

Somer Valley to Bristol/Bath (A37/A367) Corridor Engagement Report



February 2022

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Introduction

Between 22 November 2021 and 9 January 2022, almost 1100 residents and businesses took part in a transport survey along the A37 and A367 between Somer Valley and Bristol/Bath. This document looks at the feedback we received, sets out what people think who live near, or travel along the A37/A367 corridors, and looks at next steps.

Thank you to everyone who responded. We appreciate the time people took to respond, and the wide range of views expressed. Your views will help us to understand the current transport issues people face when using the whole, or parts of the A37 and A367 corridors specifically between the Somer Valley area (Midsomer Norton / Radstock / Westfield) and the Bristol City council boundary (A37) and Bath (A367). This will help to enable us to develop the right solutions to improve these issues for everyone.

What is the Somer Valley to Bristol/Bath (A37/A367) Corridor?

The West of England Combined Authority (the Combined Authority) is working with Bath and North East Somerset (B&NES) to improve travel between the Somer Valley areas and Bath/Bristol through better bus services, improvements to bus infrastructure, and develop facilities to enable more cycling and walking along the A37 and A367 routes.

We want to provide better and more sustainable transport to help people move around more easily, reduce dependency upon the car and reduce congestion, lower carbon emissions and improve the environment we live in. To help tackle the climate emergency, we are encouraging people to leave their cars at home.

The Combined Authority and B&NES will be putting together proposals for a variety of ways to improve the A37 and A367 corridors between Somer Valley and Bath/Bristol. Work will be broken down into phased projects focusing on different sections of the route.

This work is needed because:

- There is a huge reliance upon cars along both corridors and both routes experience delays, particularly within the urban areas there are very few opportunities for people living along or close to these corridors to use buses or bikes to get into Bath or Bristol Buses are too infrequent, bus journey times are too long and the bus gets stuck in traffic Narrow sections of the A37 through Pensford and Temple Cloud are not wide enough for large vehicles to pass each other, leading to delays for all traffic
- Air quality issues at Farrington Gurney and Temple Cloud have led to the designation of Air Quality Management Areas
- Provisions for walking and cycling are currently limited, with few off road paths

- Accidents occur on the fast sections of both routes
- Access to bus stops is hampered by footways being overgrown or non-existent

The project aims to:

- Enable people to move away from car journeys to improve air quality and reduce carbon emissions along the corridor
- Make catching the bus or walking and cycling the more natural and easier method to travel
- This will be achieved by offering an improved bus service and delivering easy-to-use walking and cycling facilities as sustainable alternatives to the car
- Create walking and cycling routes on or adjacent to the route which connects to communities along the corridor
- The bus service will be more frequent, reliable and reduce bus journey times by delivering bus priority measures
- Support opportunities for regeneration and economic growth along the corridor
- Park and Ride opportunities to either improve (Odd Down) or develop new locations

Engagement

We wanted to find out what issues people who live or travel along the A37 and A367 corridors¹ currently experience and what improvements they would like to see. Hearing from people who live near, or travel along, the A37 and/or A367 for work, leisure or education.

To provide a structured way of gathering feedback, a survey and interactive digital map were made available from 22 November 2021 and 9 January 2022, for people to provide issues and suggestions for improvements along the corridors.

The survey feedback has provided useful data on how people use the A37 and A367 corridors and will continue to inform our proposals to improve the route along these corridors. This feedback will feed into and shape the development of the Somer Valley to Bath/Bristol route which is presented in the Strategic Outline Case (SOC) and subsequent business cases.

A joint engagement campaign between the Combined Authority and B&NES aimed to reach out and encourage people who live near, or travel along, the A37 and A367 corridors for work or leisure to fill in the survey and mapping exercise. The campaign included:

¹ Note, people who 'live or travel along the A37 and A367' are not only people who live directly on the corridors but anyone who's main route to Bristol or Bath is along either the A37 or A367.

- Posters displayed along the A37 and A367 routes (x78);
- Postcards delivered to the residents and businesses along and in the vicinity of the A37 and A367 routes (x30,000+);
- Newsletter updates from the Combined Authority and B&NES and bus operators.
- Direct emails/letters informing key stakeholders (including transport groups, environmental groups, Ward and Parish councilors);
- Social media campaign receiving 10,400 views across 15 posts;
- Webpages on Travelwest directed people to the A37/A367 online survey and the interactive map – receiving over 2,200 views.

Survey

The survey consisted of 15 main questions themed across general travel behavior, bus use, park and ride, cycling and walking. The survey was hosted online, and printed versions were available on request and posted to residents. Residents that requested printed surveys could return them by post free of charge to a freepost address.

There were 1,066 responses to the survey.

Interactive Map

We created an interactive map which allowed respondents to leave comments and highlight issues by dropping a pin onto the map. Respondents could also 'like' other people's comments. We received 30 responses on the interactive map, however, 8 of these were outside of the study area and have therefore not been included within the results.

Emails

A specific email address and answerphone was set up to take any queries on the consultation and requests for paper copies of the survey. Some 30 queries were recorded in total; 14 of these were requests for paper copies of the survey; 9 were general queries (largely requesting when the consultation was ending) and 7 comments. The majority of the 7 comments covered the same key themes picked up during the survey.

What we've learnt

- Most respondents travel along all or part of the A37 / A367 corridors on a regular basis for commuting purposes.
- The majority of journeys are made once or twice a week, rather than every weekday or weekend. Of the trips being made once or twice a week, the majority (44%) are for shopping, followed by 42% of trips for leisure and 36% visiting friends. Of trips being made every weekday, the largest proportion (31%) is for commuting.
- The largest proportion of journeys made regularly are made by car, as driver (42%) followed by walking (10%) and then bus and private car, as a passenger (both 5%).
- We need bus services that people can depend on. They must be quick and reliable, easy to use and affordable for our residents.
- Safety of cyclists and pedestrians was of particular concern, where 71% of respondents rated cycling safety as poor and 69% rated walking safety as poor, respectively.
- More than 40% of respondents are very likely to use the bus more often if the bus services are more frequent. More reliable and quicker journey times were also priorities.
- Most of the respondents said that several of the factors identified in the survey either always or often prevented them from cycling more often, with vehicles travelling too fast, vehicles passing too close, with respondents generally feeling unsafe cycling along the routes. Not enough segregated cycle lanes and too many vehicles on the road were also a factor that prevented respondents from cycling more.
- Respondents are very likely to cycle more often if there were more off-road cycle routes away from traffic, more separate on-road cycle lanes and less traffic on the route.
- 69% of respondents stated that a lack of pavement or a poor surface prevented them from walking more often along either the A37 or A367. 55% of respondents stated that not enough crossing points prevented them from walking more often and 54% said the same about pollution or poor air quality. Furthermore, over two fifths (45%) of respondents considered wider pavements to be the top priority to encourage them to walk more often. Pavements that are separated from traffic and bikes, along with less traffic on the route were also very high on respondents' priority list (43% and 28%, respectively).

What we're doing

The feedback received from the survey, digital interactive map and by email will inform the Strategic Outline Case (SOC) that we are developing for the programme. The SOC will set out the challenges currently faced along the corridor, and our proposals to improve and address those challenges.

This engagement exercise has helped us to understand the transport issues people face along the A37 and A367 corridors and the surrounding area. Solutions and detailed options will be discussed in detail later in the programme. At this stage we are setting the scene in order to secure funding and move forward with the development of solutions.

Following on from what respondents have told us, we will:

- Develop options that will not only consider serving journeys along the length of the corridor. Opportunities to interchange with services and walking/cycling facilities connecting away from the corridor will also be considered;
- Consider how all journey purposes can be served by services and facilities along the A37/A367 corridors;
- Focus our options on the provision of improved bus, cycling and walking facilities and services. The impacts on other modes (particularly car and freight) movements will be considered as part of the options development process;
- Support the shift from private car to bus, cycling and walking, which will help to address the concerns raised by respondents in terms of traffic flows, air quality and noise (through reduced traffic demand) and in terms of cycling facilities and safety (through increased cycling facilities);
- Continue to support the delivery of the wider regional Bus Service Improvement Plan, including improved service frequency, stop facilities, connections, reduced waiting times for buses and improved connections from P&R services to other bus services and the walking/cycling network. Proposed bus priority and new bus lanes will also improve bus journey times and journey time reliability;
- Address several of the improvements rated highly by respondents as encouraging walking and cycling. Our options in the programme will increase segregated bus and cycle provision, improved walking and cycling connections (including crossings) connecting local communities to the A37/A367 as well as increased green infrastructure. The access to bus stops and the waiting environment around bus stops will also be improved.

Summary of key headlines:

Somer Valley to Bristol/Bath (A37/A367) Survey

| Subject/theme | Headline |
|---|---|
| Where do respondents live and work (when not working from home) | Most respondents travel along all or part of the A37 / A367 corridors on a regular basis for commuting purposes. |
| Travel patterns along the A37 and A367 corridors following the lifting of national COVID-19 lockdown restrictions | The majority of journeys are made once or twice a week, rather than every weekday or weekend. Of the trips being made once or twice a week, the majority (44%) are for shopping, followed by 42% of trips for leisure and 36% visiting friends. Of trips being made every weekday, the largest proportion (31%) is for commuting. |
| Working patterns following the lifting of national COVID-19 lockdown restrictions | 57% of the respondents do not work from home since the lockdown restrictions were lifted. Of those, 49% mostly travel long the A37, whilst 60% travel along the A367 and 60% travel along both corridors. Of the respondents who do work from home, younger people are currently more likely to plan to work from home as 52% of the respondents aged 35-64 and 41% of the respondents aged 35 years or younger currently work from home compared to only 20% of those aged 65+. |
| Mode choice for travelling along the A437/A367 corridors and how regularly travel would occur | The largest proportion of journeys made regularly (every weekday) are made by car - as driver (42%) followed by walking (10%) and then bus and private car – as a passenger (both 5%). |
| Factors influencing travel choices along or near the A437/A367 corridors | Safety of cyclists and pedestrians was of particular concern; three quarters (71%) of respondents rated cycling safety as poor and 69% rated walking safety as poor. Two thirds (66%) of the respondents also indicated that the footpaths / pavements are poor as well as cycle paths and traffic flow on the A37 / A367 (62% and 61% respectively.) |
| Factors influencing choice to travel by bus anywhere along the A437/A367 corridors | Over two fifths of respondents rated the following factors as excellent or good: <ul style="list-style-type: none"> • The distance between their home and nearest bus stop as excellent (26%) or good (32%) • Accessing the bus at the bus stop is either excellent (13%) or good (44%) • Buying a bus ticket is either excellent (19%) or good (30%). • The distance from the bus stop to their destination is rated as excellent (13%) or good (35%). However, 46% of respondents rated the cost of using the bus or bus fares as poor whilst bus timetables / or the time buses were rated as poor by 38% of respondents and 34% rated the reliability of the buses as poor. |

| | |
|---|---|
| Opinions on acceptable waiting times for a bus | For 36% of the respondents, 6-10 minutes of waiting time for a bus is acceptable. A waiting time of 11-15 minutes for a bus is acceptable for a further 34% of respondents. Only 9% of the respondents indicated that only 5 minutes of waiting time for a bus is acceptable. |
| Rating of improvements to encourage bus travel along the A437/A367 corridors | More frequent services was the top priority with 40% making it their first (23%) or second (20%) priority. This was followed by respondents stating their priority was more reliable services (29% saying it was their first or second priority) and quicker journey times (25% saying it was their first or second priority). A further 25% of respondents rated quicker journey times as their priority (12% first priority and 13% second priority), with lower fares being a priority for 24% of respondents (15% first priority and 9% second priority). |
| Rating of improvements to encourage use of the Park and Rides | Lower ticket costs was the top priority for respondents with over half ranking as first (34%) or second (19%). More frequent buses and buses to other locations were also very high on respondents' priority list. 20% of respondents ranked frequent bus services first and a further 20% second. A further 14% of respondents ranked buses to other locations as their first priority and 20% as their second priority. More facilities at the park and ride, park and cycle facilities, smart tickets and electric car charging points also scored highly. |
| Factors influencing choice to cycle anywhere along the A37/A367 corridors | <p>Most of the respondents said that several of the factors identified in the survey either always or often prevented them from cycling more often.</p> <ul style="list-style-type: none"> • 86% of respondents said that vehicles travelling too fast always (67%) or often (19%) prevented them from cycling more often • 85% of respondents said that the vehicles passing too close always (62%) or often (23%) prevented them from cycling more • 80% of respondents said they do not feel safe cycling along the route (Always 64%, Often 16%) • Not enough segregated cycle lanes is a factor that prevented respondents from cycling more always (61%) or often (22%) • Similarly 83% of respondents said that too many vehicles on the road is a factor preventing them from cycling more (always 61% or often 22%) <p>However, over half of the respondents (55%) said that no secure cycle parking at the park and ride was rarely (16%) or never (39%) a factor as to why they did not cycle more often whilst 48% said the same about no secure cycle parking along the A37/A367 (rarely 19%, never 29%).</p> |
| Rating of improvements to encourage cycling along the A37/A367 corridors more often | Respondents' priorities included more off-road cycle routes away from traffic, with 79% of respondents making it their priority (54% their first priority and 25% their second priority). Separate on-road cycle lanes was the second highest priority to respondents, with 60% responding (28% their first priority and |

| | |
|--|---|
| | 32% their second priority). Less traffic on route was also important, with 27% making this their priority (8% their first priority and 9% their second priority). These three priorities were the main choices by all respondents based on the weighted score applied below. However more attractive streets and better signage was less of a priority to respondents. |
| Factors influencing choice to walk anywhere along the A37/A367 corridors | Wider pavements was the top priority for respondents with over two fifths ranking as first (29%) or second (16%). Pavements that are separated from traffic and bikes and less traffic on route were also very high on respondents' priority list (43% and 28%, respectively, making it their first or second priority). |
| Rating of improvements to encourage walking along parts of the A37/A367 corridors more often | 69% of respondents stated that a lack of pavement or a poor surface prevented them from walking more often (44% said 'Always' and 25% said 'Often'). 63% of respondents do not feel safe walking along this route (41% said 'Always' and 22% said 'Often'). 55% of respondents stated that not enough crossing points either always (30%) or often (25%) prevented them from walking more often and 54% said the same about pollution or poor air quality (30% said 'Always' and 24% said 'Often'). |
| Further improvements identified by respondents along the A37 and A367 corridors | 776 out of 1066 respondents gave a free text comment to this question. Many of the suggested improvements were in relation to improving active travel, followed by traffic and road improvements and then bus improvements. |

Digital interactive map

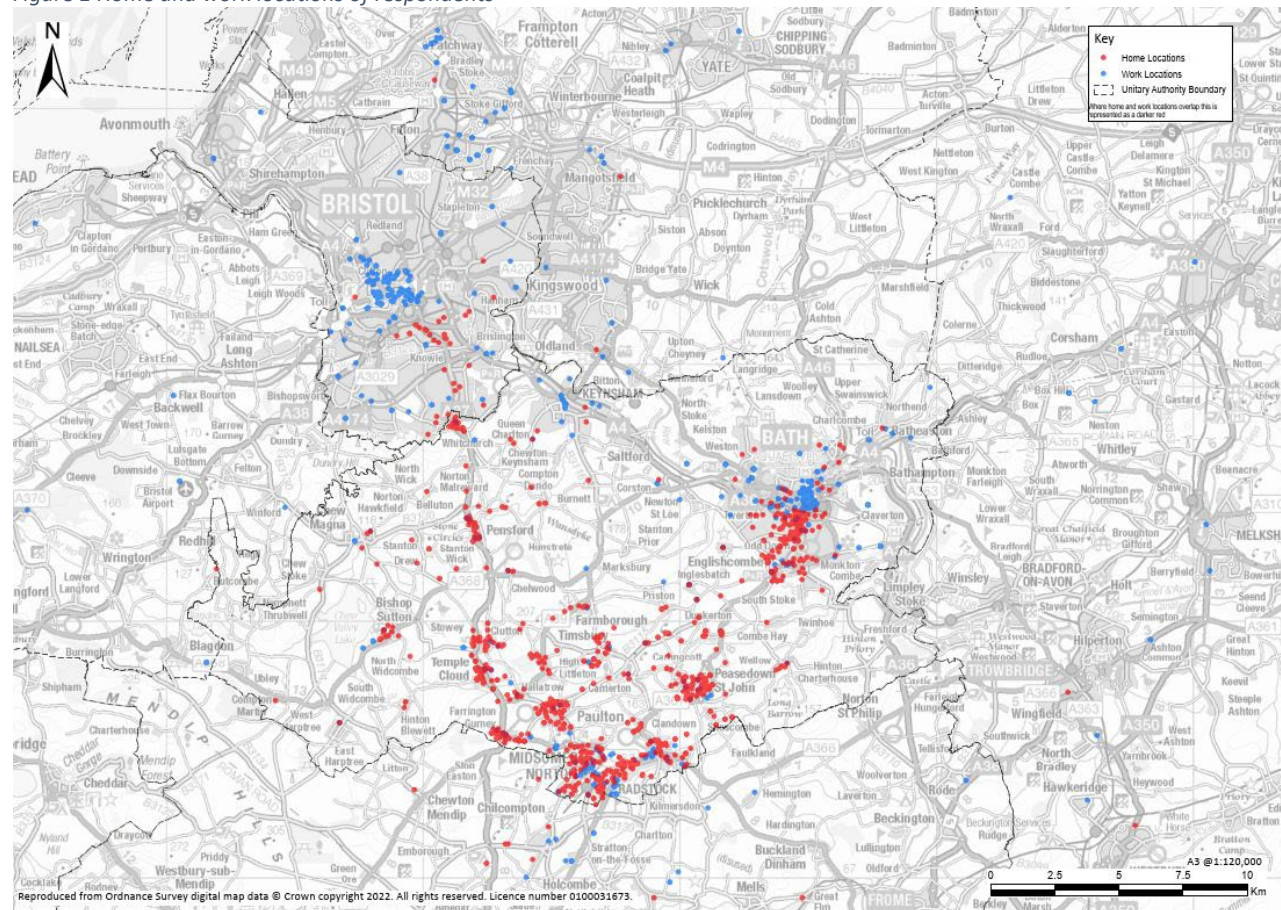
| | |
|-------------------------|---|
| Improvements Identified | 8 (36%) of the 22 comments related to cycling improvements, with both 4 comments (18%) each on pedestrian related improvements and also safety improvements. The remaining comments were split between bus improvements, crossing point improvements and other improvements (2 per comments; 9%). |
|-------------------------|---|

Where do respondents live and work (when not working from home)

Question: Where is your place of work when not working from home?

