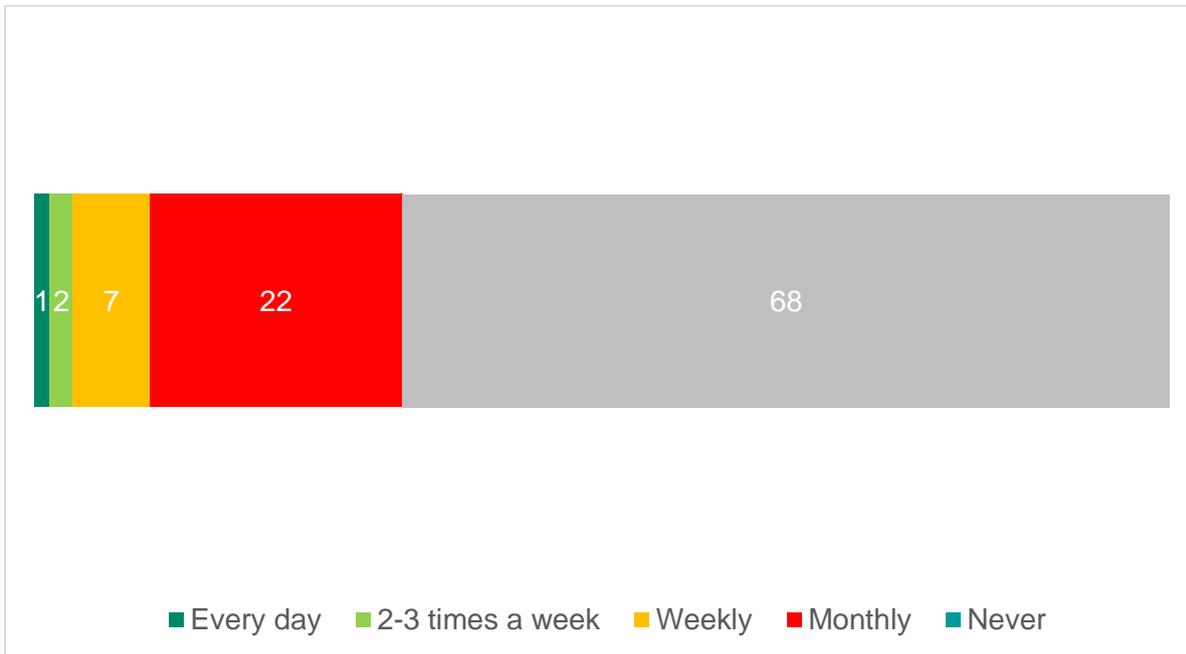
Some respondents (n=25) felt the roads currently were unsafe for pedestrians, preventing people from accessing mobility hubs by foot.

*“This limits our ability to engage with mobility hubs safely. We feel isolated and “boxed in” even for journeys into local villages. We need safer pedestrian walking and cycling environments, these proposals partially address but as part of the liveable neighbourhood consultation, I flagged the limitation of A37, and pavement use ability in temple cloud as key enablers to active transport.”*

### 3.4 Use of Odd Down Park and Ride

Two thirds of respondents (68%) do not use Odd Down Park and Ride. One-tenth (10%) used it at least once a week and a third used it at least once a month (32%).

**Figure 3.4: Use of Odd Down Park and Ride (%)**



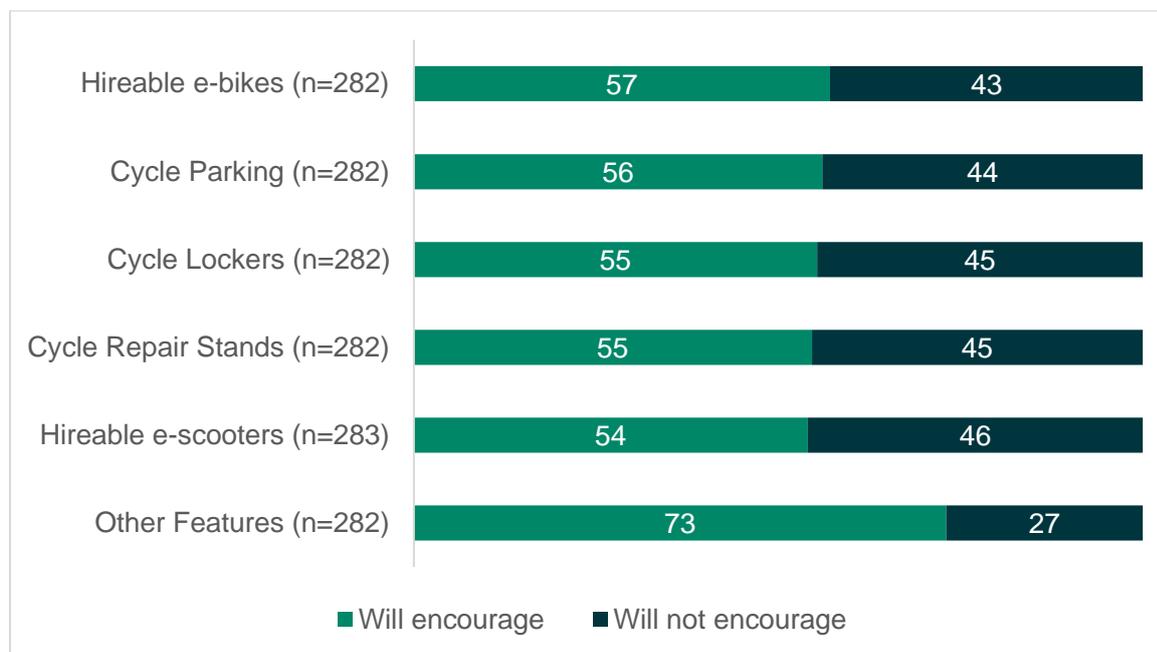
Base: All respondents who provided a response (n=296)

#### 3.4.1 Features which would encourage use of Odd Down Park and Ride

Respondents were asked whether features of Odd Down Park and Ride would ‘always, often, sometimes, rarely or never’ encourage them to use it. For the purpose of the report, with the agreement of the Combined Authority, a respondent who selected ‘always, often, sometimes or rarely’ were considered to be encouraged to use the Park and Ride.

Respondents were most encouraged to use the Park and Ride if it had different cycle features such as hireable e-bikes and cycle parking (57% and 56% respectively).

**Figure 3.5: Level of encouragement for each feature of the Park and Ride (%)**



Base: All respondents who provided a response. Number shown in brackets in the chart.

‘Other’ features included reasonable fares, routes to certain areas and a higher frequency of buses.

There was no difference in the type of features which will encourage more use of Odd Down Park and Ride, whether the respondents were current users or non-users.

**Table 3.6: Features that ‘will encourage’ the use of Odd Down Park and Ride for users and non-users (%)**

Feature	Users of Odd Down Park and Ride	Non-users of Odd Down Park and Ride
Hireable e-bikes (n=281)	62	55
Cycle parking (n=281)	60	54
Cycle lockers (n=281)	59	54
Bike repair stand/ pump (n=281)	59	53
Hireable e-scooters (n=282)	54	54
Other (n=281)	87	67

There was very little difference between the features which would ‘always’ encourage the use of Odd Down Park and Ride, though hireable e-scooters were lower than the other features (12%).

**Table 3.7: Features to ‘always encourage’ the use of Odd Down Park and Ride (%)**

Feature	%
Secure cycle lockers (n=282)	24
Cycle parking (n=282)	22
Bike repair stand/ pump (n=282)	20
Hireable e-bikes (n=282)	18
Hireable e-scooters (n=283)	12
Other (n=282)	21

Base: All respondents who provided a response. Number shown in brackets in the table.

### 3.4.2 Comments about Odd Down Park and Ride

There were 86 respondents who commented about Odd Down Park and Ride (Park and Ride), although many of these commented they do not have a reason to use it (n=31).

**Table 3.8: Features to encourage use of Odd Down Park and Ride (number)**

Feature	number
I have no need to use Odd Down Park and Ride	31
More bus routes going to and from Odd Down Park and Ride	18
More frequent buses / run for longer hours	11
Be more affordable to use	10
Buses / parking should be free around Odd Down Park and Ride	8
Better security needed at Odd Down Park and Ride	6
More cycle routes from outer towns / villages to Odd Down Park and Ride	5
Bus lanes are needed to improve journey time	4
Other comment / suggestion about Odd Down Park and Ride	6
<b>Number of people who provided a comment</b>	<b>86</b>

The two main themes mentioned to encourage more use of the Park and Ride were about bus routes (n=18) or increased bus frequency and running times (n=11).