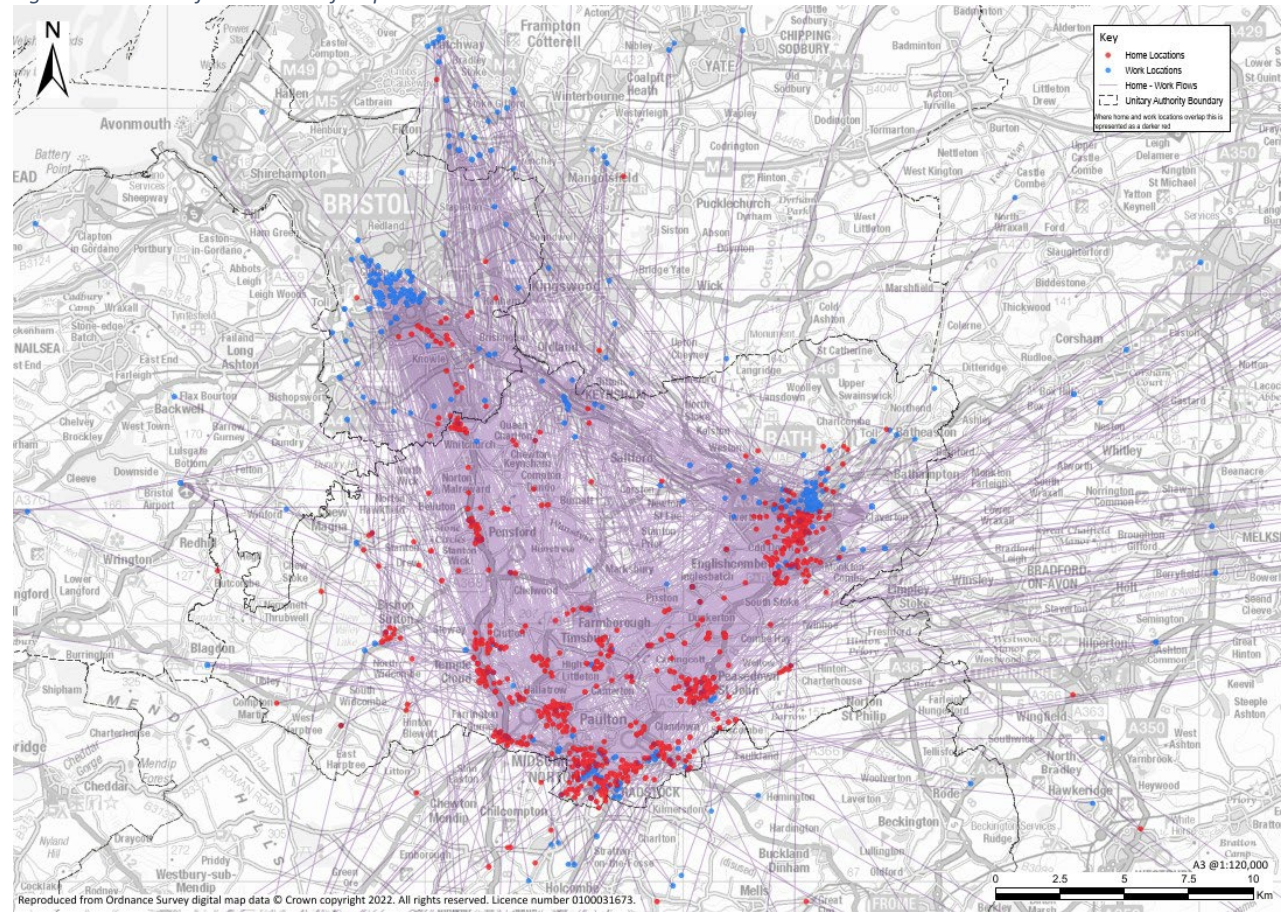
We asked respondents where they live and where they work when they are not working from home. This is shown in the figure below and shows that the home and work locations of respondents are spread along the A37 and A367 corridors.

Figure 1 Home and work locations of respondents



The figure below shows the pattern of movement between home and work locations based on the engagement responses received. It shows that the majority of respondents travel along all or part of the Bristol to Bath corridor on a regular basis for commuting purposes.

Figure 2 Patterns of movement of respondents between home and work locations

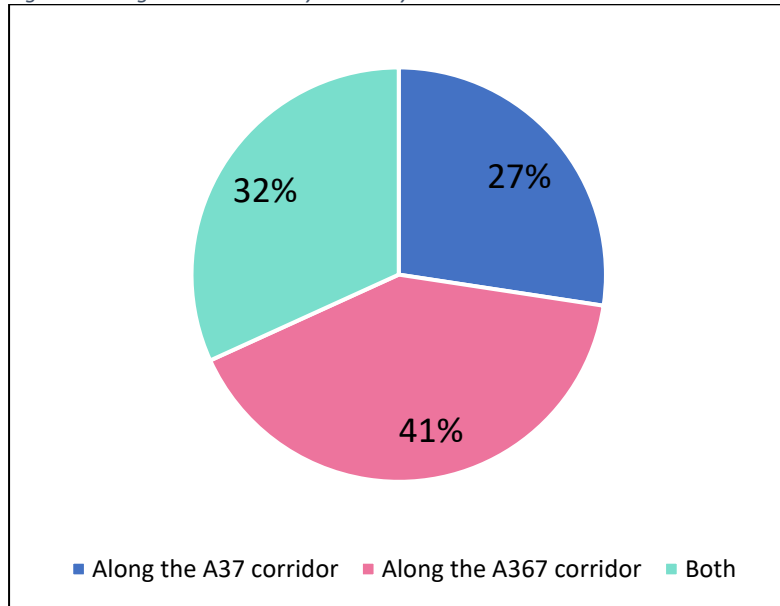


Travelling along the A37 or A367 corridors

Question: Along which route do you mostly travel?

Headline: Over two fifths (41%) mostly travel along the A367 corridor whilst 27% of respondents mostly travel along the A37 corridor and 32% travel along both.

Figure 3 Along which route do you mostly travel?



Base: 1056

Table 1 Along which route do you travel mostly?

| Options | Count | Percentage |
|-------------------------|-------------|-------------|
| Along the A37 corridor | 289 | 27% |
| Along the A367 corridor | 431 | 41% |
| Both | 336 | 32% |
| Total | 1056 | 100% |

How will responses to this question shape the A37 / A367 Corridor Programme:

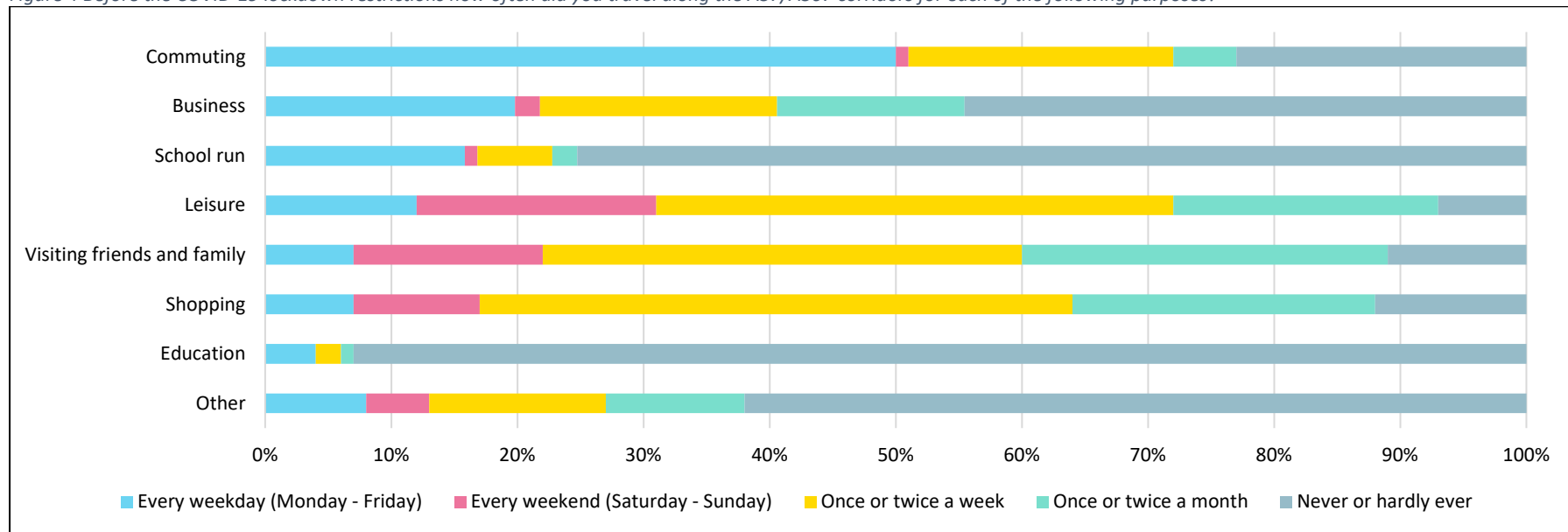
The development of options will not only consider options serving journeys along the length of the corridor. Opportunities to interchange with services and walking/cycling facilities connecting away from the corridor will be considered.

Reasons for travelling along the corridors Pre-COVID, and how regularly travel would occur

Question: Before the COVID-19 lockdown restrictions how often did you travel along the A37/A367 corridors for each of the following purposes?

Headline: Of trips being made every weekday, the largest proportion (50%) were for commuting whilst 20% were making trips for business and 16% are making school run trips. Of those trips being made at the weekend, 19% were for leisure whilst 15% were for visiting friends and family.

Figure 4 Before the COVID-19 lockdown restrictions how often did you travel along the A37/A367 corridors for each of the following purposes?



Base: Commuting (877), Business (682), School run (695), Leisure (964), Visiting friends and family (900), Shopping (956), Education (647), Other (479)

Table 2 Before the COVID-19 lockdown restrictions how often did you travel along the A37/A367 corridors for each of the following purposes?

| Options | Every weekday (Monday – Friday) | Every weekend (Saturday – Sunday) | Once or twice a week | Once or twice a month | Never or hardly ever | Number of comments |
|-----------------------------|---------------------------------|-----------------------------------|----------------------|-----------------------|----------------------|--------------------|
| Commuting | 50% | 1% | 21% | 5% | 23% | 877 |
| Business | 20% | 2% | 19% | 15% | 45% | 682 |
| School run | 16% | 1% | 6% | 2% | 76% | 695 |
| Leisure | 12% | 19% | 41% | 21% | 7% | 964 |
| Visiting friends and family | 7% | 15% | 38% | 29% | 11% | 900 |
| Shopping | 7% | 10% | 47% | 24% | 12% | 956 |
| Education | 4% | 0 | 2% | 1% | 93% | 647 |
| Other | 8% | 5% | 14% | 11% | 62% | 479 |

Where respondents have responded under “Other”, 30 respondents said they made journeys for purposes such as hospital visits whilst 13 respondents made journeys for church or voluntary work and ten respondents indicated that they travel on daily (which was not one of the response options).

How will responses to this question shape the A37 / A367 Corridor Programme:

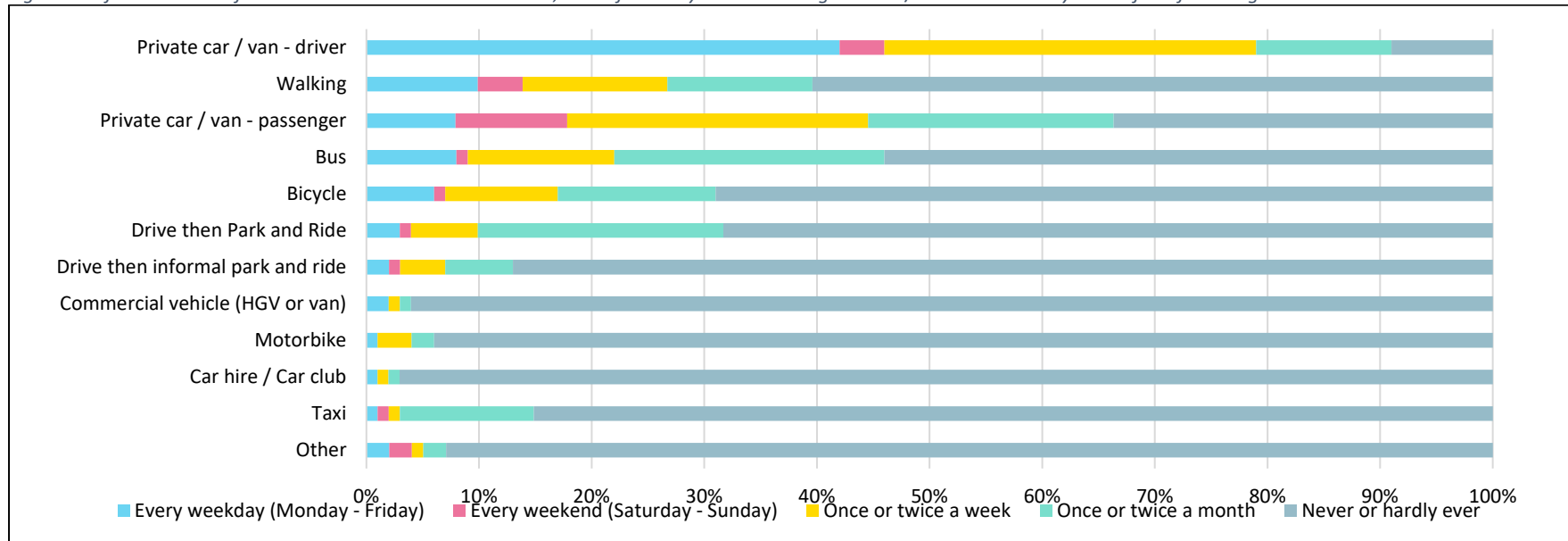
The development of options will consider how all journey purposes can be served by services and facilities along the A37 and A367 corridors.

Mode choice for travelling along the corridors pre-COVID, and how regularly travel would occur

Question: Before the start of the COVID-19 lockdown restrictions, how often did you travel along the A37 / A367 corridors by each of the following modes?

Headline: The largest proportion of journeys made regularly (every weekday) were made by private car - as a driver (42%) followed by walking (10%) and then private car – as a passenger (8%) and public transport (8%).

Figure 5 Before the start of the COVID-19 lockdown restrictions, how often did you travel along the A37 / A367 corridors by each of the following modes?



Base: Private car / van – driver (1002), Walking (756), Private car / van - passenger (692), Bus (830), Bicycle (753), Drive then park and ride (777), Drive then informal park and ride (703), Commercial vehicle (681), Motorbike (676), Car hire/ Car club (677), Taxi (693), Other (499)

Table 3 Before the start of the COVID-19 lockdown restrictions, how often did you travel along the A37 / A367 corridors by each of the following modes?

| Options | Every weekday (Monday – Friday) | Every weekend (Saturday – Sunday) | Once or twice a week | Once or twice a month | Never or hardly ever | Number of comments |
|-----------------------------------|------------------------------------|--------------------------------------|-------------------------|--------------------------|-------------------------|--------------------|
| Private car / van - driver | 42% | 4% | 33% | 12% | 9% | 1002 |
| Walking | 10% | 4% | 13% | 13% | 61% | 756 |
| Private car / van - passenger | 8% | 10% | 27% | 22% | 34% | 692 |
| Bus | 8% | 1% | 13% | 24% | 54% | 830 |
| Bicycle | 6% | 1% | 10% | 14% | 69% | 753 |
| Drive then Park and Ride | 3% | 1% | 6% | 22% | 69% | 777 |
| Drive then informal park and ride | 2% | * | 4% | 6% | 87% | 703 |
| Commercial vehicle (HGV or van) | 2% | 0 | 1% | 1% | 97% | 681 |
| Motorbike | 1% | 0 | 3% | 2% | 94% | 676 |
| Car hire / Car club | * | 0 | * | 1% | 99% | 677 |
| Taxi | * | * | 1% | 12% | 86% | 693 |
| Other | 2% | 2% | 1% | 2% | 92% | 499 |

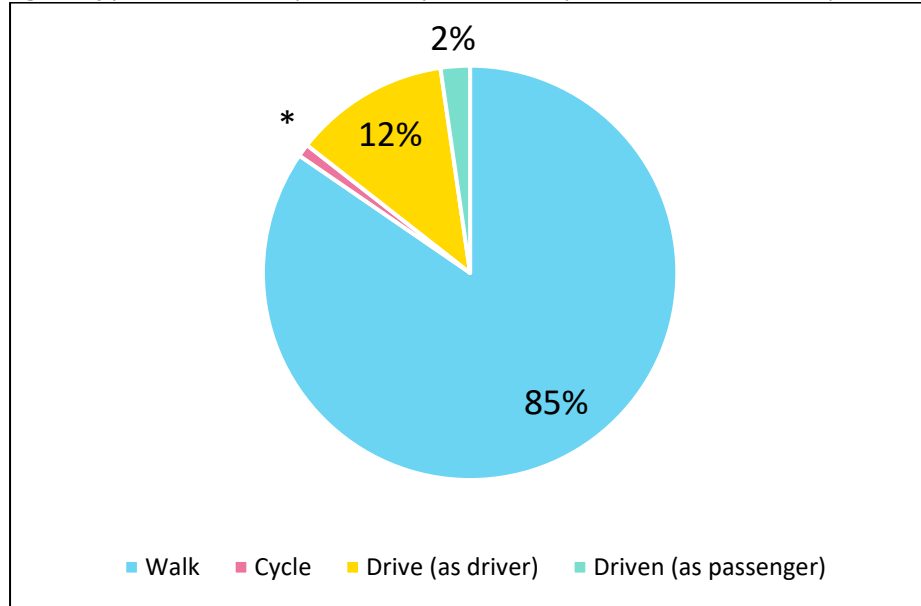
Where percentages do not sum to 100% in the main body of the report, this is due to rounding. An asterisk () denotes less than 0.5%.

Where respondents have responded under 'Other', nine indicated that they travelled every day or a combination of weekday and weekends (which was not an option on the survey form). Two respondents mentioned motorhomes.

Question: If you selected 'Bus', please could you state how you travelled to the bus stop?

Headline: The majority of respondents (85%) got to the bus stop by walking whilst 12% got to the bus stop by car (as a driver).

Figure 6 If you selected 'Bus', please could you state how you travelled to the bus stop?



Base: 499

Table 4 If you selected 'Bus', please could you state how you travelled to the bus stop?

| Options | Count | Percentage |
|----------------------|------------|-------------|
| Walk | 403 | 85% |
| Cycle | 2 | * |
| Drive (as driver) | 58 | 12% |
| Drive (as passenger) | 11 | 2% |
| Total | 499 | 100% |

Where percentages do not sum to 100% in the main body of the report, this is due to rounding. An asterisk () denotes less than 0.5%.

Question: If using 'Informal Park & Ride' please state parking location and onward destination:

If respondents selected that they drive and then use an informal park and ride, they were asked where this was and going to what destination. 85 respondents provided information here There is evidence that respondents are noting the use of formal P&R sites including Odd Down (13), Newbridge (10), Brislington (9) and Long Ashton (9). The majority of the remaining responses noted parking in suburbs.

How will responses to this question shape the A37 / A367 Corridor Programme:

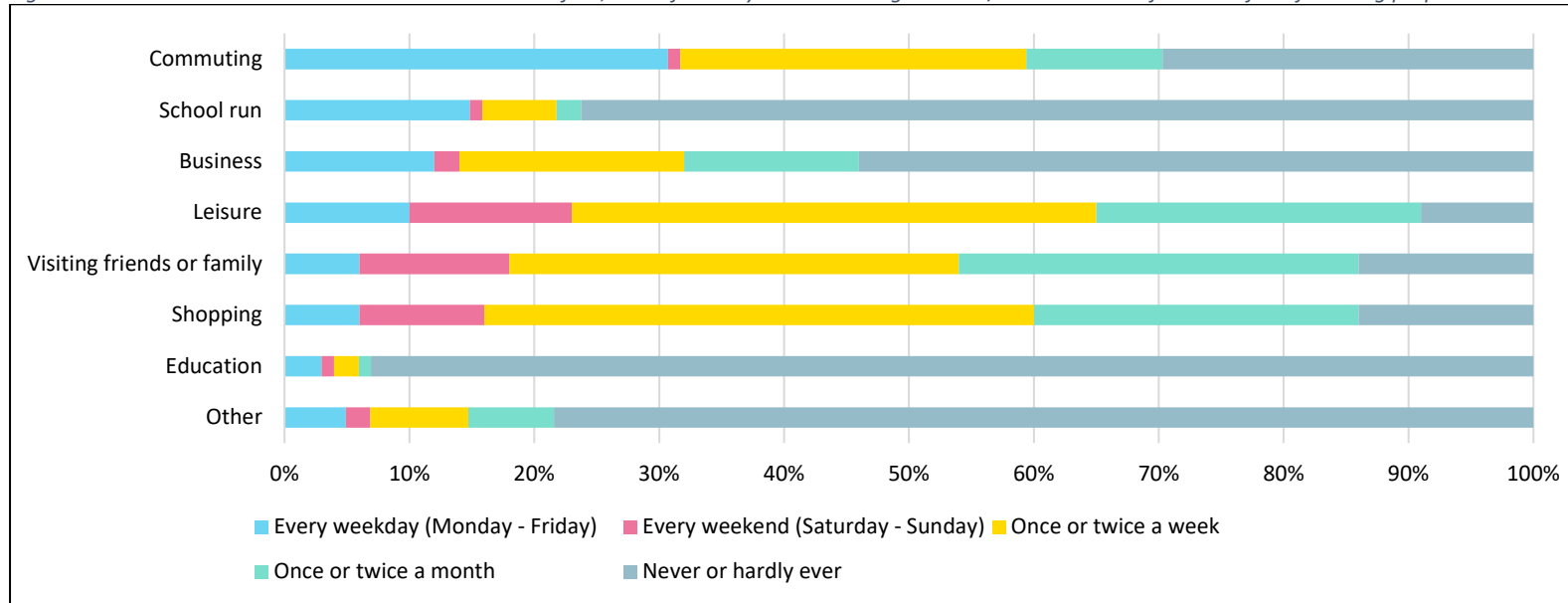
Whilst the development of options for the A37 and A367 corridors will be focused on the provision of improved bus, cycling and walking facilities and services, the impacts on other modes will be considered as part of the options development process.

Reasons for travelling along the corridors after COVID-19, and how regularly travel would occur

Question: Now that COVID-19 lockdown restrictions have lifted, how often do you travel along the A37 / A367 corridors for each of the following purposes?

Headline: The majority of journeys are made once or twice a week, rather than every weekday or weekend. Of the trips being made once or twice a week, the majority (44%) are for shopping, followed by 42% of trips for leisure and 36% visiting friends. Of trips being made every weekday, the largest proportion (31%) is for commuting.

Figure 7 Now that COVID-19 lockdown restrictions have lifted, how often do you travel along the A37 / A367 corridors for each of the following purposes? Please tick as many options as apply.



Base: Commuting (868), School run (719), Business (741), Leisure (931), Visiting friends and family (889), Shopping (948), Education (669), Other (521)

Table 5 Now that COVID-19 lockdown restrictions have lifted, how often do you travel along the A37 / A367 corridors for each of the following purposes? Please tick as many options as apply.

| Options | Every weekday (Monday – Friday) | Every weekend (Saturday – Sunday) | Once or twice a week | Once or twice a month | Never or hardly ever | Number of comments |
|----------------------------|---------------------------------|-----------------------------------|----------------------|-----------------------|----------------------|--------------------|
| Commuting | 31% | 1% | 28% | 11% | 30% | 868 |
| School run | 15% | * | 6% | 2% | 77% | 719 |
| Business | 12% | 2% | 18% | 14% | 54% | 741 |
| Leisure | 10% | 13% | 42% | 26% | 9% | 931 |
| Visiting friends or family | 6% | 12% | 36% | 32% | 14% | 889 |
| Shopping | 6% | 10% | 44% | 26% | 14% | 948 |
| Education | 3% | * | 2% | 1% | 94% | 669 |
| Other | 5% | 2% | 8% | 7% | 80% | 521 |

Where percentages do not sum to 100% in the main body of the report, this is due to rounding. An asterisk () denotes less than 0.5%.

Where respondents have responded under “Other”, 23 respondents (4%) indicated regular (but not daily) journeys made for purposes such as hospital visits whilst 9 (2%) mentioned volunteering activities and 5 (1%) mentioned church visits. A further 10 respondent (2%) indicated they make daily journeys which was not an option on the survey.

How will responses to this question shape the A37 / A367 Corridor Programme:

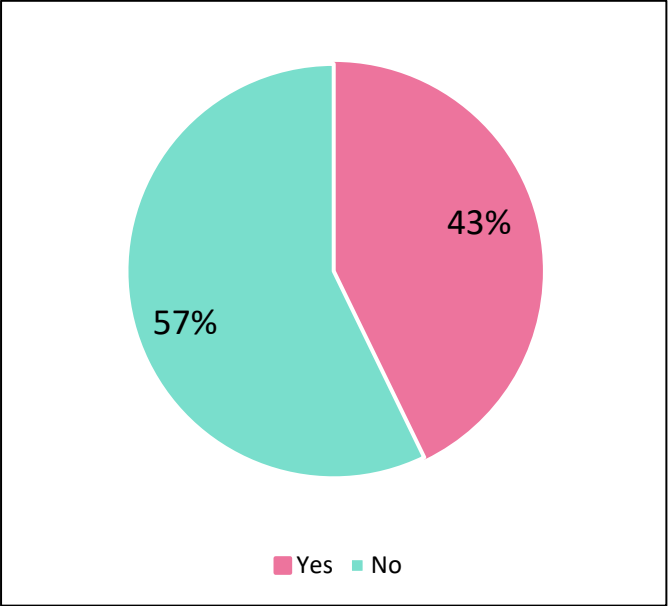
The development of options will consider how all journey purposes can be served by services and facilities along the A37 and A367 corridors.

Working patterns following the lifting of national COVID-19 lockdown restrictions

Question: Do you currently work from home?

Headline: Over two fifths (43%) of respondents currently work from home whilst 57% do not work from home.

Figure 8 Do you currently work from home?



Base: all respondents (1,050)

Table 6 Do you currently work from home?

| Responses | Count | Percentage |
|-------------|-------------|-------------|
| Yes | 449 | 43% |
| No | 601 | 57% |
| Base | 1050 | 100% |

Of the respondents who do not work from home:

- 49% mostly travel long the A37, whilst 60% travel along the A367 and 60% travel along both corridors;

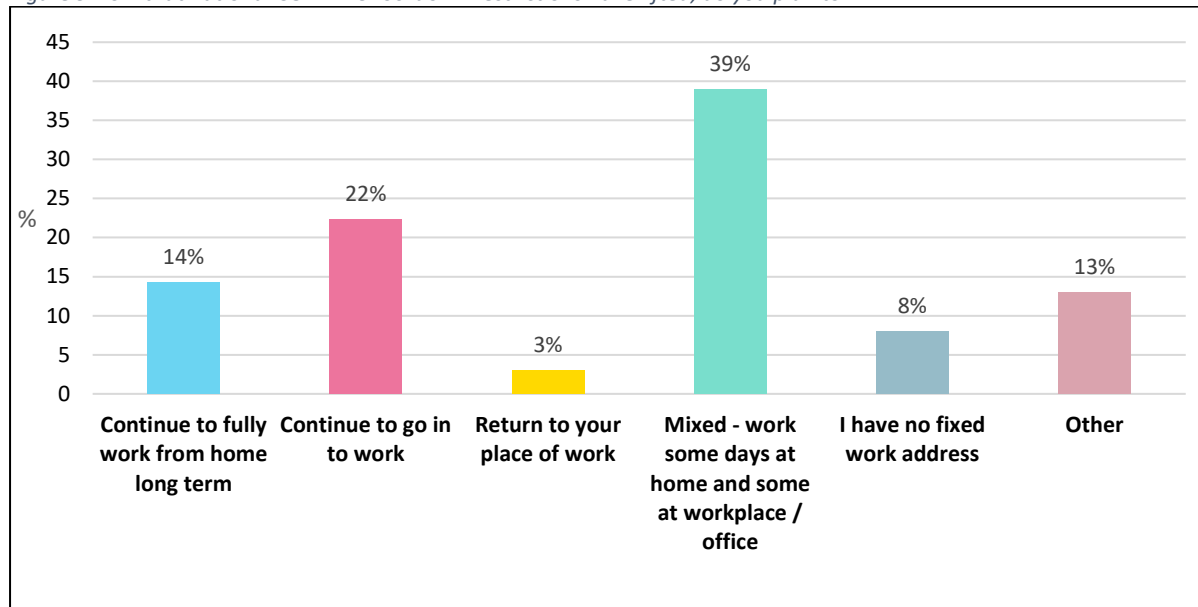
Of the respondents who do work from home:

- Younger people are currently more likely to plan to work from home as 52% of the respondents aged 35-64 and 41% of the respondents aged 35 years or younger currently work from home compared to only 20% of those aged 65+.

Question: Now that national COVID-19 lockdown restrictions have lifted, what do you plan to do?

Headline: The survey indicated that 39% of the respondents were planning a mix of working from home and working from a workplace now restrictions are lifted. 36% of those aged 65+ plan to continue to fully work from home for the long term whilst 7% of those aged 35 or younger are planning to return to their place of work. 47% of those aged 35-64 said their post covid plans will be mixed (work some days at home and some at workplace / office).

Figure 9 Now that national COVID-19 lockdown restrictions have lifted, do you plan to do:



Base: all respondents in employment (889)

Table 7 Now that national COVID-19 lockdown restrictions have lifted, do you plan to:

| Responses | Count | Percentage |
|--|------------|-------------|
| Continue to fully work from home long term | 127 | 14% |
| Continue to go in to work | 198 | 22% |
| Return to your place of work | 27 | 3% |
| Mixed – work some days at home and some at workplace / office | 347 | 39% |
| No fixed work address (i.e. mainly travel for work or work in different locations) | 71 | 8% |
| Other | 119 | 13% |
| Base | 889 | 100% |

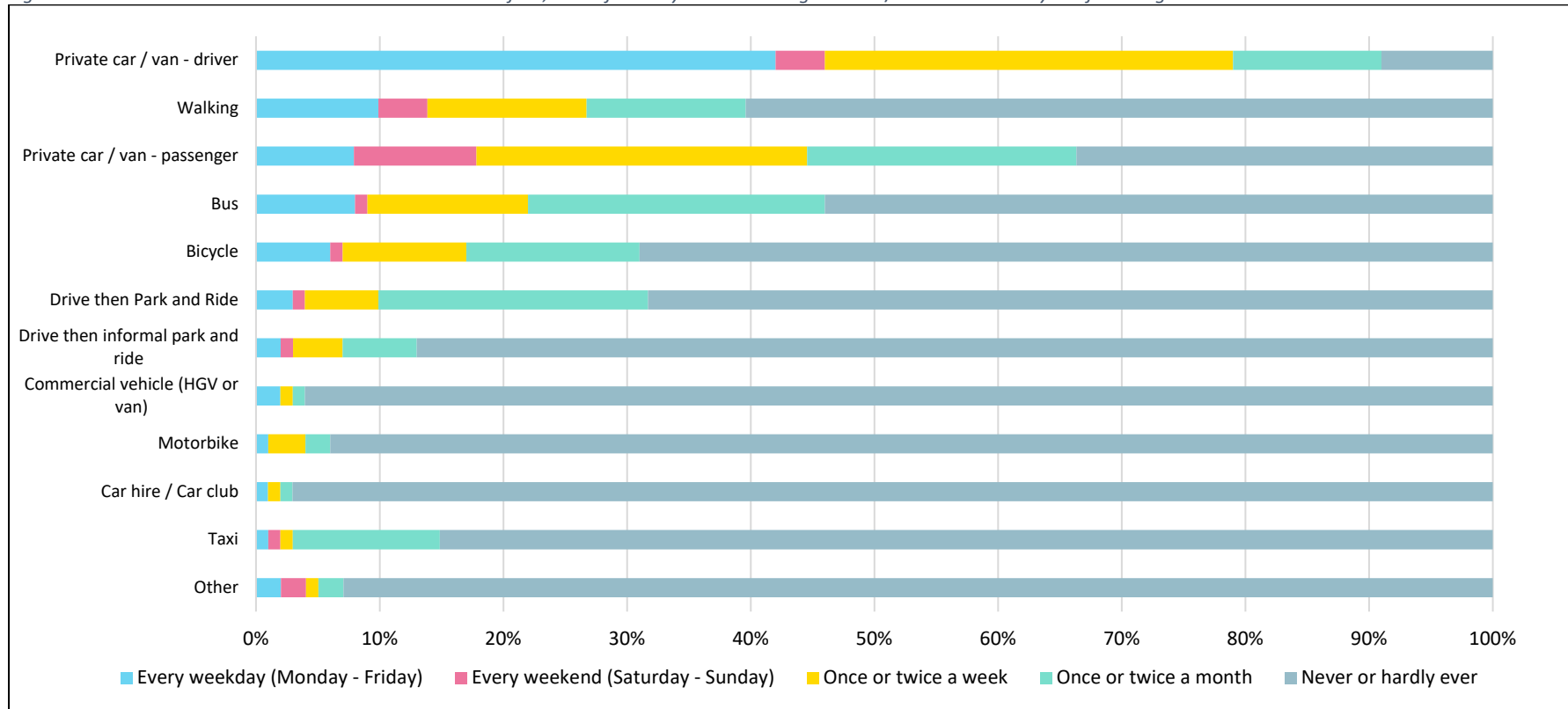
Of respondents who responded under ‘other’, 85% indicated that they do not need to travel regularly as they are retired, have caring responsibilities, or similar. In addition 53% of those aged 65+ responded with an ‘other’ comment compared to only 4% of those aged up to 34 and 6% of those aged 35-64.