*“A scheduled, reliable, bus from our village to get there”*

Affordability was the next theme most widely mentioned with cost seen as a barrier to using the Park and Ride (n=10).

*“Reasonable price and regular times so that it’s feasible to travel as a young family”*

### 3.4.3 Summary of comments provided by email from individuals

Of the 45 emails received from individuals, 32 provided a comment about the proposed mobility hubs and their locations, or the Odd Down Park and Ride. A summary of the themes from these emails is shown in Table 3.9

**Table 3.9: Comments by email about the proposed mobility hubs and their proposed locations (number)**

Feedback	number(
Too dangerous for pedestrians (make stops and access safer)	14
Disagree with loss of parking spaces in Pensford / Whitchurch	10
Concern of speed of cycles going downhill on Wellsway	8
Disagrees/opposes with proposed changes to A37	8
Other suggestions made about mobility hubs	8
More pedestrian crossings / better pavements needed	6
Safety on A37 needs improving	3
Current Bus Service unreliable / infrequent / too slow	3
General comments about mobility hubs	3
Supports more buses	2
More cycle routes from outer towns / villages to Odd Down Park and Ride	2
Disagrees with modal filter at Greenway Ln	1
Opposes more buses	1
Villages / outer towns are poorly served by buses / more routes needed	1
Buses too expensive / should be reasonable price	1
Other comment/suggestion about Odd Down Park and Ride	1
<b>Number of people who provided a comment by email</b>	<b>32</b>

## 4. Walking, wheeling, and cycling

There are proposals for dedicated routes to offer options for walking, wheeling, and cycling.

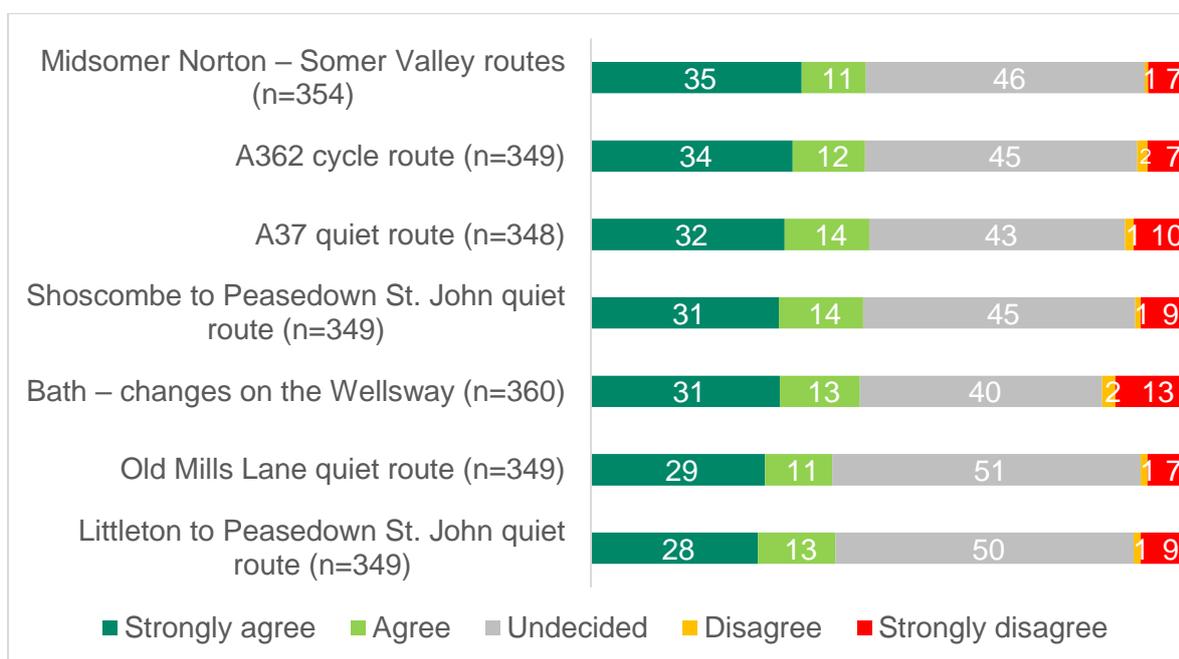
Early in the public engagement, approximately 230 respondents provided their views regarding possible upgrades to the National Cycle Network route 24 and Hallatrow Old Railway Path cycle scheme. These proposals were not under consideration for delivery under the Somer Valley Links project but had been included in the engagement material to understand the public’s views on potential improvements to these routes in the future. The responses were received between 26 June and 14 July before it was decided (following feedback) that references to any potential upgrades for these routes should be removed from the engagement website and materials.

The partial results are not shown in this report and will not be used for future planning purposes. Neither the Combined Authority nor Bath and North East Somerset have any current plans to develop these two proposals further.

### 4.1 Level of support for the routes

There was very little difference in the level of support for all routes, and at least 4 out of 10 respondents were undecided.

**Figure 4.1: Level of support for each proposed dedicate walking, wheeling, cycling route (%)**



Base: All respondents who provided a response. Number shown in brackets in the chart.

However, all suggested dedicated routes for walking, wheeling, and cycling had more respondents who agreed than disagreed.

**Table 4.1: Net score agreement for active travel routes (%)**

Active travel route	Agree	Disagree	Net Score
Midsomer Norton – Somer Valley routes (n=354)	46	8	+38
A362 cycle route (n=349)	46	9	+36
Shoscombe to Peasedown St. John quiet route (n=349)	45	9	+36
A37 quiet route (n=348)	46	11	+35
Old Mills Lane quiet route (n=349)	40	9	+32
Littleton to Peasedown St. John quiet route (n=349)	41	10	+31
Bath – changes on the Wellsway (n=360)	45	15	+30

Base: All respondents who provided a response. Number shown in brackets in the chart.

There were very few younger people (aged 30 and under) who responded to these questions (n=27), however indicative data showed they were more likely to agree with all routes than people in older age groups (aged 31-to-64-year-olds and aged 65 and over).

Only 28 respondents who usually cycled responded to most of the questions, but indicative data showed they were more likely to agree with all routes than car drivers and pedestrians. For all routes, those who usually travelled by any sustainable mode were more likely to agree with the routes than respondents who usually travel by car.

**Table 4.2: Agreement for active travel routes for usual mode of respondent (%)**

Active travel route	Bus*	Cycle*	Walk*	Any sustainable transport	Car / van
A362 cycle route	52	79	33	52	37
Old Mills Lane quiet route	45	79	28	48	31
Midsomer Norton - Somer Valley routes	56	79	30	52	37
Shoscombe - Peasedown St John quiet route	45	79	30	49	38
Littleton - Peasedown St John quiet route	42	71	28	45	31
Bath – changes on the Wellsway	55	82	53	51	32
A37 quiet route	58	71	48	57	35
<b>Base (different per route)</b>	23 to 34 respondents	14 to 28 respondents	19 to 40 respondents	134 to 145 respondents	148 to 152 respondents

\*Base for bus, cycle and walk is low, therefore findings are indicative and must be treated with caution.

\*\*Base for car drivers who responded about the National Cycle Network n=87; sustainable transport n=78

## 4.2 Comments about the proposed walking and cycling routes

Respondents were asked about their disagreement with any of the proposed routes and suggestions for improvements, and these themes were very similar. Overall, 263 respondents commented about improvements to walking and cycling routes and the reasons they disagreed with some routes. All the themes mentioned by at least 1% of the total sample size (6 or more respondents) are shown in Table 4.3. All the themes are shown in **Appendix B**.

**Table 4.3: Comments about the proposed walking and cycling routes (number)**

Theme	number
Cycling is too dangerous currently / Safety for cyclists needs improving	75
Opposes more cycling infrastructure	57
Supports more cycling infrastructure	52
Cyclists do not use current cycle lanes no need for more	44
New cycle routes need to be maintained / well-lit / well signposted	21
Support improving the safety of pedestrians	19
Cycle lanes cause congestion / waste of money	17
Pavements need to be improved	16
Roads are too narrow	16
Keep motor vehicles segregated from bicycles	15
More pedestrian crossings / better pavements needed on the A37	14
Pavements / roads in need of repair	10
Proposals would have a negative impact on the environment	10
Better integrated roads for transport modes (public transport, cars, bicycles, multiple)	9
Agree with cycleway around Peasedown St. John	7
Agree with cycleway around Midsomer Norton	6
Other suggestions	12
<b>Number of people who provided a comment</b>	<b>263</b>

The highest number of comments were from respondents who felt cycling is too dangerous (n=75) and safety improvements are needed, while others supported the need for more cycling infrastructure without giving a more detailed explanation about their reasons (n=52)

*“The A37 project would need to have improvements around the Wollard lane Queen Charlton junction as it’s very busy and dangerous for cyclists”*

However, of those who disagreed with the routes, the main comments were cycling infrastructure was not needed (n=57) and the current cycle lanes were not well used (n=44).

*“The number of cyclists using Wellsway doesn’t justify the extent, disruption and cost of the proposed plan.”*

#### 4.2.1 Summary of comments provided by email from individuals

Of the 45 emails received from individuals, 28 provided a comment about the proposed walking and cycling routes. A summary of the themes from these emails is shown in Table 4.4

**Table 4.4: Comments by email about the proposed walking and cycling routes (number)**

<b>Feedback</b>	<b>number</b>
Support improving the safety of pedestrians	5
Roads are too narrow	5
Cyclists do not use current cycle lanes no need for more	5
Supports more cycling infrastructure	4
Opposes more cycling infrastructure	4
Pavements need to be improved	3
Cycle lanes cause congestion / waste of money	2
Split pedestrians from cyclists (no dual use paths)	2
Pavements/roads in need of repair	2
Proposals would have a negative impact on the environment	1
Better integrated roads for transport modes (public transport, cars, bicycles, multiple)	1
Other, ad hoc, suggestions for walking and cycling	6
<b>Number of people who provided a comment by email</b>	<b>28</b>

## 5. Changes on the Wellsway

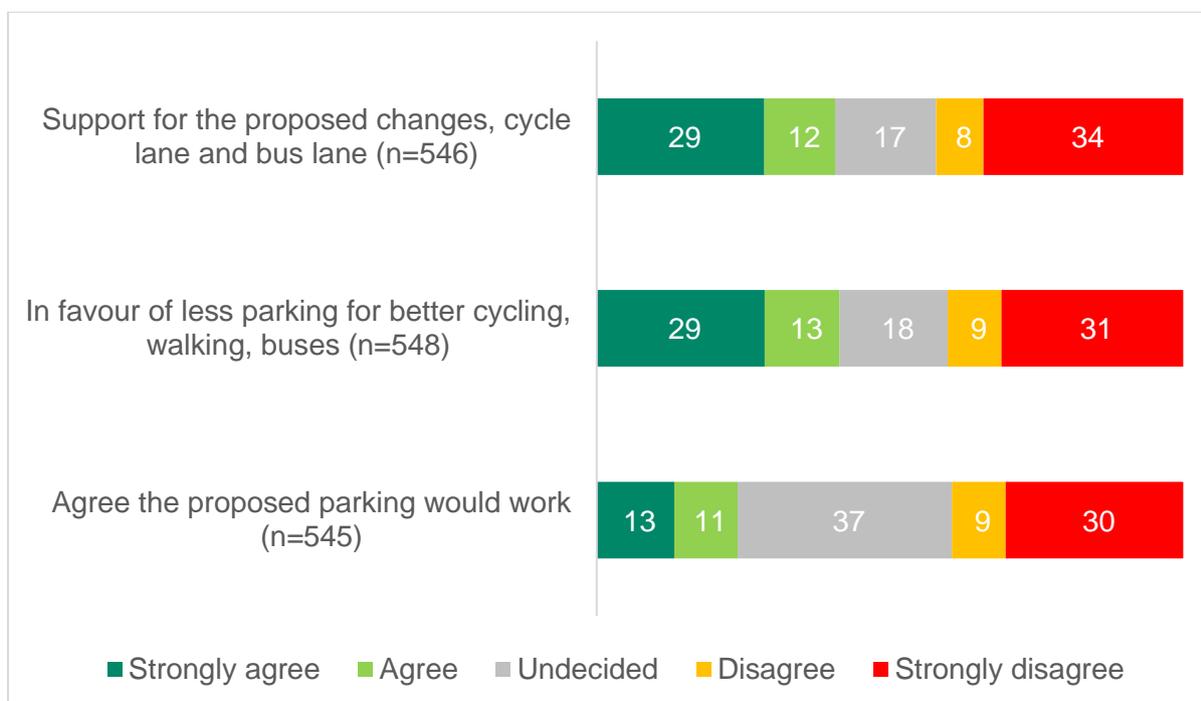
The engagement included proposals to make some changes on the Wellsway between the junctions with Midford Road and Devonshire Buildings, including provision of a dedicated cycle lane (both directions) and a section of a bus lane (northbound). These changes would require the reallocation of some existing highway space and could mean a reduction in the number of car parking spaces and some redistribution of parking locations along the route.

### 5.1 Level of support for proposals

Four in ten respondents (40%) agreed with the proposed changes to the Wellsway, and still agreed for less car parking if it meant better cycling, walking and reliable buses (41%). However, as many respondents disagreed with these proposals (42% in general and 40% for less parking).

Fewer respondents agreed the proposed parking arrangements would work (24%) than those who disagreed (39%).

**Figure 5.1: Level of support for proposed changes to the Wellsway (%)**



Base: All respondents who provided a response. Number shown in brackets in the chart.

Respondents aged 30 and under were more likely to agree with the proposed changes on the Wellsway than respondents aged 65 and over, specifically:

- Agreed in support of the proposed changes in general (65% compared to 36%) and
- Agreed in support of less parking if it meant better cycling, walking, reliable buses (70% compared to 35%);
- Agreed the proposed parking would work (53% compared to 18%).

As shown in the final two bullet points, more younger residents were in support of less parking if it meant better cycling, walking and reliable buses (70%) than felt the proposed parking arrangements would work (53%).

Respondents who usually travelled by any sustainable transport were more likely to agree with the proposed changes on the Wellsway than car drivers. These respondents specifically:

- Agreed in support of the proposed changes in general (56% compared to 26%).
- Agreed in support of less parking if it meant better cycling, walking, reliable buses (63% compared to 26%).
- Agreed the proposed parking would work (36% compared to 11%).

As shown above, there is a lower proportion of residents who mainly used sustainable transport who feel the proposed parking arrangements would work (36%) than those who agreed with less parking (63%).

The highest level of disagreement about the changes on the Wellsway was from those who normally used the section between Odd Down and Bath City Centre, and this was the same for each of the three statements asked about the proposed changes on the Wellsway. The outcomes for these are shown in Table 5.1 below which, due to low base sizes, are shown as the number of respondents (n).

**Table 5.1: Level of support for proposed changes to the Wellsway based on the section of roads most used (number)**

	<b>Agreed / Disagreed</b>	<b>Farrington Gurney and Radstock (A362)</b>	<b>Odd Down and Bath City Centre (A367)</b>	<b>Peasedown St John and Bath (A367)</b>	<b>Whitchurch and Farrington Gurney (A37)</b>	<b>Travel on more than one section*</b>	<b>Total</b>
Support for the changes on the Wellsway, cycle lane, bus lane	Agreed	4	62	19	5	62	152
	Undecided	9	19	15	19	26	88
	Disagreed	4	98	9	3	51	165
In favour of less car parking if it meant that better cycling, walking and more reliable buses	Agreed	6	64	20	6	62	158
	Undecided	8	33	10	17	27	95
	Disagreed	3	82	13	5	51	154
The proposed parking changes would work	Agreed	3	38	5	4	35	85
	Undecided	11	53	28	21	55	168
	Disagreed	3	87	10	2	49	151
<b>Base</b>		<b>17</b>	<b>179</b>	<b>43</b>	<b>27</b>	<b>139</b>	<b>405</b>

Base: All those who stated the road they normally used and answered about the Wellsway.

Due to low base sizes, data is not statistically robust and should be treated as indicative only, except Odd Down to Bath City Centre.

\*It is not known which section of roads are normally used by these respondents; therefore, the table should be considered as indicative.

### 5.1.1 Reasons given for disagreeing with the proposed changes on the Wellsway

In total, 355 respondents commented about their disagreement with the proposed changes on the Wellsway. All the themes mentioned by at least 1% of the total sample size (6 or more respondents) are shown in Table 5.4. All the themes are shown in **Appendix B**.