Mode choice for travelling along the corridors after COVID, and how regularly travel would occur

Question: Now COVID-19 lockdown restrictions have lifted; how often do you travel along the A37 / A367 corridors and by which mode?

Headline: The largest proportion of journeys made regularly (every weekday) are made by car - as driver (42%) followed by walking (10%) and then bus and private car – as a passenger (both 5%).

Figure 10 Now that COVID-19 lockdown restrictions have lifted, how often do you travel along the A37 / A367 corridors by the following modes?



Base: Private car / van – driver (985), Walking (751), Bus (814), Private car / van - passenger (747), Bicycle (739), Commercial vehicle (HGV or van) (681), Car hire / Car club (681), Motorbike (684), Drive then park and ride (753), Drive then informal park and ride (692), Taxi (695), Other (515)

Table 8 Now that COVID-19 lockdown restrictions have lifted, how often do you travel along the A37 / A367 corridors by the following modes?

| Options | Every weekday (Monday – Friday) | Every weekend (Saturday – Sunday) | Once or twice a week | Once or twice a month | Never or hardly ever | Number of comments |
|-----------------------------------|------------------------------------|--------------------------------------|-------------------------|--------------------------|-------------------------|--------------------|
| Private car/ van - driver | 32% | 3% | 40% | 15% | 10% | 985 |
| Walking | 10% | 3% | 13% | 12% | 63% | 751 |
| Bus | 5% | 1% | 12% | 22% | 60% | 814 |
| Private car / van - passenger | 5% | 10% | 26% | 21% | 38% | 747 |
| Bicycle | 4% | 2% | 11% | 13% | 71% | 739 |
| Commercial vehicle (HGV or van) | 2% | 0 | 1% | 1% | 97% | 681 |
| Car hire / car club | * | 0 | * | 1% | 99% | 681 |
| Motorbike | 1% | 0 | 2% | 3% | 94% | 684 |
| Drive then park and ride | 1% | 1% | 5% | 18% | 75% | 753 |
| Drive then informal park and ride | 1% | * | 4% | 5% | 90% | 692 |
| Taxi | * | * | 1% | 10% | 88% | 695 |
| Other | 1% | 2% | 2% | 2% | 92% | 515 |

Where percentages do not sum to 100% in the main body of the report, this is due to rounding. An asterisk () denotes less than 0.5%.

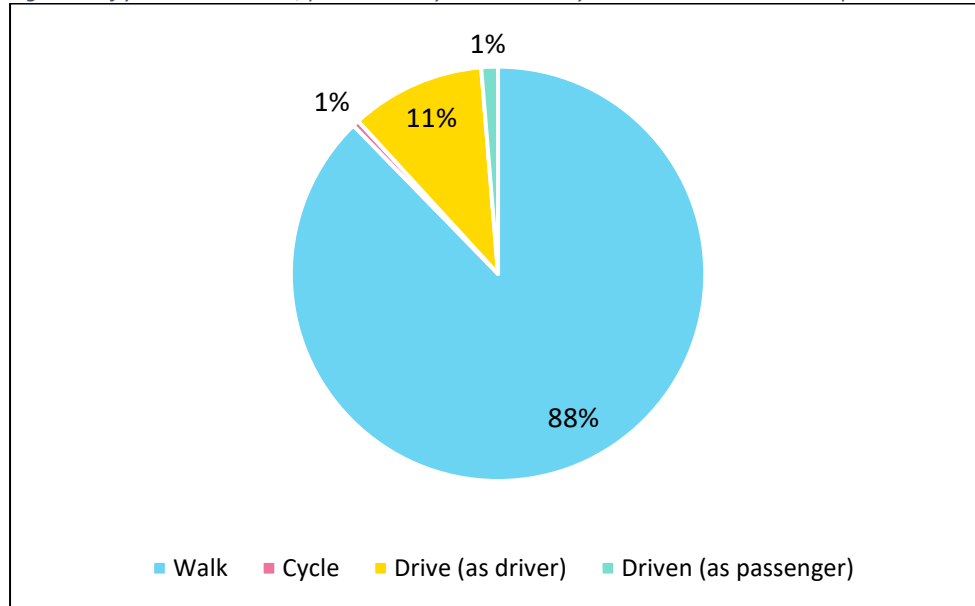
Where respondents have responded under 'Other', 16 respondents (3%) indicated that they travelled every day (which was not an option on the survey form). 3 respondents indicated motorhome.

Question: If using 'Informal Park & Ride' please state parking location and onward destination:

If respondents selected that they drive and then use an informal park and ride, they were asked where this was and going to what destination. 54 respondents provided information here There is evidence that respondents are noting the use of formal P&R sites including Odd Down (9), Newbridge (9), Brislington (6), Whitchurch (4) and Long Ashton (2). The majority of the remaining responses noted parking in suburbs.

Headline: The majority of respondents (88%) walked to get to the bus stop whilst 11% went by car (as a driver).

Figure 11 If you selected 'Bus', please could you state how you travelled to the bus stop?



Base: 390

Table 9 If you selected 'Bus', please could you state how you travelled to the bus stop?

| Options | Count | Percentage |
|----------------------|------------|-------------|
| Walk | 342 | 88% |
| Cycle | 2 | 1% |
| Drive (as driver) | 41 | 11% |
| Drive (as passenger) | 5 | 1% |
| Total | 390 | 100% |

How will responses to this question shape the A37 / A367 Corridor Programme:

The development of options for the A37 and A367 corridors will be focused on the provision of improved bus, cycling and walking facilities and services. The impacts on other modes (in particular car and freight) movements will be considered as part of the options development process.

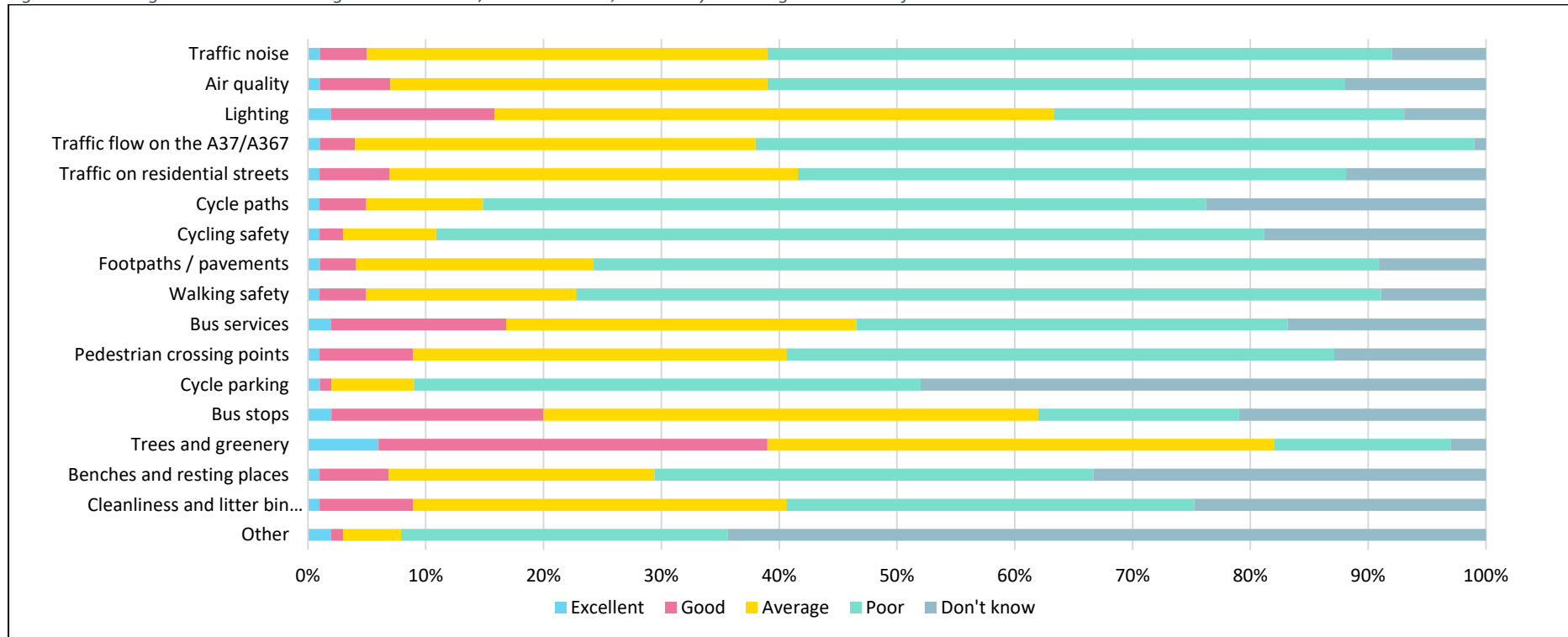
Factors influencing travel choices along the A37 / A367 corridors

Question: Thinking about the areas along or near the A37 / A367 corridors, what are your thoughts about the factors listed below?

Headline: Safety of cyclists and pedestrians was of particular concern; three quarters (71%) of respondents rated cycling safety as poor and 69% rated walking safety as poor. Two thirds (66%) of the respondents also indicated that the footpaths / pavements are poor as well as cycle paths and traffic flow on the A37 / A367 (62% and 61% respectively.)

However, trees and greenery scored quite highly with 39% of respondents stating that they thought trees and greenery was excellent (6%) or good (33%) whilst bus stops also scored highly with 20% of respondents stating it was excellent (2%) or good (18%).

Figure 12 Thinking about the areas along or near the A37 / A367 corridors, what are your thoughts about the factors listed below?



Base: Traffic noise (1040), Air quality (1033), Lighting (1026), Traffic flow on the A37/A367 (1043), Traffic on residential streets (1026), Cycle paths (1027), Cycling safety (1026), footpaths / pavements (1028), Walking safety (1032), Bus services (1035), pedestrian crossing points (1025), Cycle parking (1009), Bus stops (1022), Trees and greenery (1026), Benches and resting places (1027), Cleanliness and litter bin availability (1027), Other (352)

Table 10 Thinking about the areas along or near the A37 / A367 corridors, what are your thoughts about the factors listed below?

| Options | Excellent | Good | Average | Poor | Don't know | Total |
|---|-----------|------|---------|------|------------|-------|
| Traffic noise | * | 4 | 34 | 53 | 8 | 1040 |
| Air quality | 1 | 6 | 32 | 49 | 12 | 1033 |
| Lighting | 2 | 14 | 48 | 30 | 7 | 1026 |
| Traffic flow on the A37/A367 | * | 3 | 34 | 61 | 1 | 1043 |
| Traffic on residential streets | 1 | 6 | 35 | 47 | 12 | 1026 |
| Cycle paths | 1 | 4 | 10 | 62 | 24 | 1027 |
| Cycling safety | 1 | 2 | 8 | 71 | 19 | 1026 |
| Footpaths / pavements | 1 | 3 | 20 | 66 | 9 | 1028 |
| Walking safety | 1 | 4 | 18 | 69 | 9 | 1032 |
| Bus services | 2 | 15 | 30 | 37 | 17 | 1035 |
| Pedestrian crossing points | 1 | 8 | 32 | 47 | 13 | 1025 |
| Cycle parking | 1 | 1 | 7 | 43 | 48 | 1009 |
| Bus stops | 2 | 18 | 42 | 17 | 21 | 1022 |
| Trees and greenery | 6 | 33 | 43 | 15 | 3 | 1026 |
| Benches and resting places | 1 | 6 | 23 | 38 | 34 | 1027 |
| Cleanliness and litter bin availability | 1 | 8 | 32 | 35 | 25 | 1027 |
| Other | 2 | 1 | 5 | 28 | 65 | 352 |

Of the 352 respondents who selected other in their options, the following factors were mentioned most frequently, with n being number of comments:

- Traffic flow / speed (n=24)
- Junction (n=5)
- Accident rates (n=4)
- Park and ride roundabout (n=2)
- Bypass needed (n=2)

Several respondents who selected other in this question re-iterated factors already mentioned including:

- Bus services (n=14)
- Footpaths / pavements (n=11)
- Walking safety (n=7)
- Bus Stops (n=6)
- Cycling safety (n=6)
- Cycle paths (n=5)
- Traffic flow on the A37 / A367 (n=5)
- Cleanliness and litter bin availability (n=4)
- Lighting (n=3)
- Pedestrian crossing points (n=2)
- Trees and greenery (n=2)
- Air quality (n=1)

How will responses to this question shape the A37 / A367 corridors Programme

Whilst the development of options for the A37 and A367 corridors will be focused on the provision of improved bus, cycling and walking facilities and services, the impacts on other modes will be considered as part of the options development process. The Somer Valley to Bath/Bristol Corridor Programme is seeking to support mode shift from private car to bus, cycling and walking, which will help to address the concerns raised by respondents in terms of traffic flows, air quality and noise (through reduced traffic demand) and in terms of walking and cycling facilities and safety (through increased walking and cycling facilities).

Factors influencing choice to travel by bus anywhere along the A37/A367 corridors

Question: How do you rate the following factors when using the bus to travel along at part of the A37 / A367?

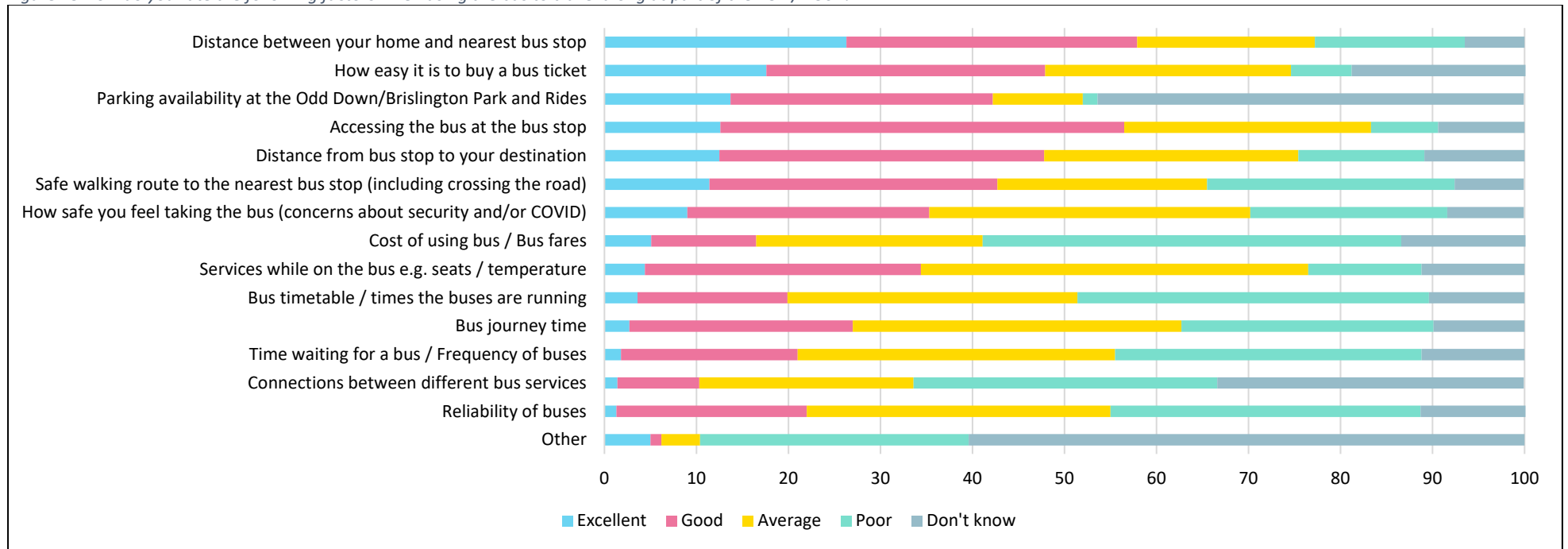
Headline: Over two fifths of respondents rated the following factors as excellent or good:

- The distance between their home and nearest bus stop as excellent (26%) or good (32%)
- Accessing the bus at the bus stop is either excellent (13%) or good (44%)

- Buying a bus ticket is either excellent (19%) or good (30%).
- The distance from the bus stop to their destination is rated as excellent (13%) or good (35%).

However 46% of respondents rated the cost of using the bus or bus fares as poor whilst bus timetables / or the time buses were rated as poor by 38% of respondents and 34% rated the reliability of the buses as poor.

Figure 13 How do you rate the following factors when using the bus to travel along at part of the A37 / A367?



Base: Distance between your home and nearest bus stop (711), How easy it is to buy a bus ticket (694), Parking availability at the Odd Down/Brislington Park and Rides (691), Accessing the bus at the bus stop (699), Distance from bus stop to your destination (706), Safe walking route to the nearest bus stop (including crossing the road) (709), How safe you feel taking the bus (concerns about security and/or COVID) (710), Cost of using bus / Bus fares (704), Services while on the bus e.g. seats / temperature (707), Bus timetable / times the buses are running (704), Bus journey time (705), Time waiting for a bus / Frequency of buses (715), Connections between different bus services (696), Reliability of buses (710), Other (260)

Table 11 How do you rate the following factors when using the bus to travel along at part of the A37 / A367?

| Options | Excellent | Good | Average | Poor | Don't know | Total |
|--|-----------|------|---------|------|------------|-------|
| Distance between your home and nearest bus stop | 26% | 32% | 19% | 16% | 7% | 711 |
| How easy it is to buy a bus ticket | 18% | 30% | 27% | 7% | 19% | 694 |
| Parking availability at the Odd Down/Brislington Park and Rides | 14% | 29% | 10% | 2% | 46% | 691 |
| Accessing the bus at the bus stop | 13% | 44% | 27% | 7% | 9% | 699 |
| Distance from bus stop to your destination | 13% | 35% | 28% | 14% | 11% | 706 |
| Safe walking route to the nearest bus stop (including crossing the road) | 11% | 31% | 23% | 27% | 8% | 709 |
| How safe you feel taking the bus (concerns about security and/or COVID) | 9% | 26% | 35% | 21% | 8% | 710 |
| Cost of using bus / Bus fares | 5% | 11% | 25% | 46% | 14% | 704 |
| Services while on the bus e.g. seats / temperature | 4% | 30% | 42% | 12% | 11% | 707 |
| Bus timetable / times the buses are running | 4% | 16% | 32% | 38% | 10% | 704 |
| Bus journey time | 3% | 24% | 36% | 27% | 10% | 705 |
| Time waiting for a bus / Frequency of buses | 2% | 19% | 35% | 33% | 11% | 715 |
| Connections between different bus services | 1% | 9% | 23% | 33% | 33% | 696 |
| Reliability of buses | 1% | 21% | 33% | 34% | 11% | 710 |
| Other | 5% | 1% | 4% | 29% | 60% | 260 |

How will responses to this question shape the A37 / A367 Corridor Programme:

The development of options for the A37 / A367 corridor will be focused on the provision of improved bus, cycling and walking facilities and services. The output will include improved service frequency, stop facilities and connections and would support the development of the wider regional Bus Service Improvement Plan.

Factors influencing choice to travel by bus anywhere along the A37/A367 corridors (filtered by respondents who regularly use buses)

Question: How do you rate the following factors when using the bus to travel along at part of the A37 / A367?

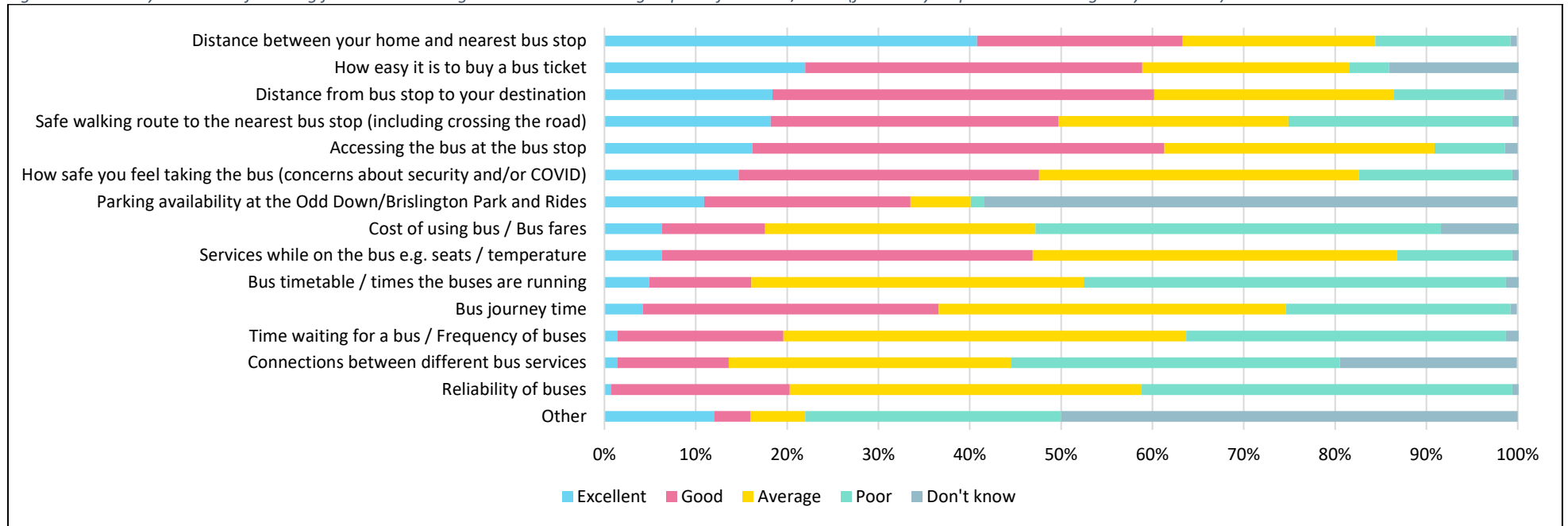
Headline: Key factors that had the largest influence on choosing to use the bus were:

- 64% of the respondents rated the distance between their home and the nearest bus stop (41% said excellent whilst 23% said it is good)
- 59% of respondents also positively rated how easy it is to buy a bus ticket (22% said it is excellent and 37% said it is good)
- 59% of respondents also stated that the distance from the bus stop to the destination was excellent (17%) or good (42%)
- Other key factors included a safe walking route to the nearest bus stop (18% said excellent and 32% said good) and being able to access the bus at the bus stop (16% said excellent and 45% said good)

However, some factors had little influence, including:

- 46% of respondents rated the bus timetable / the times the buses are running as poor
- 41% said the reliability of buses is poor
- 36% said that the connections between different bus services is poor
- 35% said the time they wait for a bus or the frequency of buses is poor

Figure 14 How do you rate the following factors when using the bus to travel along at part of the A37 / A367 (filtered by respondents who regularly use buses)?



Base: Distance between your home and nearest bus stop (142), How easy it is to buy a bus ticket (141), Distance from bus stop to your destination (141), Safe walking route to the nearest bus stop (including crossing the road) (143), Accessing the bus at the bus stop (142), How safe you feel taking the bus (concerns about security and/or COVID) (143), Parking availability at the Odd Down/Brislington Park and Rides (137), Cost of using bus / Bus fares (142), Services while on the bus e.g. seats / temperature (143), Bus timetable / times the buses are running (143), Bus journey time (142), Time waiting for a bus / Frequency of buses (143), Connections between different bus services (139), Reliability of buses (143), Other (50)

Table 12 How do you rate the following factors when using the bus to travel along at part of the A37 / A367 (filtered by respondents who regularly use buses)?

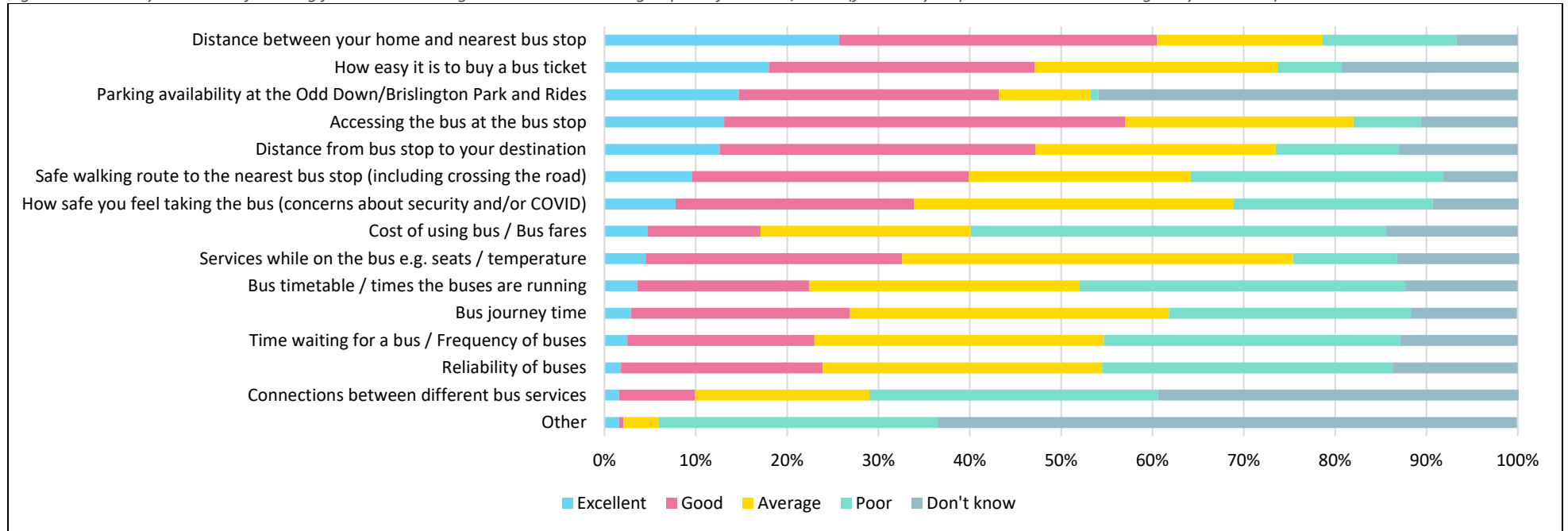
| Options | Excellent | Good | Average | Poor | Don't know | Base |
|--|------------------|-------------|----------------|-------------|-------------------|-------------|
| Distance between your home and nearest bus stop | 41% | 23% | 21% | 15% | 1% | 142 |
| How easy it is to buy a bus ticket | 22% | 37% | 23% | 4% | 14% | 141 |
| Distance from bus stop to your destination | 17% | 42% | 26% | 12% | 1% | 141 |
| Safe walking route to the nearest bus stop (including crossing the road) | 18% | 32% | 25% | 25% | 1% | 143 |
| Accessing the bus at the bus stop | 16% | 45% | 30% | 8% | 1% | 142 |
| How safe you feel taking the bus (concerns about security and/or COVID) | 15% | 33% | 35% | 17% | 1% | 143 |
| Parking availability at the Odd Down/Brislington Park and Rides | 11% | 23% | 7% | 2% | 58% | 137 |
| Cost of using bus / Bus fares | 6% | 11% | 30% | 44% | 9% | 142 |
| Services while on the bus e.g. seats / temperature | 6% | 41% | 40% | 13% | 1% | 143 |
| Bus timetable / times the buses are running | 5% | 11% | 36% | 46% | 1% | 143 |
| Bus journey time | 4% | 32% | 38% | 25% | 1% | 142 |
| Time waiting for a bus / Frequency of buses | 1% | 18% | 44% | 35% | 1% | 143 |
| Connections between different bus services | 1% | 12% | 31% | 36% | 19% | 139 |
| Reliability of buses | 1% | 20% | 39% | 41% | 1% | 143 |
| Other | 12% | 4% | 6% | 28% | 50% | 50 |

Factors influencing choice to travel by bus anywhere along the A37/A367 corridors (filtered by respondents who do not regularly use buses)

Question: How do you rate the following factors when using the bus to travel along at part of the A37 / A367?

Headline: Similar factors were rated highest amongst respondents who do not regularly use buses as those that regularly use the bus.

Figure 15 How do you rate the following factors when using the bus to travel along at part of the A37 / A367 (filtered by respondents who do not regularly use buses)?



Base: Distance between your home and nearest bus stop (448), How easy it is to buy a bus ticket (444), Parking availability at the Odd Down/Brislington Park and Rides (442), Accessing the bus at the bus stop (444), Distance from bus stop to your destination (445), Safe walking route to the nearest bus stop (including crossing the road) (449), How safe you feel taking the bus (concerns about security and/or COVID) (449), Cost of using bus / Bus fares (444), Services while on the bus e.g. seats / temperature (449), Bus timetable / times the buses are running (446), Bus journey time (441), Time waiting for a bus / Frequency of buses (448), Reliability of buses (444), Connections between different bus services (446), Other (183)

Table 13 How do you rate the following factors when using the bus to travel along at part of the A37 / A367 (filtered by respondents who do not regularly use buses)?

| Options | Excellent | Good | Average | Poor | Don't know | Base |
|--|------------------|-------------|----------------|-------------|-------------------|-------------|
| Distance between your home and nearest bus stop | 26% | 35% | 18% | 15% | 7% | 448 |
| How easy it is to buy a bus ticket | 18% | 29% | 27% | 7% | 19% | 444 |
| Parking availability at the Odd Down/Brislington Park and Rides | 15% | 29% | 10% | 1% | 46% | 442 |
| Accessing the bus at the bus stop | 13% | 44% | 25% | 7% | 11% | 444 |
| Distance from bus stop to your destination | 13% | 35% | 26% | 14% | 13% | 445 |
| Safe walking route to the nearest bus stop (including crossing the road) | 10% | 30% | 24% | 28% | 8% | 449 |
| How safe you feel taking the bus (concerns about security and/or COVID) | 8% | 26% | 35% | 22% | 9% | 449 |
| Cost of using bus / Bus fares | 5% | 12% | 23% | 46% | 14% | 444 |
| Services while on the bus e.g. seats / temperature | 5% | 28% | 43% | 11% | 13% | 449 |
| Bus timetable / times the buses are running | 4% | 19% | 30% | 36% | 12% | 446 |
| Bus journey time | 3% | 24% | 35% | 27% | 12% | 441 |
| Time waiting for a bus / Frequency of buses | 3% | 21% | 32% | 32% | 13% | 448 |
| Reliability of buses | 2% | 22% | 31% | 32% | 14% | 444 |
| Connections between different bus services | 2% | 8% | 19% | 32% | 40% | 446 |
| Other | 2% | 1% | 4% | 31% | 63% | 183 |

Opinions on acceptable waiting times for a bus

Question: How long is an acceptable time to wait for a bus along the A37 / A367?

Headline: For 36% of the respondents, 6-10 minutes of waiting time for a bus is acceptable. A waiting time of 11-15 minutes for a bus is acceptable for a further 34% of respondents. Only 9% of the respondents indicated that only 5 minutes of waiting time for a bus is acceptable.

Figure 16 How long is an acceptable time to wait for a bus along the A37 / A367?

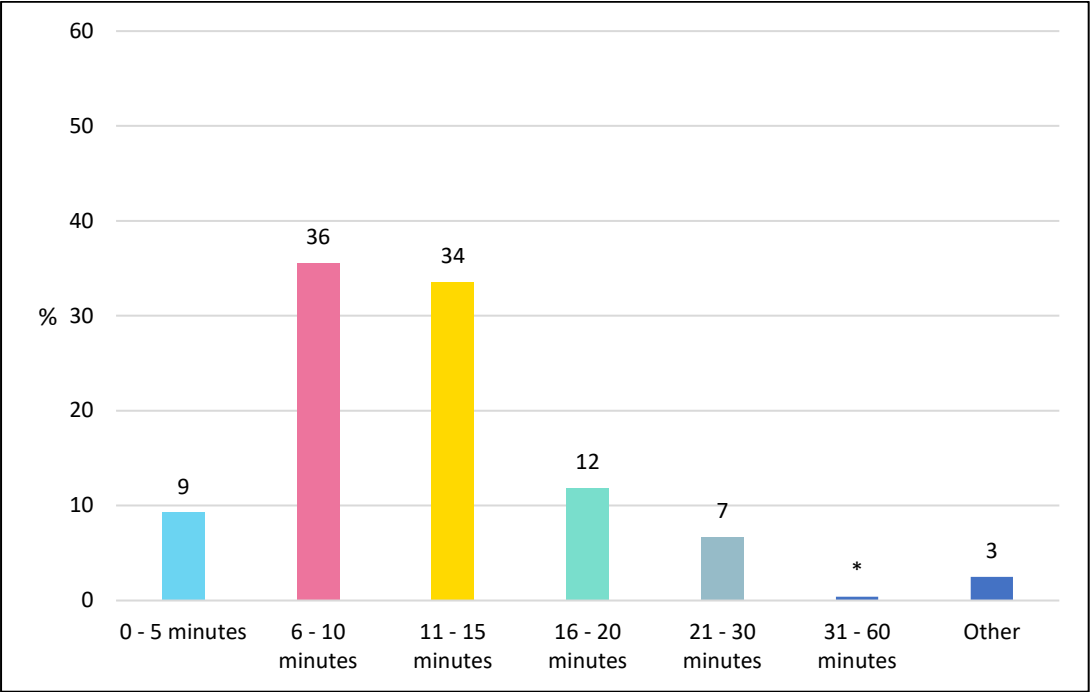


Table 14 How long is an acceptable time to wait for a bus along the A37 / A367?

| Options | Count | Percentage |
|-----------------|------------|-------------|
| 0 – 5 minutes | 83 | 9% |
| 6 – 10 minutes | 318 | 36% |
| 11 – 15 minutes | 300 | 34% |
| 16 – 20 minutes | 106 | 12% |
| 21 – 30 minutes | 60 | 7% |
| 31 – 60 minutes | 4 | *% |
| Other | 22 | 3% |
| Total | 893 | 100% |

How will responses to this question shape the A37 / A367 Corridor Programme:

The development of options for the A37 and A367 corridors will be focused on the provision of improved bus, cycling and walking facilities and services. The output will include improved bus service frequency, stop facilities and connections and would reduce waiting times for buses

Rating of improvements to encourage bus travel along the A37/A367 corridors more often

Question: What improvements would encourage you to use buses more often?

Headline: More frequent services was the top priority with 43% making it their first (23%) or second (20%) priority. This was followed by respondents stating their priority was more reliable services (29% saying it was their first or second priority) and quicker journey times (25% saying it was their first or second priority). A further 25% of respondents rated quicker journey times as their priority (12% first priority and 13% second priority), with lower fares being a priority for 24% of respondents (15% first priority and 9% second priority).