**Table 5.2: Comments about disagreeing to the proposed changes to Wellsway (number)**

Theme	number
Disagrees / opposes proposed changes on the Wellsway	140
Disagrees with parking getting removed on the Wellsway	125
Wellsway proposals will negatively impact local residents	107
Proposals will increase congestion on the Wellsway	77
Money better spent elsewhere	61
People prefer cars / need cars / reliant on a car	47
Bath / North East Somerset is too hilly for cycling	45
Left a comment in support of the proposals on the Wellsway	35
Proposes different route instead of the Wellsway for cycling	29
Proposals will increase pollution on the Wellsway	21
Speed limit should be lowered on the Wellsway	19
Proposals discriminatory to the disabled / elderly	18
Unfair on motorists / need to keep parking / traffic flow	14
More pedestrian crossings needed on Wellsway	14
Not everyone can use a bike	13
Concern of speed of cycles going downhill on Wellsway	11
Proposals negatively impact local businesses on Wellsway	10
Disagrees with modal filter at Greenway Ln	9
More Low Traffic Neighbourhoods required around Wellsway	9
Other comment / suggestion about proposition	67
<b>Number of people who provided a comment</b>	<b>355</b>

Most respondents (n=140) gave a general comment opposing the proposed changes on the Wellsway without providing any more detail about their reasons. The second highest comment was to oppose the removal of parking spaces (n=125) and a feeling it would impact local residents (n=107).

*“There is very limited parking at present. Further problems for local residents. Too much emphasis put on a vocal minority who do not live in the area rather than the rate paying residents who live in Wellsway as most of the homes do not have drives! A loss of 37 spaces will have a huge impact on the residents who live in Wellsway.”*

Some respondents (n=77) also felt the proposed change would increase congestion, believing a reduction to one-lane of traffic would exacerbate existing traffic issues.

*“The removal of the two-lanes driving south on the Wellsway will create congestion at peak times and inhibit all traffic that can currently use the nearside lane to exit left onto Midford Road. The traffic congestion will be further intensified by the potential development proposed for the South Stoke area, and will inevitably lead to further rat-running on the Midford Road with traffic turning right into Southstoke Road...”*

A further 61 respondents believed the money used for this scheme could be better spent elsewhere, with several noting the existing quality and condition of the roads in the area.

*“There is no justification or need to change Wellsway. It’s a waste of money like most projects the council currently do with the road systems. They would be far better spending the money to resurface all the poor road surfaces throughout the city which would also improve road safety as they’d have better surfaces for braking.”*

There was a number of suggestions for Wellsway (n=67) however almost all were very specific and as such could not be separated into themes. Suggestions which did come up more than once were to extend the bike lane all the way to the City Centre (n=2) and to review the resident parking zone to ensure Wellsway residents can still park near their house (n=2).

### **5.1.2 Summary of comments provided by email from individuals**

Of the 45 emails received from individuals, 32 provided a comment about the proposed changes to the Wellsway. A summary of the themes from these emails is shown in Table 5.2

**Table 5.3: Comments by email about the proposed changes to the Wellsway (number)**

<b>Feedback</b>	<b>number</b>
Disagrees with parking getting removed on Wellsway	11
Proposals discriminatory to the disabled / elderly	8
Money better spent elsewhere	7
Unfair on motorists / need to keep parking / traffic flow	6
Proposes different route instead of Wellsway for cycle route	6
Disagrees/opposes proposed changes to Wellsway	6
Proposals will increase congestion on Wellsway	6
Proposals negatively impact local businesses on Wellsway	5
Proposals will increase pollution on Wellsway	5
More pedestrian crossings needed on Wellsway	4
People prefer cars / need cars / reliant on a car	2
Speed limit should be lowered on Wellsway	2
Wellsway proposals will negatively impact on local residents	2
Bath and North East Somerset is too hilly for cycling	1
Not everyone can use a bike	1
Agrees / supports proposed changes to Wellsway	1
<b>Number of people who provided a comment by email</b>	<b>32</b>

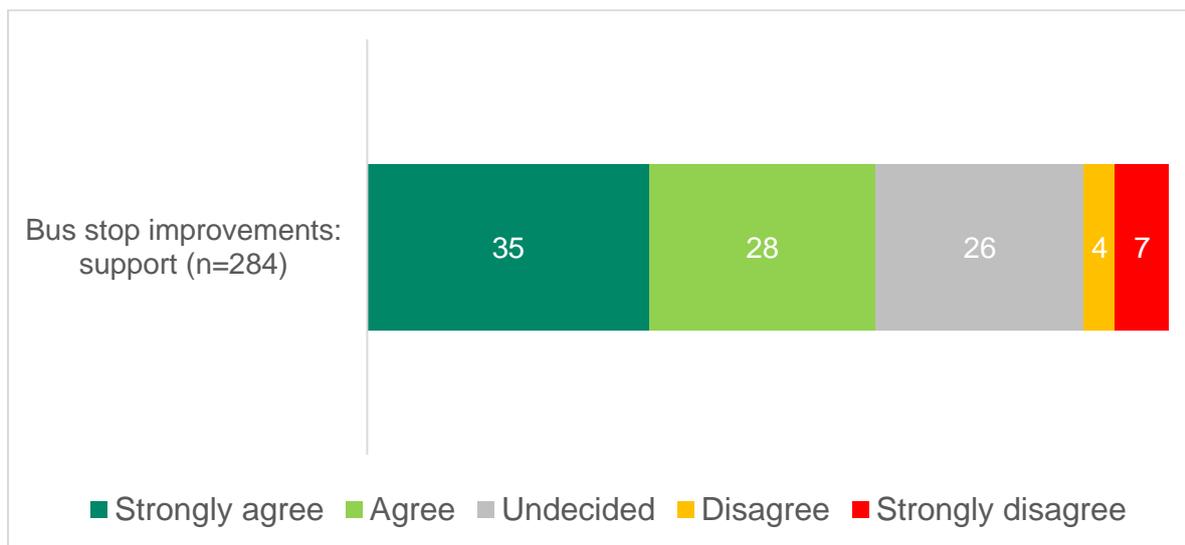
## 6. Bus stop improvements

There are proposals to improve ten pairs of bus stops, designed to be safer, more comfortable, and better lit.

### 6.1 Level of support for bus stop improvements

Almost two thirds (63%) of respondents agreed with bus stop improvements (11% disagreed).

**Figure 6.1: Level of support for bus stop improvements (%)**



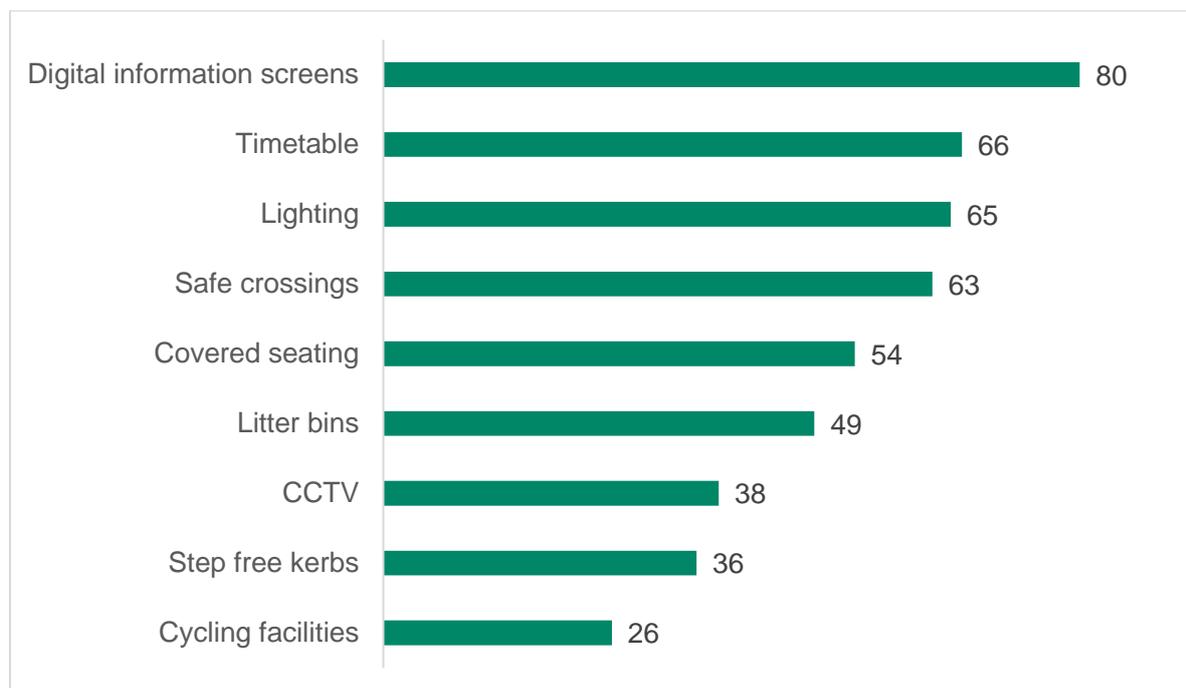
Base: All respondents who provided a response. Number shown in brackets in the chart.

Respondents who usually used sustainable modes were more likely to agree with the improvements to bus stops than car users (73% and 54% respectively).

### 6.2 Important parts of the proposed bus stop improvements

Of the suggested features for bus stop improvements, digital information screens had the highest proportion of respondents who felt these were important (80%). Around two-thirds of residents also thought the following were important: timetables (66%), lighting (65%), and safe crossings (63%).

Less than half the respondents felt the following were important: cycle facilities (26%), step-free kerbs (36%), and CCTV (39%).

**Figure 6.2: Important features for the proposed bus stop improvements (%)**

Base: All respondents who provided a response (n=237)

Current bus users had similar views to others, of the 30 who responded most felt digital information screens were important (n=28), followed by timetables (n=25) and safe crossings (n=20), lighting and litter bins (both n=19).

### 6.2.1 Comments about bus stop improvements

There were 88 respondents who commented about the proposed bus stop improvements. All the themes mentioned by at least 1% of the total sample size (6 or more respondents) are shown in Table 6.1. All the themes are shown in **Appendix B**.

**Table 6.1: Comments about the proposed bus stop improvements (number)**

Theme	number
Improvements to bus stops are not needed	21
Improve quality of shelter / facilities at bus stops	18
Suggested another location for bus stop improvements / bus stop	16
Agree bus stops should be improved	12
Bus stops are dangerously located for pedestrians / inaccessible	10
The bus stops should not impede traffic flow	8
New stops will not improve the poor bus service	6
Do not agree on a certain bus stop location e.g., Pensford	6
<b>Number of people who provided a comment</b>	<b>88</b>

The comment provided most often was improvements to bus stops were not necessary (n=21) and respondents felt there were enough existing stops.

*“No need. You would be wasting money to do this. They are already suitable”*

Of those who wanted to see improvements, the comment made most often was to improve the quality of the shelters and facilities at the bus stops (n=18).

*“Better bus time displays and better bus shelters”*

Some respondents (n=16) suggested other locations for the proposed bus stop improvements, some requested their local bus stop also be improved, while others felt the safety for passengers at bus stops needed improvement (n=10).

*“I'm glad some bus stops are being improved. I'd like my own, in Dunkerton to be improved too. The sightlines for the bus stop heading into Bath are terrible; we have to almost stand in the road to have any hope of being seen by a driver who will be accelerating to get up the hill...”*

## **6.2.2 Summary of comments provided by email from individuals**

Of the 45 emails received from individuals, two commented about the proposed bus stop improvements. The first comment asked for improvements in the quality of the shelters and general facilities at bus stops, a second felt the suggested stop at Farrington Gurney was not practical.

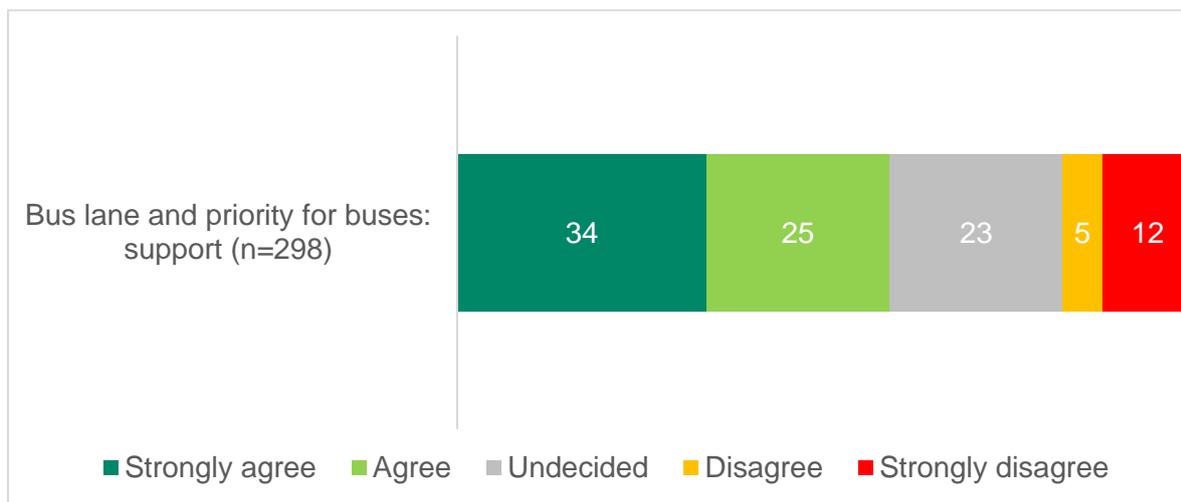
## 7. Bus lanes and bus priorities

There are proposals to include new sections of bus lanes and priority for buses over other vehicles at junctions where there are often delays.

### 7.1 Level of support for bus lanes and bus priorities

Six out of ten respondents (59%) supported new bus lanes and priority for buses (17% disagreed).

**Figure 7.1: Level of support for bus lanes and priority for buses (%)**



Base: All respondents who provided a response. Number shown in brackets in the chart.

Respondents who usually used sustainable modes of transport were more likely to agree with the new bus lanes and priority lanes for buses than car users (70% and 47% respectively).

#### 7.1.1 Comments about the proposed bus lanes and bus priority improvements

There were 70 respondents who commented about the proposed bus lanes and bus priority measures.

**Table 7.1: Comments on the proposed bus lane and bus priority improvements (number)**

Feedback	number
Opposes more bus lanes / not needed	35
Supports proposed changes on A367 Peasedown St. John	12
Wants more bus lanes / bus gates	12
Use Bus lanes as Cycle lanes	5
Improve quality of buses / modernise fleet / safety	5
<b>Number of people who provided a comment</b>	<b>70</b>

Comments in opposition to more bus lanes and bus priorities were mainly associated to a loss of car park spaces (n=35).

*“It really would not be a good idea to have [a bus lane] down all the Wellsway, lack of parking, two lanes of fast traffic”*

*“With no common parking in Whitchurch village, removing the only parking area.... would leave all residents with no ability to load and unload and damage the village and the property prices in the village. The changes will also encourage more lorries to travel down the A37, and to go faster. With pavements even narrower, this makes the danger to pedestrians even greater.”*

12 respondents supported the idea of more bus lanes and bus priority measures.

*“Bus lanes in Bath Wellsway are vital, as long as they don’t create further issues for car drivers”*

### **7.1.2 Summary of comments provided by email from individuals**

Of the 45 emails received from individuals, 12 provided a comment about the proposed bus lanes and bus priority improvements and all the comments opposed generally opposed the proposed bus lanes feeling they were not required.

## 8. Further comments from respondents

Throughout the engagement, respondents were able to comment about any topic at any time, and where possible these have been included in the relevant section of the report. The main themes of all comments provided which were not possible to be included in a section of the report are shown in this section.

### 8.1 Further comments and suggestions made

The themes of comments made by 176 respondents is shown below.

**Table 8.1: Further comments provided (number)**

Key theme	number
Disagree with proposals, without specifying a part of the proposal	41
Agree with proposals, without specifying a part of the proposal	25
Proposals do not go far enough	25
Lower speed limits / speed cameras needed generally	20
Disagrees / opposes with proposed changes to A37	20
Proposals have no impact on me	16
Encourage public transport use by discouraging car use, e.g. fewer car parking spaces or car parks / exclude cars from certain areas	15
Other suggestion about the A37	15
Suggestion about Peasedown St. John	10
Need more green space / vegetation	9
Safety on A37 needs improving	9
Suggest rail / tram / light rail as a better alternative	6
Comparison with another city	6
Agrees / supports with proposed changes to A37	6
Speed limit should be lowered around Peasedown St John	6
Suggestion about Farrington Gurney / Midsomer Norton / Radstock	6
<b>Number of people who provided a comment</b>	<b>176</b>

Comments were provided which outlined the respondents point of view without them adding more detail. These were general disagreement with the proposals (n=41), general agreement with the proposals (n=25), belief the proposals do not go far enough (n=25), and disagreement with proposed changes to the A37 (n=20).