Table 15 What improvements would encourage you to use buses more often? Please prioritise your top 5 from the following potential bus improvements (1 being your highest priority).

| Options | 1 st Priority | 2 nd Priority | 3 rd Priority | 4 th Priority | 5 th Priority | Weighted Score* |
|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------|
| More frequent services | 23% | 20% | 11% | 9% | 5% | 1725 |
| More reliable services | 14% | 15% | 13% | 13% | 6% | 1391 |
| Quicker journey times | 12% | 13% | 11% | 8% | 9% | 1162 |
| Lower fares | 15% | 9% | 9% | 8% | 8% | 1113 |
| More services at weekends and evenings | 7% | 10% | 9% | 9% | 9% | 897 |
| Less crowded services | 3% | 4% | 7% | 8% | 6% | 528 |
| Better links with other public transport i.e. railway stations | 4% | 3% | 5% | 4% | 5% | 396 |
| Greener/low/zero emission buses | 2% | 2% | 4% | 7% | 6% | 343 |
| Bus stops nearer my house | 4% | 3% | 2% | 2% | 1% | 311 |
| Better pavements and crossing places | 3% | 3% | 2% | 3% | 3% | 284 |
| Space for bicycles on the buses | 2% | 2% | 4% | 3% | 5% | 262 |
| Easier journey planning/bus routes are easier to understand | 1% | 2% | 4% | 4% | 5% | 251 |
| Tickets that can be used on other bus services or public transport | 1% | 2% | 4% | 4% | 5% | 249 |
| Easier connections between bus services | 1% | 2% | 2% | 4% | 6% | 226 |
| Bus stops nearer my destinations | 1% | 2% | 2% | 2% | 2% | 166 |
| Better quality bus stops | 0% | 2% | 2% | 2% | 2% | 132 |
| Better quality buses | 1% | 1% | 2% | 1% | 2% | 121 |
| Cycle parking at the bus stop | 1% | 2% | 1% | 1% | 1% | 109 |
| Making buying tickets easier | 0% | 1% | 1% | 2% | 2% | 93 |

| | | | | | | |
|---|----|----|----|----|----|-----|
| Better safety measures (i.e. CCTV on board) | 0% | 1% | 1% | 2% | 3% | 93 |
| Car parking at/by the bus stop | 0% | 1% | 1% | 1% | 2% | 81 |
| Clearer and more regular on-board announcements | 0% | 1% | 0% | 2% | 2% | 76 |
| Better facilities on the buses i.e. seating, space for wheelchairs or pushchairs, luggage storage, WiFi | 0% | 0% | 1% | 1% | 2% | 64 |
| Better access onto buses and at bus stops or bus stations | 0% | 0% | 0% | 0% | 0% | 16 |
| Other | 4% | 1% | 1% | 0% | 3% | 217 |

* The weighted score has been calculated by giving a value to each rank; 5 for 1st choice, 4 for 2nd choice, 3 for 3rd choice etc. These are then added together to give an overall score. This method gives extra granularity to the data.

How will responses to this question shape the A37 / A367 Corridor Programme:

The development of options for the A37/A367 corridors will be focused on the provision of improved bus, cycling and walking facilities and services. The output will include improved service frequency, stop facilities and connections and would support the development of the wider regional Bus Service Improvement Plan. Proposed bus priority and new bus lanes will improve bus journey times and journey time reliability.

Rating of improvements to encourage bus travel (filtered by respondents who regularly use buses)

Headline: Like all respondents, those who regularly use the bus stated that more frequent services and more reliable services were priority (56% and 42% stating these as their first or second priority).

Table 16 What improvements would encourage you to use buses more often (filtered by those who say they use the bus regularly)? Please prioritise your top 5 from the following potential bus improvements (1 being your highest priority).

| Options | 1 st Priority | 2 nd Priority | 3 rd Priority | 4 th Priority | 5 th Priority | Weighted Score* |
|---|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------|
| More frequent services | 30% | 26% | 11% | 10% | 3% | 417 |
| More reliable services | 19% | 23% | 9% | 15% | 9% | 339 |
| More services at weekends and evenings | 8% | 14% | 16% | 11% | 12% | 237 |
| Quicker journey times | 13% | 9% | 12% | 8% | 8% | 211 |
| Lower fares | 11% | 5% | 6% | 7% | 11% | 159 |
| Less crowded services | 1% | 5% | 10% | 7% | 7% | 104 |
| Better links with other public transport i.e. railway stations | 3% | 2% | 5% | 4% | 4% | 68 |
| Greener/low/zero emission buses | 3% | 1% | 2% | 7% | 9% | 66 |
| Better pavements and crossing places | 1% | 3% | 4% | 2% | 4% | 50 |
| Easier connections between bus services | 1% | 0% | 5% | 6% | 5% | 50 |
| Bus stops nearer my house | 3% | 1% | 3% | 2% | 0% | 44 |
| Easier journey planning/bus routes are easier to understand | 1% | 1% | 3% | 3% | 4% | 38 |
| Tickets that can be used on other bus services or public transport | 1% | 0% | 3% | 5% | 5% | 37 |
| Clearer and more regular on-board announcements | 1% | 2% | 1% | 5% | 3% | 36 |
| Space for bicycles on the buses | 1% | 1% | 2% | 3% | 3% | 34 |
| Better quality bus stops | 0% | 1% | 3% | 2% | 2% | 25 |
| Better safety measures (i.e. CCTV on board) | 1% | 1% | 2% | 2% | 2% | 22 |
| Cycle parking at the bus stop | 0% | 1% | 0% | 2% | 1% | 13 |
| Better facilities on the buses i.e. seating, space for wheelchairs or pushchairs, luggage storage, WiFi | 0% | 0% | 2% | 2% | 2% | 12 |
| Better quality buses | 0% | 0% | 2% | 0% | 3% | 10 |
| Bus stops nearer my destinations | 0% | 0% | 1% | 0% | 1% | 4 |
| Car parking at/by the bus stop | 0% | 1% | 0% | 0% | 0% | 4 |

| | | | | | | |
|---|----|----|----|----|----|----|
| Making buying tickets easier | 0% | 0% | 1% | 0% | 0% | 3 |
| Better access onto buses and at bus stops or bus stations | 0% | 0% | 0% | 0% | 1% | 1 |
| Other | 1% | 0% | 0% | 0% | 4% | 15 |

* The weighted score has been calculated by giving a value to each rank; 5 for 1st choice, 4 for 2nd choice, 3 for 3rd choice etc. These are then added together to give an overall score. This method gives extra granularity to the data.

Rating of improvements to encourage bus travel (filtered by respondents who do not regularly use buses)

Headline: Like all respondents and those who regularly use the bus, those respondents who do not regularly use the bus were also of the same opinion that more frequent services and more reliable services were priority (39% and 26% stated these as their first or second priority). Furthermore, 25% of respondents believe that lower fares are priority, with 16% their first priority and 9% their second priority.

Table 17 What improvements would encourage you to use buses more often (filtered by those who say they do not use the bus regularly)? Please prioritise your top 5 from the following potential bus improvements (1 being your highest priority).

| Options | 1 st Priority | 2 nd Priority | 3 rd Priority | 4 th Priority | 5 th Priority | Weighted Score* |
|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------|
| More frequent services | 21% | 18% | 11% | 9% | 6% | 1308 |
| More reliable services | 13% | 13% | 14% | 12% | 6% | 1052 |
| Lower fares | 16% | 9% | 10% | 8% | 7% | 954 |
| Quicker journey times | 11% | 14% | 11% | 9% | 9% | 951 |
| More services at weekends and evenings | 7% | 9% | 8% | 9% | 9% | 660 |
| Less crowded services | 4% | 4% | 7% | 8% | 6% | 424 |
| Better links with other public transport i.e. railway stations | 4% | 3% | 5% | 4% | 5% | 328 |
| Greener/low/zero emission buses | 2% | 3% | 4% | 7% | 6% | 277 |
| Bus stops nearer my house | 5% | 3% | 2% | 2% | 1% | 267 |
| Better pavements and crossing places | 3% | 3% | 2% | 3% | 3% | 234 |
| Space for bicycles on the buses | 2% | 3% | 4% | 3% | 5% | 228 |
| Easier journey planning/bus routes are easier to understand | 1% | 2% | 4% | 5% | 5% | 213 |
| Tickets that can be used on other bus services or public transport | 1% | 2% | 4% | 4% | 5% | 212 |
| Easier connections between bus services | 1% | 2% | 2% | 4% | 6% | 176 |
| Bus stops nearer my destinations | 2% | 2% | 2% | 2% | 2% | 162 |
| Better quality buses | 1% | 1% | 2% | 2% | 2% | 111 |
| Better quality bus stops | 0% | 2% | 2% | 2% | 2% | 107 |
| Cycle parking at the bus stop | 1% | 2% | 1% | 1% | 1% | 96 |
| Making buying tickets easier | 0% | 2% | 1% | 2% | 3% | 90 |
| Car parking at/by the bus stop | 0% | 1% | 1% | 1% | 3% | 77 |
| Better safety measures (i.e. CCTV on board) | 0% | 1% | 1% | 2% | 3% | 71 |

| | | | | | | |
|---|----|----|----|----|----|-----|
| Better facilities on the buses i.e. seating, wheelchairs or pushchairs space, luggage storage, WiFi | 0% | 1% | 1% | 1% | 2% | 52 |
| Clearer and more regular on-board announcements | 0% | 0% | 0% | 2% | 2% | 40 |
| Better access onto buses and at bus stops or bus stations | 0% | 0% | 0% | 0% | 0% | 15 |
| Other | 5% | 1% | 1% | 1% | 2% | 202 |

* The weighted score has been calculated by giving a value to each rank; 5 for 1st choice, 4 for 2nd choice, 3 for 3rd choice etc. These are then added together to give an overall score. This method gives extra granularity to the data.

Rating of improvements to encourage use of the Park and Rides

Question: What improvements would encourage you to use a Park and Ride more often? Please prioritise your top 5 from the following potential Park and Ride improvements (1 being your highest priority).

Headline: Lower ticket costs was the top priority for respondents with over half ranking as first (34%) or second (19%). More frequent buses and buses to other locations were also very high on respondents' priority list. 20% of respondents ranked frequent bus services first and a further 20% second. A further 14% of respondents ranked buses to other locations as their first priority and 20% as their second priority.

More facilities at the park and ride, park and cycle facilities, smart tickets and electric car charging points also scored highly.

Table 18 What improvements would encourage you to use a Park and Ride more often? Please prioritise your top 5 from the following potential Park and Ride improvements (1 being your highest priority).

| Options | 1 st Priority | 2 nd Priority | 3 rd Priority | 4 th Priority | 5 th Priority | Weighted Score* |
|---|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------|
| Lower cost tickets | 34% | 19% | 12% | 10% | 8% | 1990 |
| More frequent buses | 20% | 20% | 17% | 13% | 12% | 1657 |
| Buses to other locations | 14% | 20% | 18% | 18% | 12% | 1500 |
| Park and cycle facilities / more cycling storage / secure cycle storage | 7% | 9% | 7% | 9% | 8% | 690 |
| Electric car charging points | 1% | 1% | 2% | 2% | 2% | 647 |
| Smart tickets | 6% | 7% | 8% | 9% | 11% | 674 |
| More facilities at the Park and Ride | 1% | 1% | 2% | 2% | 3% | 757 |
| More parent and child spaces | 3% | 9% | 12% | 12% | 13% | 88 |
| More parking for Blue Badge holders | 3% | 9% | 14% | 15% | 17% | 132 |
| More parking spaces | 1% | 3% | 5% | 7% | 9% | 311 |
| Other | 9% | 3% | 3% | 4% | 5% | 489 |
| Total number awarded | 711 | 621 | 530 | 447 | 412 | |

*The weighted score has been calculated by giving a value to each rank; 5 for 1st choice, 4 for 2nd choice, 3 for 3rd choice etc. These are then added together to give an overall score. This method gives extra granularity to the data.

Where respondents have responded under 'Other', the majority of responses noted that they do not drive, do not use the P&R or do not have a P&R service along their regular route.

How will responses to this question shape the A37 / A367 Corridor Programme:

The development of options for the A37/A367 corridor will be focused on the provision of improved bus, cycling and walking facilities and services. The output will include improved service frequency, stop facilities and connections and would support the development of the wider regional Bus Service Improvement Plan. This will improve the connections from P&R services to other bus services and the walking/cycling network. We will work with the operators in a partnership arrangement to not only look at improved frequency, but also ticket prices.

Factors influencing choice to cycle anywhere along the A37 / A367 corridors

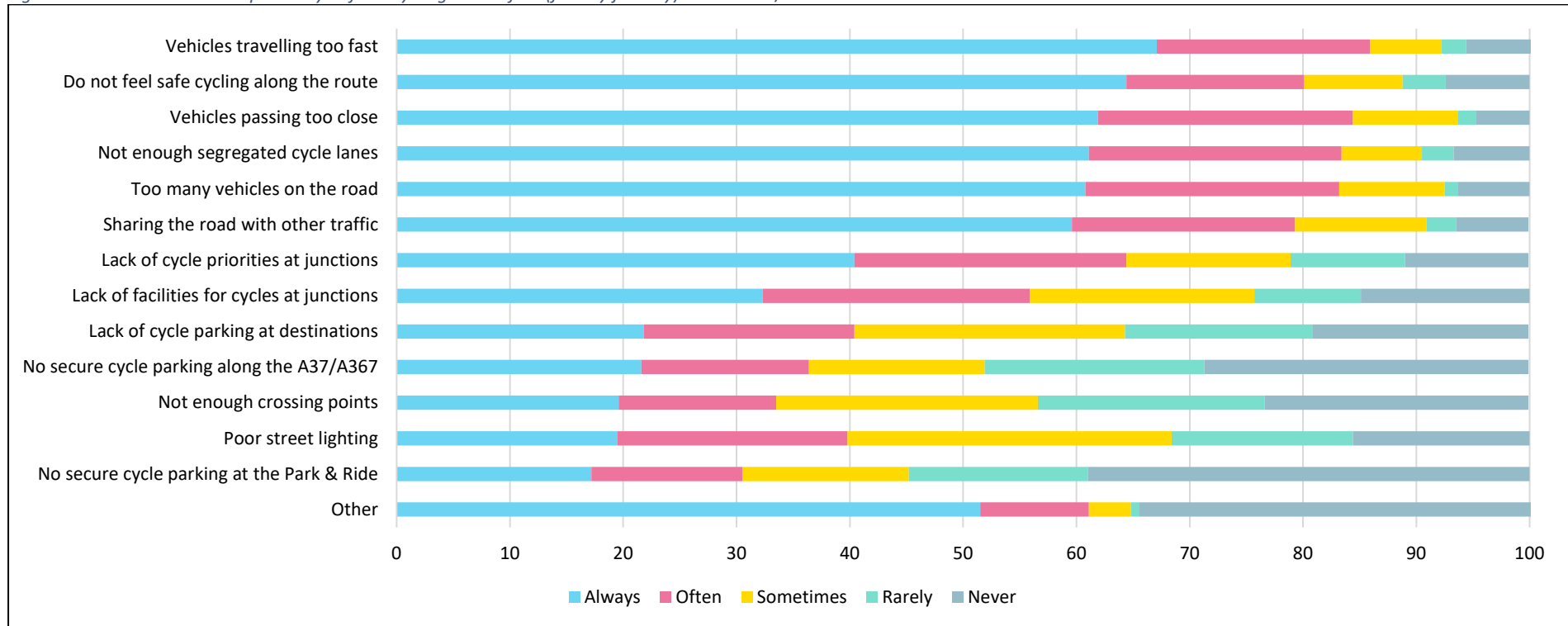
Question: Do the issues below prevent you from cycling more often (for any journey) on the A37 / A367?

Headline: Most of the respondents said that several of the factors identified in the survey either always or often prevented them from cycling more often.

- 86% of respondents said that vehicles travelling too fast always (67%) or often (19%) prevented them from cycling more often
- 85% of respondents said that the vehicles passing too close always (62%) or often (23%) prevented them from cycling more
- 80% of respondents said they do not feel safe cycling along the route (Always 64%, Often 16%)
- Not enough segregated cycle lanes is a factor that prevented respondents from cycling more always (61%) or often (22%)
- Similarly, 83% of respondents said that too many vehicles on the road is a factor preventing them from cycling more (always 61% or often 22%)

However, over half of the respondents (55%) said that no secure cycle parking at the park and ride was rarely (16%) or never (39%) a factor as to why they did not cycle more often whilst 48% said the same about no secure cycle parking along the A37/A367 (rarely 19%, never 29%).

Figure 17 Do the issues below prevent you from cycling more often (for any journey) on the A37 / A367?



Base: Vehicles travelling too fast (511), Do not feel safe cycling along the route (528), Vehicles passing too close (507), Not enough segregated cycle lanes (506), Too many vehicles on the road (508), Sharing the road with other traffic (498), Lack of cycle priorities at junctions (475), Lack of facilities for cycles at junctions (449), Lack of cycle parking at destinations (472), No secure cycle parking along the A37/A367 (458), Not enough crossing points (459), Poor street lighting (462), No secure cycle parking at the Park and Ride (436), Other (136)

Table 19 Do the issues below prevent you from cycling more often (for any journey) on the A37 / A367?

| Options | Always | Often | Sometimes | Rarely | Never | Base |
|--|--------|-------|-----------|--------|-------|------|
| Vehicles travelling too fast | 67% | 19% | 6% | 2% | 6% | 511 |
| Do not feel safe cycling along the route | 64% | 16% | 9% | 4% | 7% | 528 |
| Vehicles passing too close | 62% | 23% | 9% | 2% | 5% | 507 |
| Not enough segregated cycle lanes | 61% | 22% | 7% | 3% | 7% | 506 |
| Too many vehicles on the road | 61% | 22% | 9% | 1% | 6% | 508 |
| Sharing the road with other traffic | 60% | 20% | 12% | 3% | 6% | 498 |
| Lack of cycle priorities at junctions | 40% | 24% | 15% | 10% | 11% | 475 |
| Lack of facilities for cycles at junctions | 32% | 24% | 20% | 9% | 15% | 449 |
| Lack of cycle parking at destinations | 22% | 19% | 24% | 17% | 19% | 472 |
| No secure cycle parking along the A37/A367 | 22% | 15% | 16% | 19% | 29% | 458 |
| Not enough crossing points | 20% | 14% | 23% | 20% | 23% | 459 |
| Poor street lighting | 20% | 20% | 29% | 16% | 16% | 462 |
| No secure cycle parking at the Park & Ride | 17% | 13% | 15% | 16% | 39% | 436 |
| Other | 52% | 10% | 4% | 1% | 35% | 136 |

Where respondents have responded under 'Other', most responses noted that they do not cycle. Other responses included comments on the difficulty of the landscape due to many hills and steep gradients which received 19 comments and the concerns on safety (14 comments).