Another common theme that came up was the general desire that speed limits should be properly enforced, and speed limits lowered (n=20).

*“Improve access to these key routes, pavements and speed restrictions are badly needed, including the monitoring or enforcement of speed limits, if the routes are not safe no one will use them anyway.”*

Various suggestions were made by respondents for the A37 from Farrington Gurney to Whitchurch (n=15), these included extending the cycle lane all the way to Whitchurch, encouraging HGVs and other through traffic to use alternative routes and a bypass around the villages on the A37.

*“We all need a bypass for the Pensford, Temple Cloud, Whitchurch and Farrington Gurney locations to move through traffic away from them”*

There were several suggestions about the A37 (n=15), most were only made by one respondent, two respondents suggested either discouraging or even banning HGVs along the A37.

*“HGVs need to be banned and find an alternative route”*

Likewise, there were various suggestions for Peasedown St. John (n=10), and the surrounding villages. The most common suggestion was for a Park and Ride to be located at Peasedown.

*“Ideally, there should be a Park and Ride to serve the Somer Valley further out (e.g. Peasedown) to reduce traffic along the narrowest part of the A367.”*

Other suggestions were specific in their nature, for example to place a modal filter in Shoscombe to better enforce the greenways or for a footbridge to be built over the A367, connecting Peasedown to Shoscombe.

*“A footbridge over the bypass linking Peasedown with rural footpaths on the other side of the bypass would encourage more walking to the schools on that side such as Shoscombe and St Julian’s - these schools have serious traffic and parking issues.”*

There was further feedback from 109 respondents about the engagement itself. Some (n=42) commented they needed information before they could provide feedback.

Of the 45 emails received from individuals, 12 provided an additional comment which were not possible to be included in another section of the report. A summary of the themes from these emails is shown in Table 8.2

**Table 8.2: Summary of other comments provided by email (number)**

<b>Key theme</b>	<b>number</b>
More information/clarity needed	6
More consultation needed	4
Disagree with proposals	2
Proposals do not go far enough	2
Agree with proposals	1
Proposals have no impact on me	1
<b>Number of people who provided a comment</b>	<b>12</b>

## 9. Stakeholder Feedback

There were 16 responses provided by stakeholders such as local businesses and organisations. These stakeholders provided specific, detailed views about the Somer Valley Links project's proposed ambitions. These have been summarised separately. The stakeholders included Royal Mail, developers, councillors, resident associations, and community groups.

### 9.1 Mobility hubs

There was support for the introduction of more transport hubs to improve modal connectivity. The success of other transport authorities in building multi-modal transport integration, such as buses with bike carry services was raised. It was felt the mobility hubs, due to be located close to bus stops, would present an ideal opportunity to develop this.

It was felt the unique nature of rural communities had been overlooked and needed more consideration to provide better access to mobility hubs for residents in these rural areas. It was felt some residents in rural areas would benefit from equal access, specifically for employment and business opportunities, without having to rely on a car.

One suggestion made to promote mobility hubs was to incentivise Park and Ride usage. Promotions suggested were an introductory offer for a reduced car parking charge for those who hire a bike, or a trial price ticket(s) or period to allow residents to experience the Park and Ride method of travel.

Concerns were raised by the Royal Mail about the proposed Radstock mobility hub restricting access to their building. This was a theme raised by others, requesting cycle parking does not impact the attractiveness of the area and buildings, particularly historical buildings, while another requested the location of these areas needed to be on council owned property.

A different concern was raised for more clarity about what the mobility hubs would look like, whether there would be sufficient space, and in general that more information was needed before a clear point of view could be provided.

### 9.2 Changes on the Wellsway

There was general agreement from stakeholders with crossing improvements with a view it would make it safer and less intimidating to users. There were suggestions that more crossings could be included, and it was felt the pedestrian prioritisation would mean slower traffic resulting in an improved feeling of safety for pedestrians. It was generally believed the pedestrian crossings would impact the bus lane, with a view that the journey time improvement for buses could be lessened by these pedestrian crossings.

There were benefits seen for the proposed changes encouraging more public transport use and active travel, and less car usage.

In general, support for the changes on the Wellsway was given with the caveat that changes needed to meet residents' needs and reflect the residential area.

The concern raised most often was the loss of parking spaces. The knock-on effect of losing parking spaces was expected to be felt by residents on neighbouring roads

which would also generate congestion. The suggested new parking was felt to be too far from residents' houses and were predicted to be used by commuters.

The removal of a central reservation also led to safety concerns. There was a view this reservation was beneficial for cars turning off the Wellsway and for pedestrians crossing the Wellsway.

### **Cycling and cycle lanes**

While attempts to improve safety for cyclists were welcomed, there was a view that cyclists often used routes that do not include the Wellsway, rendering the cycle lane unnecessary. However, cyclists using alternative routes was a reason some stakeholders felt the proposed cycle lane would have a positive impact, as cyclists would then choose to cycle on the Wellsway.

Creating a two-way segregated cycle lane along the Wellsway was a cause for concern for some as it would require the removal of a feeder lane onto the A367. There was a view that cyclists would only use the cycle lane in one direction (up the hill) as the lane would be on the opposite side of the road when cyclists were travelling downhill. It was felt the extra speed of cyclists travelling downhill would mean cyclists would choose to cycle with the traffic, rather than cross to the two-way cycle segregated cycle lane.

There was a concern that if cyclists chose to use the pavement, they would cycle close to residents' homes, and with proposed narrower footpaths, risk residents' safety.

Where there was support of the proposed protected cycle lane, it was felt the lane could or should extend further south to the Odd Down Park and Ride to build an integrated transport link. It was felt the proposed cycle lane ends abruptly, both to the North and the South, without identifying where cyclists should safely continue, and therefore they would need to mix with traffic. There was a suggestion to extend the cycle path to Bear Flat which would then enable safer access to the city centre via Holloway.

The introduction of the cycle lane led to concerns about traffic congestion and displacement of traffic to other roads, including rat-running along residential roads. Other preventative measures were requested, but not suggested, by stakeholders. It was also mentioned that if the road narrows for a cycle lane, then cars would struggle to pass buses at a bus stop, adding to congestion.

### **Bus lane impact on traffic**

It was argued that extending the bus lane along the Wellsway would not be a solution to traffic delays, with the belief that traffic delays occurred because of features such as pedestrian crossings and junctions and not because of buses. Furthermore, they felt the addition of more pedestrian crossings, as included in the proposal, were more likely to cause traffic delays than the current bus traffic.

There was a view there would be a negative impact for residents with the bus lane, they would not be able to park outside their houses to load / unload vehicles, receive deliveries as well as access by utilities and other services.

The need for the bus lane at all was questioned, with the belief that morning peak travel was the main time traffic is heavy.

## **Hatfield Road East/Greenway Lane**

The closing of Greenway Lane to traffic, making it accessible to pedestrians and cyclist only, was met with mixed views. Those in favour felt it would reduce the likelihood of accidents occurring at the Greenway Lane junction and will improve pedestrian safety and benefit dog walkers. Conversely, those who were concerned felt it will lead to further traffic congestion on surrounding streets such as Devonshire Villas and Entry will also disrupt access for residents of Hatfield Road East.

### **9.3 Walking and cycling**

There was very little feedback about the walking and cycling routes from stakeholders other than the feedback about the Wellsway which was provided in section 9.2.

Poor pavement conditions were an issue repeatedly raised, with drop kerbs being requested as an improvement to aid people with reduced mobility or those who require assistance.

### **9.4 Bus stops**

There was support for the bus stop improvements, specifically the reduction of visual clutter, the simplicity of their design, the addition of digital information screens showing travel information, shelters, and clearer signage. The bus stop was considered to provide pedestrians with more safety, as they would not be required to cross busy roads. It was felt the current bus shelter capacity needed increasing.

### **9.5 Bus lane and bus priorities over other vehicles**

Some residents' associations noted the benefit of the dedicated bus lanes improving journey times for buses, making this a more attractive mode of transport.

At certain locations, the widening of the road to allow for new bus lanes must be facilitated by the removal of pavement which was raised as a concern for local residents and pedestrians. Concerns were also raised about the Whitchurch bus lane. It was suggested it would make it more difficult for pedestrians to cross the A37 to the bus stops and those making journeys to nearby amenities such as the play park, allotment, and sports facilities. Other concerns raised were the expected impact of increased noise pollution and decreased air quality.

In Whitchurch, it was felt that buses do not run frequently enough to warrant a bus lane, making it unnecessary.