How will responses to this question shape the A37 / A367 Corridor Programme:

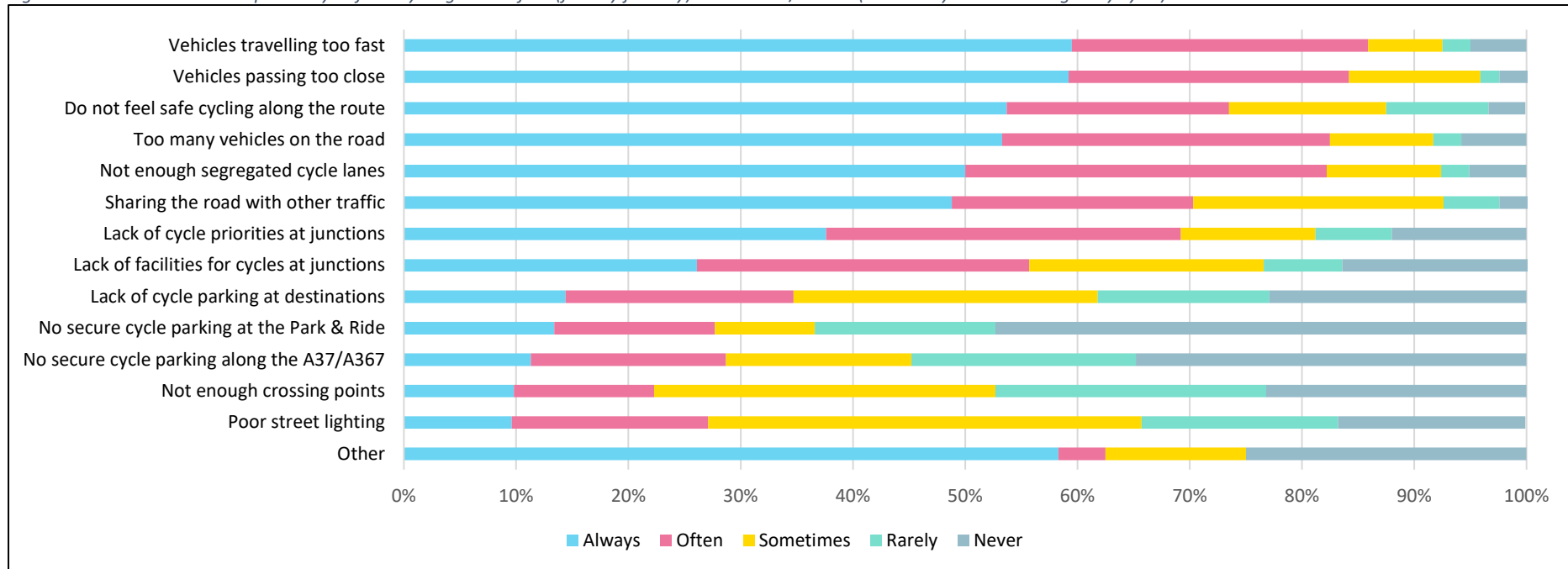
The development of options for the A37 / A367 corridor will be focused on the provision of improved bus, cycling and walking facilities and services. The output will include segregated cycle facilities along the A37 / A367 and improved walking and cycling connections (including crossings) connecting local communities to the corridor. This will address a number of the factors identified by the respondents.

Factors influencing choice to cycle anywhere along the A37 / A367 corridors (filtered by respondents who regularly cycle)

Question: Do the issues below prevent you from cycling more often (for any journey) on the A37 / A367?

Headline: The views of regular cyclists are similar to those of all the respondents, with the majority of respondents citing vehicles travelling too fast (86%; 60% always and 26% often), vehicles passing too close (85%; 59% always and 25% often) and too many vehicles on the road (82%; 53% always and 29% often) as the reason why they are always or often prevented from cycling more often. Also like all respondents was the proportion of regular cyclists stating that they were rarely or never prevented from cycling more often due to no secure cycle parking facilities.

Figure 18 Do the issues below prevent you from cycling more often (for any journey) on the A37 / A367? (Filtered by those that regularly cycle)



Base: Vehicles travelling too fast (121), Vehicles passing too close (120), Do not feel safe cycling along the route (121), Too many vehicles on the road (120), Not enough segregated cycle lanes (118), Sharing the road with other traffic (121), Lack of cycle priorities at junctions (117), Lack of facilities for cycles at junctions

(115), Lack of cycle parking at destinations (118), No secure cycle parking at the Park and Ride (112), No secure cycle parking along the A37/A367 (115), Not enough crossing points (112), Poor street lighting (114), Other (24)

Table 20 Do the issues below prevent you from cycling more often (for any journey) on the A37 / A367? (Filtered by those that regularly cycle)

| Options | Always | Often | Sometimes | Rarely | Never | Base |
|--|---------------|--------------|------------------|---------------|--------------|-------------|
| Vehicles travelling too fast | 60% | 26% | 7% | 3% | 5% | 121 |
| Vehicles passing too close | 59% | 25% | 12% | 2% | 3% | 120 |
| Do not feel safe cycling along the route | 54% | 20% | 14% | 9% | 3% | 121 |
| Too many vehicles on the road | 53% | 29% | 9% | 3% | 6% | 120 |
| Not enough segregated cycle lanes | 50% | 32% | 10% | 3% | 5% | 118 |
| Sharing the road with other traffic | 49% | 22% | 22% | 5% | 3% | 121 |
| Lack of cycle priorities at junctions | 38% | 32% | 12% | 7% | 12% | 117 |
| Lack of facilities for cycles at junctions | 26% | 30% | 21% | 7% | 17% | 115 |
| Lack of cycle parking at destinations | 14% | 20% | 27% | 15% | 23% | 118 |
| No secure cycle parking at the Park & Ride | 13% | 14% | 9% | 16% | 47% | 112 |
| No secure cycle parking along the A37/A367 | 11% | 17% | 17% | 20% | 35% | 115 |
| Not enough crossing points | 10% | 13% | 30% | 24% | 23% | 112 |
| Poor street lighting | 10% | 18% | 39% | 18% | 17% | 114 |
| Other | 58% | 4% | 13% | 0% | 25% | 24 |

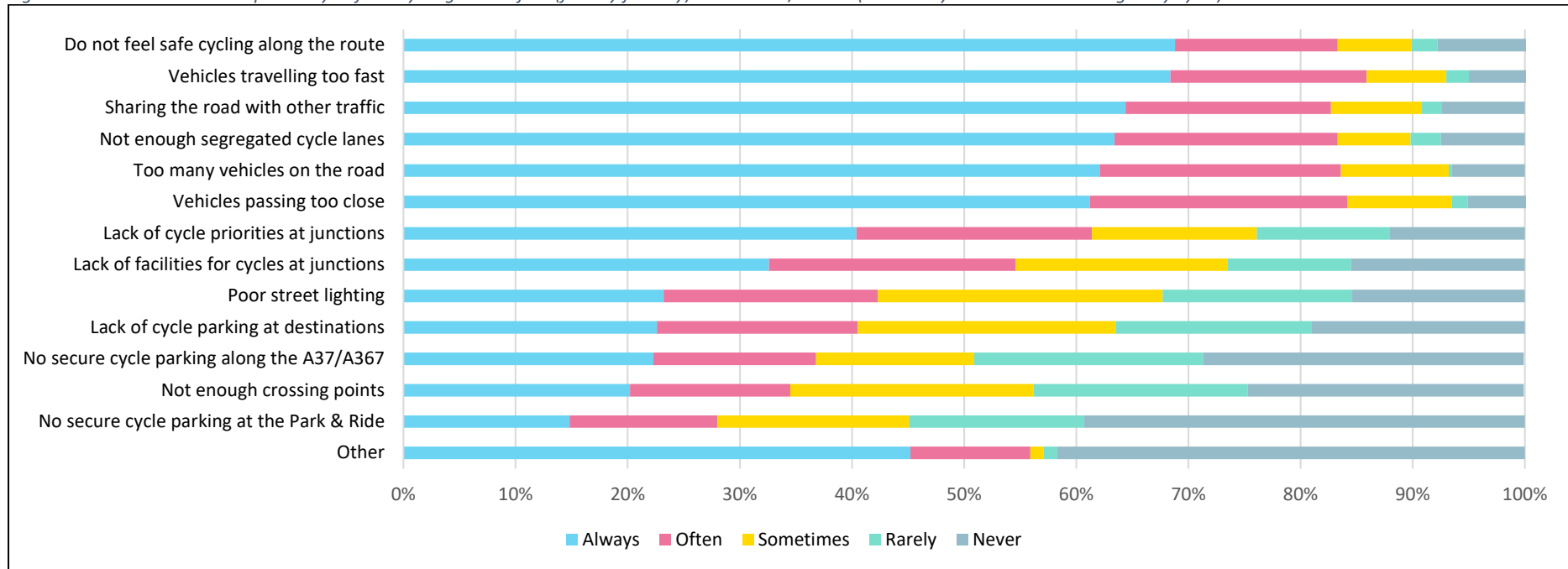
Factors influencing choice to cycle anywhere along the A37 / A367 corridors (filtered by respondents who do not regularly cycle)

Question: Do the issues below prevent you from cycling more often (for any journey) on the A37 / A367?

Headline: Similarly to all respondents and regular cyclist respondents, the responses from respondents who do not cycle regularly followed the same pattern. Key barriers included:

- 86% of respondents said the vehicles are travelling too fast which prevents them from cycling more (always 68% or often 18%)
- 84% of respondents said they do not feel safe cycling along the route (always 69% or often 15%)
- 82% of respondents said that sharing the road with other traffic (always 64% or often 18%) prevents them from cycling more

Figure 19 Do the issues below prevent you from cycling more often (for any journey) on the A37 / A367? (Filtered by those that do not regularly cycle)



Base: Do not feel safe cycling along the route (304), Vehicles travelling too fast (297), Sharing the road with other traffic (284), Not enough segregated cycle lanes (292), Too many vehicles on the road (293), Vehicles passing too close (291), Lack of cycle priorities at junctions (272), Lack of facilities for cycles at junctions (264), Poor street lighting (272), Lack of cycle parking at destinations (274), No secure cycle parking along the A37/A367 (269), Not enough crossing points (272), No secure cycle parking at the Park and Ride (257), Other (84)

Table 21 Do the issues below prevent you from cycling more often (for any journey) on the A37 / A367? (Filtered by those that do not regularly cycle)

| Options | Always | Often | Sometimes | Rarely | Never | Base |
|--|--------|-------|-----------|--------|-------|------|
| Do not feel safe cycling along the route | 69% | 15% | 7% | 2% | 8% | 304 |
| Vehicles travelling too fast | 68% | 18% | 7% | 2% | 5% | 297 |
| Sharing the road with other traffic | 64% | 18% | 8% | 2% | 7% | 284 |
| Not enough segregated cycle lanes | 63% | 20% | 7% | 3% | 8% | 292 |
| Too many vehicles on the road | 62% | 22% | 10% | 0% | 7% | 293 |
| Vehicles passing too close | 61% | 23% | 9% | 1% | 5% | 291 |
| Lack of cycle priorities at junctions | 40% | 21% | 15% | 12% | 12% | 272 |
| Lack of facilities for cycles at junctions | 33% | 22% | 19% | 11% | 16% | 264 |
| Poor street lighting | 23% | 19% | 25% | 17% | 15% | 272 |
| Lack of cycle parking at destinations | 23% | 18% | 23% | 18% | 19% | 274 |
| No secure cycle parking along the A37/A367 | 22% | 15% | 14% | 20% | 29% | 269 |
| Not enough crossing points | 20% | 14% | 22% | 19% | 25% | 272 |
| No secure cycle parking at the Park & Ride | 15% | 13% | 17% | 16% | 39% | 257 |
| Other | 45% | 11% | 1% | 1% | 42% | 84 |

Rating of improvements to encourage cycling A37 / A367 corridors more often

Question: What improvements would encourage you to use cycle more often?

Headline: Respondents' priorities included more off-road cycle routes away from traffic, with 79% of respondents making it their priority (54% their first priority and 25% their second priority). Separate on-road cycle lanes was the second highest priority to respondents, with 60% responding (28% their first priority and 32% their second priority). Less traffic on route was also important, with 27% making this their priority (8% their first priority and 9% their second priority). These three priorities were the main choices by all respondents based on the weighted score applied below. However more attractive streets and better signage was less of a priority to respondents.

Table 22 What improvements would encourage you to use cycle more often? Please prioritise your top 5 from the following potential cycle improvements (1 being your highest priority).

| Options | 1 st Priority | 2 nd Priority | 3 rd Priority | 4 th Priority | 5 th Priority | Weighted Score* |
|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------|
| More off-road cycle routes, away from traffic | 54% | 25% | 5% | 5% | 7% | 2087 |
| Separate on-road cycle lanes | 28% | 32% | 9% | 9% | 7% | 1643 |
| Less traffic on the route | 8% | 19% | 35% | 14% | 8% | 1262 |
| Safer junctions and crossings where people cycling have priority | 2% | 7% | 16% | 19% | 18% | 686 |
| Better lighting along the route | 1% | 8% | 15% | 18% | 11% | 612 |
| Cleaner air/less pollution | 1% | 3% | 7% | 16% | 16% | 404 |
| More cycle parking | 0% | 2% | 5% | 5% | 11% | 209 |
| Fewer gates, railings and other barriers | 0% | 1% | 3% | 6% | 7% | 159 |
| Better signage | 0% | 1% | 2% | 4% | 6% | 114 |
| More attractive streets | 0% | 0% | 1% | 2% | 5% | 62 |
| Other | 5% | 2% | 2% | 2% | 3% | 229 |
| Total number awarded | 529 | 506 | 486 | 456 | 428 | |

* The weighted score has been calculated by giving a value to each rank; 5 for 1st choice, 4 for 2nd choice, 3 for 3rd choice etc. These are then added together to give an overall score. This method gives extra granularity to the data.

How will responses to this question shape the A37 / A367 Corridor Programme:

The development of options for the A37 / A367 corridor will be focused on the provision of improved bus, cycling and walking facilities and services. The output will include more off-road routes, segregated cycle facilities along the A37 / A367 and improved walking and cycling connections (including crossings) connecting local communities to the corridor. This aligns with the improvements rated by respondents as encouraging cycling.

Rating of improvements to encourage cycling (filtered by respondents who regularly cycle)

Question: What improvements would encourage you to use cycle more often?

Headline: The views of regular cyclists are similar to those of all the respondents, with separate on-road cycle lanes receiving 71% (41% their first priority and 31% their second priority) and more off-road cycle routes receiving 73% response (38% their first priority and 35% their second priority) being the priority. More attractive streets and better signage were viewed as being the least important to prioritise.

Table 23 What improvements would encourage you to use cycle more often? (filtered by those who regularly cycle) Please prioritise your top 5 from the following potential cycle improvements (1 being your highest priority).

| Options | 1 st Priority | 2 nd Priority | 3 rd Priority | 4 th Priority | 5 th Priority | Weighted Score* |
|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------|
| Separate on-road cycle lanes | 41% | 30% | 6% | 7% | 5% | 425 |
| More off-road cycle routes, away from traffic | 38% | 35% | 4% | 6% | 7% | 423 |
| Less traffic on the route | 9% | 19% | 40% | 9% | 9% | 311 |
| Safer junctions and crossings where people cycling have priority | 3% | 8% | 19% | 22% | 21% | 187 |
| Better lighting along the route | 3% | 3% | 8% | 16% | 12% | 105 |
| Cleaner air/less pollution | 1% | 2% | 8% | 18% | 15% | 94 |
| More cycle parking | 1% | 1% | 6% | 7% | 8% | 52 |
| Fewer gates, railings and other barriers | 0% | 0% | 4% | 10% | 10% | 44 |
| Better signage | 0% | 0% | 1% | 3% | 5% | 14 |
| More attractive streets | 0% | 0% | 1% | 0% | 7% | 10 |
| Other | 5% | 3% | 3% | 3% | 3% | 60 |
| Total number awarded | 119 | 118 | 113 | 107 | 105 | |

* The weighted score has been calculated by giving a value to each rank; 5 for 1st choice, 4 for 2nd choice, 3 for 3rd choice etc. These are then added together to give an overall score. This method gives extra granularity to the data.

Rating of improvements to encourage cycling (filtered by respondents who do not regularly cycle)

Question: What improvements would encourage you to use cycle more often?

Headline: The views of respondents who do not regularly cycle are broadly similar to those of regular cyclists and all respondents. More off-road cycle routes are considered the top priority with 81% responding (59% their first priority and 22% their second priority), with separated on road cycle lanes receiving 47% of responses (24% their first priority and 33% their second priority). More attractive streets and better signage were viewed as being the least important to prioritise.