First Bus, who agreed in general with the proposals, requested for a temporary bus lane to be considered should there ever be long-term closures to ensure they had a usable route to serve Peasedown St John.

### **9.6 Other suggestions made by stakeholders**

Some stakeholders made further suggestions which were not specific to an area. It was suggested for more Park and Ride areas be made available to encourage residents from the wider Bath and North East Somerset area to use these and reduce congestion. A need to improve bus frequency, reliability and hours of service was suggested.

There were suggestions the plans could go further, for example, more pedestrian crossings and pavement widening in other areas on the Wellsway.

Signage across the network was a concern for some, specifically for new cycle infrastructure which could block pedestrian access and disrupt the visibility of local amenities. It was suggested this signage should be improved and could be moved away from the footpath.

It was felt 20mph zones and additional resident parking zones would improve the quality of life for residents and should be considered.

A grid of quiet lanes could be implemented connecting more of Bath and North East Somerset.

## **9.7 Criticism about the material**

Some stakeholders felt there was insufficient information provided and not all the information was clear. A stakeholder stated maps for the proposed changes near Whitchurch were unavailable at the start of the engagement and confirmed these were provided later. The maps and diagrams were felt to be unclear by other stakeholders.

It was felt the data used was not up-to-date and more relevant, recent data should be used as an evidence base.

Further information was requested in general, for example, about quiet routes and mobility hubs.

## 10. Next steps

The feedback received as part of this public engagement has been shared with the project team and will be used to refine the proposals and their design.

The engagement feedback, together with a review of the wider evidence base developed in parallel, including additional surveys and modelling work will inform the development of the detailed design.

This will be completed at the next stage of the project, as part of the Full Business Case development.

An opportunity will be provided to comment on these designs in a future consultation, which is likely to take place in 2024.

This engagement report will be appended to the Outline Business Case which will be submitted for approval to the West of England Combined Authority Committee meeting that is currently planned for 26 January 2024.

## Appendix A Questionnaire

# Somer Valley Links consultation

Now you've seen the plans, it's over to you. Your feedback will help decide what happens next. When you have completed the form please post back to us at:

**Somer Valley Links Consultation team, The West of England Combined Authority,  
70 Redcliff Street, Bristol, BS1 6AL**

If you'd like to keep up-to-date about the project, please visit [www.haveyoursaywest.co.uk](http://www.haveyoursaywest.co.uk)

### About you

Which section of the A37, A362 and A367 do you normally use?

- Between Whitchurch and Farrington Gurney (A37)
- Between Farrington Gurney and Radstock (A362)
- Between Peasedown St John and Bath (A367)
- Between Odd Down and Bath City Centre (A367)
- More than one section

Comments

What do you use these routes for most of the time?

- I live here
- I study here
- I visit for leisure (fitness, socialising, clubs etc.)
- I work here
- I commute through this area on a regular basis
- Other (please state)

## About you continued

### How do you usually travel?

- Bus
- Cycle
- Walk
- Wheel
- Car
- Motorcycle
- E-scooter
- Other (please state)

### How often do you travel along this section of the route?

- Daily
- 2 3 times a week
- Once a week
- Every so often
- have travelled through here in the past, but I do not visit often
- Never

### How did you find out about this consultation?

- Postcard through your door
- Poster
- Social media
- Website
- Newsletter
- in your local newspaper
- Word of mouth

**Somer Valley Links consultation**

**Mobility hubs**

**Q1: The proposals include eight new mobility hubs on the A37, A362 and A367 which aim to make it easier to travel by travel on buses and other forms of public transport, as well as to walk and cycle for shorter everyday journeys.**

**Strongly Agree    Agree    Undecided    Disagree    Strongly Disagree**

**To what extent do you support this?**

**Q2A: How far do you agree with the proposed locations for mobility hubs?**

**Strongly Agree    Agree    Undecided    Disagree    Strongly Disagree**

- Pensford – Pensford Bridge bus stop
- Temple Cloud – Paulwood Road bus stop
- Farrington Gurney – Ham Lane bus stop
- Midsomer Norton – Town Hall bus stop
- Peasedown St John – Keel's Hill bus stop
- Bath - Odd Down Park & Ride bus stop
- Bath - Bear Flat bus stop

**Q2B: If you've answered "Disagree/Strongly Disagree", which locations do you disagree with and why?**

### Mobility hubs continued

**Q3: What features of the proposed mobility hubs would encourage you to travel on buses and other forms of public transport, as well as to walk and cycle for those shorter everyday journeys?**

	Always	Often	Sometimes	Rarely	Never
Bus stops	<input type="checkbox"/>				
WESTlink pick up/drop-off point	<input type="checkbox"/>				
Cycle parking	<input type="checkbox"/>				
Secure cycle lockers	<input type="checkbox"/>				
Bike repair stand / pump	<input type="checkbox"/>				
Hireable e-scooter	<input type="checkbox"/>				
Hireable e-bike	<input type="checkbox"/>				
Car club	<input type="checkbox"/>				
Travel information, timetables and destinations	<input type="checkbox"/>				
Digital screens showing travel information	<input type="checkbox"/>				
Covered seating	<input type="checkbox"/>				
CCTV	<input type="checkbox"/>				
WiF					
Mobile device charging					
Step free kerbs					

**Q4: Are there any other features that could be added to mobility hubs that would encourage you to travel on buses and other forms of public transport, as well as to walk and cycle for those shorter everyday journeys?**

## Somer Valley Links consultation

### Mobility hubs continued

Every day    2 or 3 times  
a week    Weekly    Monthly    Never

**Q5: How often do you use Odd Down Park & Ride?**

**Q6: Which of the following would encourage you to use Odd Down Park & Ride more?**

Always    Often    Sometimes    Rarely    Never

Cycle parking

Secure cycle lockers

Bike repair stand / pump

Hireable e-scooters

Hireable e-bikes

Other

**If you've answered "Other", please state:**

## Walking, Wheeling and Cycling

**Q7A: We're proposing more dedicated routes which used together with minor and safer local roads would offer better options for walking, wheeling or cycling. To what extent do you support this ?**

**Strongly Agree      Agree      Undecided      Disagree      Strongly Disagree**

Midsomer Norton - Hallatrow Old Road way Pat

\* subject to future funding

A362 cycle route

Old Mills Lane quiet route

Midsomer Norton - Somer Valley route

National Cycle Network route 24 upgrade

\* subject to future funding

Shoscombe - Peasedown St John quiet route

Littleton - Peasedown St John quiet

Bath - changes on the Wellsway

A37 quiet route

**Q7B: If you've answered "Disagree/Strongly Disagree", please say why.**

**Q8: Do you have any suggestions of how the proposed cycling and walking routes can be improved?**

Somer Valley Links consultation

### Walking, Wheeling and Cycling continued

#### Changes on the Wellsway – Bath

Q9: We're proposing some changes on the Wellsway including a new dedicated cycle lane and a section of bus lane heading into Bath. This would also mean some changes to car parking. To what extent do you support this?

Strongly Agree    Agree    Undecided    Disagree    Strongly Disagree

Q10: Would you be in favour of less car parking if it meant that better cycling, walking and more reliable buses? Scale as above

Strongly Agree    Agree    Undecided    Disagree    Strongly Disagree

Q11 Would the new proposed parking arrangements in this location work?

Strongly Agree    Agree    Undecided    Disagree    Strongly Disagree

Q12. If you've answered "Disagree/Strongly Disagree", please say why.           

### Bus improvements

Q13A: Ten pairs of bus stops will be improved, designed to make them safer, more comfortable and better lit. To what extent do you support this ?

Strongly Agree    Agree    Undecided    Disagree    Strongly Disagree

Q13B: If you've answered "Disagree/Strongly Disagree", which locations do you disagree with and why?

## Bus improvements continued

**Q14: Do you have any suggestions of how the proposed bus stop upgrades can be improved?**

**Q15: What do you think is important as part of the proposed bus stop improvements?**

**Very important      Not important**

g tal informat on screens showin      tant travel information

**If oth , please state below:**

## Somer Valley Links consultation

### Bus lanes and bus priority

**Q16: The proposals include new sections of bus lanes and priority for buses over other vehicles at junctions where there are often delays. To what extent do you support this ?**

Strongly Agree    Agree    Undecided    Disagree    Strongly Disagree

**Q17: Do you have any comments on the proposed bus lanes or bus junction improvements?**

### General comments

**Q18: Do you have any further comments on our proposals for the A37/ A362/A367?**

## Equalities and Demographics monitoring

Disclaimer: We take your privacy seriously and are GDPR compliant. We will not share your details with third parties and will only use the data you have given us for these purposes.

At any point you wish for your data to be removed from our database, please email us at [democratic.services@westofengland-ca.gov.uk](mailto:democratic.services@westofengland-ca.gov.uk) you can read our full GDPR policy here.

### What is your age group?

- Under 18
- 19 - 24
- 25 - 30
- 31 - 39
- 40 - 49
- 50 - 59
- 60 - 64
- 65 - 74
- Over 75
- Prefer not to say

### What is your ethnic group?

- Arab
- Asian/Asian British - Bangladesh
- Asian/Asian British - Indian
- Asian/Asian British - Pakistani
- Asian/Asian British - Chinese
- Asian/Asian British - Other (please state)
- Black/ Black British/African/Caribbean- African
- Black/ Black British/African/Caribbean Caribbean
- Black/ Black British/African/Caribbean - Other (please state)
- Mixed/Multiple Ethnic Groups - White & Asian
- Mixed/Multiple Ethnic Groups - White & Black African
- Mixed/Multiple Ethnic Groups - White & Black Caribbean
- Mixed/Multiple Ethnic Groups - Other (please state)
- White - English/Welsh/Scottish/Northern Irish/British
- White - Gypsy or Irish Traveller
- White - Irish
- White - Roma
- White - Other (please state)
- Other ethnic group (please state)
- Prefer not to say

**What is your gender?**

- Female
- Male
- Other
- Prefer not to say

**Disability**

**Do you consider yourself to be disabled?**

- No
- Yes - Physical impairment, such as difficulty using arms or mobility issues which may mean using a wheelchair or crutches
- Yes - Sensory impairment, such as being blind / having a serious visual impairment or being deaf / have a serious hearing impairment
- Yes - Mental health condition, such as depression, anxiety or schizophrenia
- Yes - Learning disability/difficulty (such as Down's Syndrome, dyslexia, dyspraxia) or cognitive impairment (such as autistic spectrum disorder)
- Yes - Long standing illness or health condition, such as cancer, HIV, diabetes, chronic heart disease or epilepsy
- Yes - Other (please state)
- Prefer not to say

**If yes, please tell us how this affects the way that you access or use services:**

**Further comments**

## Appendix B Coded themes

The data in the main body of the report shows all the themes mentioned by at least 1% of respondents. This Appendix shows the number of respondents who mentioned any theme for each open-text response.

### Other features to encourage the use of Mobility Hubs

Feature	number
Current bus service is unreliable / infrequent / too slow	46
Improve bus information provision / make sure it is up to date	35
Villages / outer towns are poorly served by buses / more routes needed	29
Disagree with recent bus service reduction / removal of services	25
Too dangerous for pedestrians (make stops and access safer)	25
Opposes mobility hubs in general	23
Bus stop improvement needed	20
Buses too expensive / should be reasonable price	13
Mobility hubs must have good security / be well lit	13
Not in favour of e-scooters - general comments	12
Supports more buses	11
Supports mobility hubs in general	10
Opposes more buses	9
Bikes should be allowed on buses	4
Mobility hubs must have reasonable price	3
Integrated ticketing system - one ticket, several modes	2
Positive about e-scooters - General comments	2
Negative about e-bikes - General comments	2
Consider an option for long term bike hire	1
Positive about e bikes - General comments	1
<b>Number of people who provided a comment</b>	<b>171</b>

## Features to encourage use of Odd Down Park and Ride

Feature	number
I have no need to use Odd Down Park and Ride	31
More bus routes going to and from Odd Down Park and Ride	18
More frequent buses / run for longer hours	11
Be more affordable to use	10
Buses / parking should be free around Odd Down Park and Ride	8
Better security needed at Odd Down Park and Ride	6
More cycle routes from outer towns / villages to Odd Down Park and Ride	5
Bus lanes are needed to improve journey time	4
Other comment / suggestion about Odd Down Park and Ride	6
<b>Number of people who provided a comment</b>	<b>86</b>

## Comments about the proposed walking and cycling routes

Feature	number
Cycling is too dangerous currently / Safety for cyclists needs improving	75
Opposes more cycling infrastructure	57
Supports more cycling infrastructure	52
Cyclists do not use current cycle lanes no need for more	44
New cycle routes need to be maintained / well-lit / well signposted	21
Support improving the safety of pedestrians	19
Cycle lanes cause congestion / waste of money	17
Pavements need to be improved	16
Roads are too narrow	16
Keep motor vehicles segregated from bicycles	15
More pedestrian crossings/better pavements needed on the A37	14
Pavements / roads in need of repair	10
Proposals would have a negative impact on the environment	10
Better integrated roads for transport modes (public transport, cars, bicycles, multiple)	9
Agree with cycleway around Peasedown St John	7
Agree with cycleway around Midsomer Norton	6
Split pedestrians from cyclists (no dual use paths)	5
Disagree with cycleway around Peasedown St. John	5
More pedestrian crossings/better pavements needed around Peasedown St John	4
Thinks Radstock needs cycling infrastructure	4
Disagree with cycleway around Farrington Gurney	2
Other suggestions	12
<b>Number of people who provided a comment</b>	<b>263</b>

## Comments about disagreeing to the proposed changes to Wellsway

Feature	number
Disagrees / opposes proposed changes on the Wellsway	140
Disagrees with parking getting removed on the Wellsway	125
Wellsway proposals will negatively impact local residents	107
Proposals will increase congestion on the Wellsway	77
Money better spent elsewhere	61
People prefer cars / need cars / reliant on a car	47
Bath and North East Somerset is too hilly for cycling	45
Left a comment in support of the proposals on the Wellsway	35
Proposes different route instead of the Wellsway for cycling	29
Proposals will increase pollution on the Wellsway	21
Speed limit should be lowered on the Wellsway	19
Proposals discriminatory to the disabled / elderly	18
Unfair on motorists / need to keep parking / traffic flow	14
More pedestrian crossings needed on Wellsway	14
Not everyone can use a bike	13
Concern of speed of cycles going downhill on Wellsway	11
Proposals negatively impact local businesses on Wellsway	10
Disagrees with modal filter at Greenway Lane	9
More Low Traffic Neighbourhoods required around Wellsway	9
Other comment / suggestion about proposition	67
<b>Number of people who provided a comment</b>	<b>355</b>

## Comments about the proposed bus stop improvements

Feature	number
Improvements to bus stops are not needed	21
Improve quality of shelter / facilities at bus stops	18
Suggested another location for bus stop improvements / bus stop	16
Agree bus stops should be improved	12
Bus stops are dangerously located for pedestrians / inaccessible	10
The bus stops should not impede traffic flow	8
New stops will not improve the poor bus service	6
Do not agree on a certain bus stop location e.g. Pensford	6
Not clear why these locations have been chosen	4
All stops should be improved, not just a select few	3
Will not encourage me to use buses	2
<b>Number of people who provided a comment</b>	<b>88</b>

## Comments on the proposed bus lane and bus priority improvements

Feature	number
Opposes more bus lanes / not needed	35
Supports proposed changes on A367 Peasedown St. John	12
Wants more bus lanes / bus gates	12
Use Bus lanes as Cycle lanes	5
Improve quality of buses / modernise fleet / safety	5
Disagrees / opposes with proposed changes to Peasedown St. John - Bath Rd Jn	2
<b>Number of people who provided a comment</b>	<b>70</b>

## Further comments provided

Theme	number
Disagree with proposals, without specifying a part of the proposal	41
Agree with proposals, without specifying a part of the proposal	25
Proposals do not go far enough	25
Lower speed limits / speed cameras needed generally	20
Disagrees / opposes with proposed changes to A37	20
Proposals have no impact on me	16
Encourage public transport use by discouraging car use, e.g. fewer car parking spaces or car parks / exclude cars from certain areas	15
Other suggestion about the A37	15
Suggestion about Peasedown St John	10
Need more green space / vegetation	9
Safety on A37 needs improving	9
Suggest rail / tram / light rail as a better alternative	6
Comparison with another city	6
Agrees/supports with proposed changes to A37	6
Speed limit should be lowered around Peasedown St John	6
Suggestion about Farrington Gurney / Midsomer Norton / Radstock	6
General comments on buses	3
Consider Cargo bikes	2
Agrees / supports with proposed changes to Farrington Gurney	2
Disagrees / opposes with proposed changes to Farrington Gurney	2
<b>Number of people who provided a comment</b>	<b>176</b>