Table 24 What improvements would encourage you to use cycle more often? (filtered by those who do not regularly cycle) Please prioritise your top 5 from the following potential cycle improvements (1 being your highest priority).

| Options | 1 st Priority | 2 nd Priority | 3 rd Priority | 4 th Priority | 5 th Priority | Weighted Score* |
|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------|
| More off-road cycle routes, away from traffic | 59% | 22% | 5% | 4% | 7% | 1664 |
| Separate on-road cycle lanes | 24% | 33% | 10% | 10% | 8% | 1218 |
| Less traffic on the route | 8% | 19% | 33% | 15% | 8% | 951 |
| Better lighting along the route | 1% | 9% | 17% | 19% | 11% | 507 |
| Safer junctions and crossings where people cycling have priority | 2% | 7% | 15% | 18% | 17% | 499 |
| Cleaner air/less pollution | 1% | 3% | 6% | 15% | 16% | 310 |
| More cycle parking | 0% | 2% | 5% | 4% | 12% | 157 |
| Fewer gates, railings and other barriers | 0% | 2% | 3% | 5% | 6% | 115 |
| Better signage | 0% | 1% | 2% | 5% | 7% | 100 |
| More attractive streets | 0% | 0% | 1% | 3% | 5% | 52 |
| Other | 5% | 2% | 2% | 2% | 3% | 169 |
| Total number awarded | 410 | 388 | 373 | 349 | 323 | |

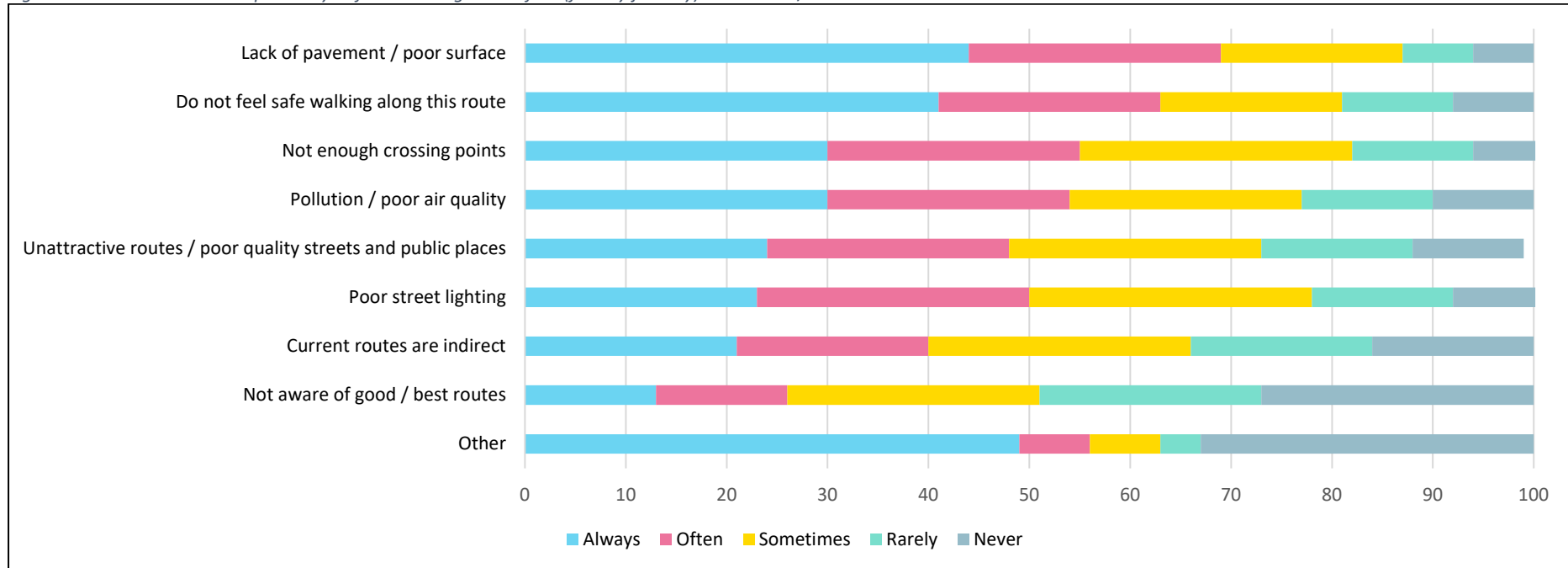
* The weighted score has been calculated by giving a value to each rank; 5 for 1st choice, 4 for 2nd choice, 3 for 3rd choice etc. These are then added together to give an overall score. This method gives extra granularity to the data.

Factors influencing choice to walk anywhere along the A37 / A367 corridors

Question: Do the issues below prevent you from walking more often (for any journey) on the A37 / A367?

Headline: 69% of respondents stated that a lack of pavement or a poor surface prevented them from walking more often (44% said 'Always' and 25% said 'Often'). 63% of respondents do not feel safe walking along this route (41% said 'Always' and 22% said 'Often'). 55% of respondents stated that not enough crossing points either always (30%) or often (25%) prevented them from walking more often and 54% said the same about pollution or poor air quality (30% said 'Always' and 24% said 'Often').

Figure 20 Do the issues below prevent you from walking more often (for any journey) on the A37 / A367?



Base: Lack of pavement / poor surface (667), Do not feel safe walking along this route (642), Not enough crossing points (623), Pollution / poor air quality (611), Unattractive route (589), Poor street lighting (582), Current routes are indirect (556), Not aware of good / best routes (554), Other (168)

Table 25 Do the issues below prevent you from walking more often (for any journey) on the A37 / A367?

| Options | Always | Often | Sometimes | Rarely | Never | Total |
|--|--------|-------|-----------|--------|-------|-------|
| Lack of pavement / poor surface | 44% | 25% | 18% | 7% | 6% | 667 |
| Do not feel safe walking along this route | 41% | 22% | 18% | 11% | 8% | 642 |
| Not enough crossing points | 30% | 25% | 27% | 12% | 7% | 623 |
| Pollution / poor air quality | 30% | 24% | 23% | 13% | 10% | 611 |
| Unattractive routes / poor quality streets and public places | 24% | 24% | 25% | 15% | 11% | 589 |
| Poor street lighting | 23% | 27% | 28% | 14% | 9% | 582 |
| Current routes are indirect | 21% | 19% | 26% | 18% | 16% | 556 |
| Not aware of good / best routes | 13% | 13% | 25% | 22% | 27% | 554 |
| Other | 49% | 7% | 7% | 4% | 33% | 168 |

Where respondents have responded under 'Other', comments included reference to factors such as speeding problems with vehicles (19 comments) and it being too far to walk / takes too much time (12 comments).

How will responses to this question shape the A37 / A367 Corridor Programme:

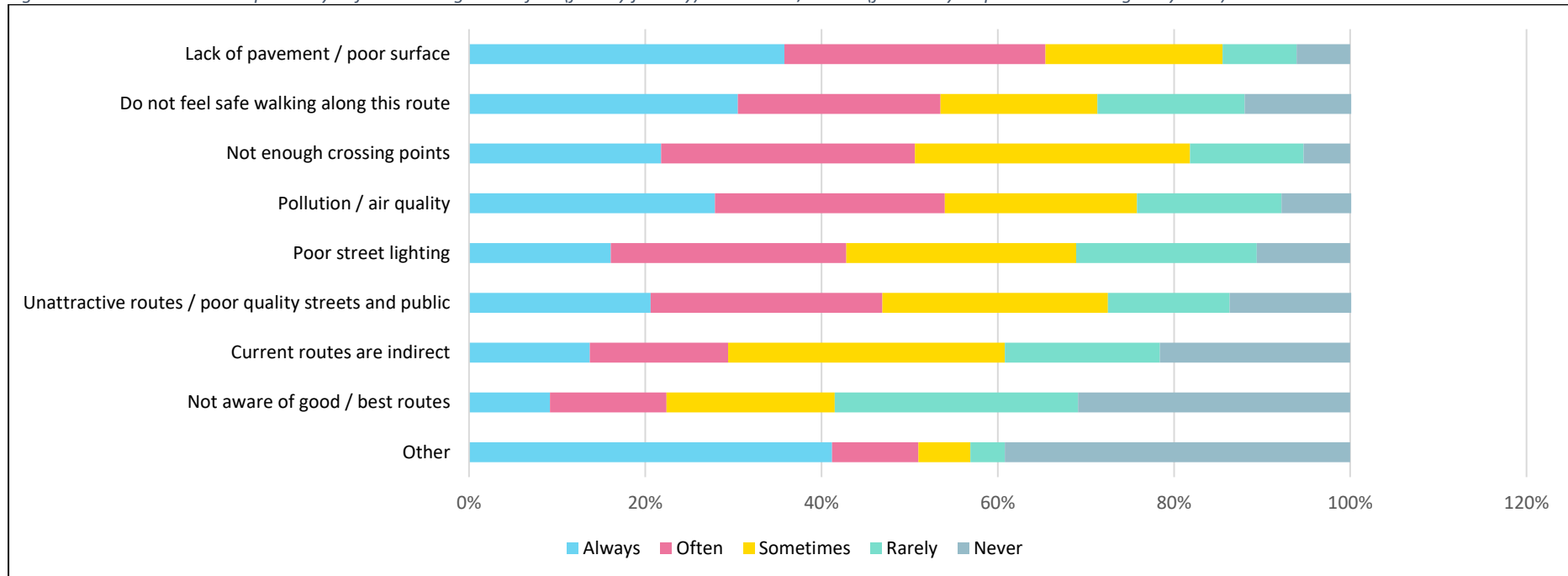
The development of options for the A37 / A367 corridor will be focused on the provision of improved bus, cycling and walking facilities and services. The output will include improved walking and cycling connections (including crossings) connecting local communities to the corridor, as well as increased green infrastructure along the corridors. The unattractive routes and public spaces will be improved. Mode shift from car to bus, walking and cycling will reduce traffic flows and therefore improve air quality. This will address a number of the factors identified by the respondents.

Factors influencing choice to walk anywhere along the A37 / A367 corridors (filtered by respondents who regularly walk)

Question: Do the issues below prevent you from walking more often (for any journey) on the A37 / A367?

Headline: The responses are similar to those of all respondents. 66% of respondents stated that a lack of pavement or a poor surface prevented them from walking more often (36% said 'Always' and 30% said 'Often'). 54% of respondents do not feel safe walking along this route (31% said 'Always' whilst 23% said 'Often') and 51% said that 'not enough crossing points' prevent them from walking more often (22% said 'Always' and 29% said 'Often').

Figure 21 Do the issues below prevent you from walking more often (for any journey) on the A37 / A367? (filtered by respondents who regularly walk)



Base: Lack of pavement / poor surface (179), Do not feel safe walking along this route (174), Not enough crossing points (170), Pollution / poor air quality (165), Poor street lighting (161), Unattractive route (160), Current routes are indirect (153), Not aware of good / best routes (152), Other (51)

Table 26 Do the issues below prevent you from walking more often (for any journey) on the A37 / A367? (filtered by respondents who regularly walk)

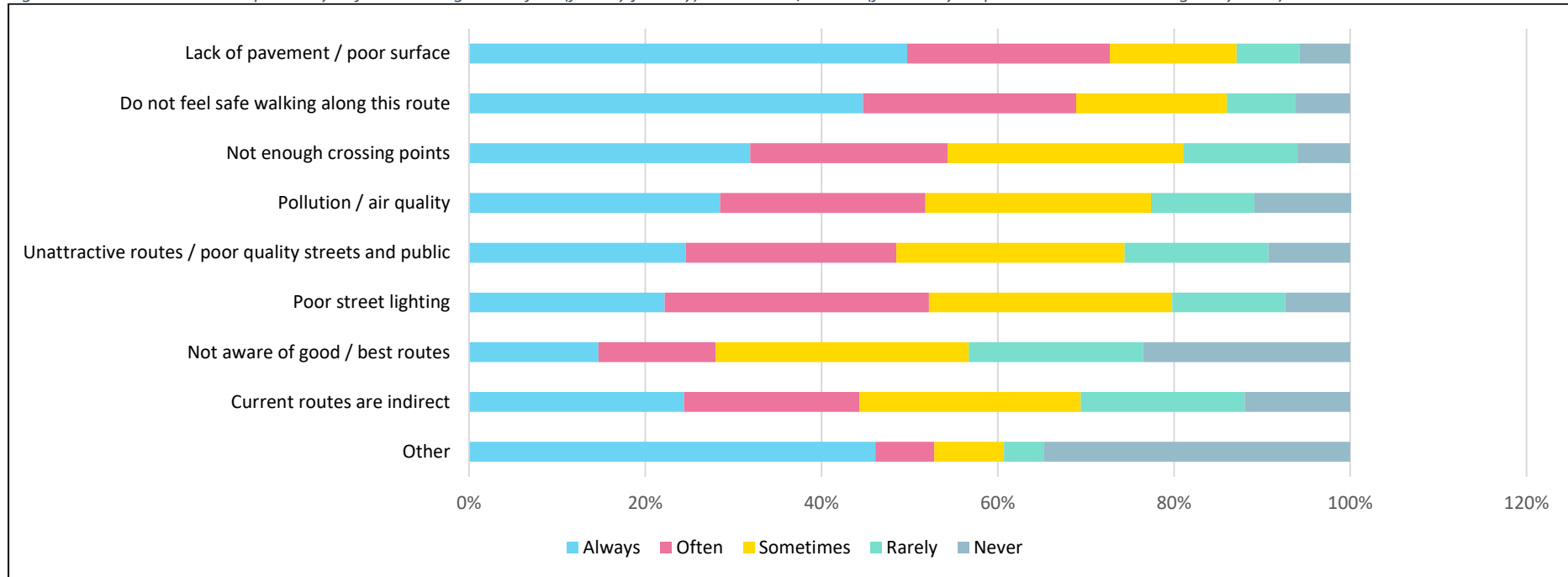
| Options | Always | Often | Sometimes | Rarely | Never | Total |
|---|---------------|--------------|------------------|---------------|--------------|--------------|
| Lack of pavement / poor surface | 36% | 30% | 20% | 8% | 6% | 179 |
| Do not feel safe walking along this route | 31% | 23% | 18% | 17% | 12% | 174 |
| Not enough crossing points | 22% | 29% | 31% | 13% | 5% | 170 |
| Pollution / air quality | 28% | 26% | 22% | 16% | 8% | 165 |
| Poor street lighting | 16% | 27% | 26% | 21% | 11% | 161 |
| Unattractive routes / poor quality streets and public | 21% | 26% | 26% | 14% | 14% | 160 |
| Current routes are indirect | 14% | 16% | 31% | 18% | 22% | 153 |
| Not aware of good / best routes | 9% | 13% | 19% | 28% | 31% | 152 |
| Other | 41% | 10% | 6% | 4% | 39% | 51 |

Factors influencing choice to walk anywhere along the A37 / A367 corridors (filtered by respondents who do not regularly walk)

Question: Do the issues below prevent you from walking more often (for any journey) on the A37 / A367?

Headline: The responses are similar to those of all respondents. 73% of respondents stated that a lack of pavement or a poor surface prevented them from walking more often (50% said 'Always' and 23% said 'Often'). 69% of respondents do not feel safe walking along this route (45% said 'Always' whilst 24% said 'Often').

Figure 22 Do the issues below prevent you from walking more often (for any journey) on the A37 / A367? (filtered by respondents who do not regularly walk)



Base: Lack of pavement / poor surface (326), Do not feel safe walking along this route (322), Not enough crossing points (317), Pollution / poor air quality (309), Unattractive route (301), Poor street lighting (297), Not aware of good / best routes (293), Current routes are indirect (291), Other (89)

Comments from respondents who selected other were sorted into these main points; lack of junction priority (3); problem with speeding vehicles (19); Area being too steep (6); distance is too far to walk/ takes too much time (12) and the pavements are too narrow (7).

Table 27 Do the issues below prevent you from walking more often (for any journey) on the A37 / A367? (filtered by respondents who do not regularly walk)

| | Always | Often | Sometimes | Rarely | Never | Total |
|---|---------------|--------------|------------------|---------------|--------------|--------------|
| Lack of pavement / poor surface | 50% | 23% | 14% | 7% | 6% | 326 |
| Do not feel safe walking along this route | 45% | 24% | 17% | 8% | 6% | 322 |
| Not enough crossing points | 32% | 22% | 27% | 13% | 6% | 317 |
| Pollution / air quality | 29% | 23% | 26% | 12% | 11% | 309 |
| Unattractive routes / poor quality streets and public | 25% | 24% | 26% | 16% | 9% | 301 |
| Poor street lighting | 22% | 30% | 28% | 13% | 7% | 297 |
| Not aware of good / best routes | 15% | 13% | 29% | 20% | 24% | 293 |
| Current routes are indirect | 24% | 20% | 25% | 19% | 12% | 291 |
| Other | 46% | 7% | 8% | 5% | 35% | 89 |

Rating of improvements to encourage walking along the A37 / A367 corridors

Question: What improvements would encourage you to walk often?

Headline: Wider pavements was the top priority for respondents with over two fifths ranking as first (29%) or second (16%). Pavements that are separated from traffic and bikes and less traffic on route were also very high on respondents' priority list (43% and 28%, respectively, making it their first or second priority).

Table 28 What improvements would encourage you to walk more often? Please prioritise your top 5 from the following potential walking improvements (1 being your highest priority).

| Options | 1 st Priority | 2 nd Priority | 3 rd Priority | 4 th Priority | 5 th Priority | Weighted Score* |
|---|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------|
| Wider pavements | 29% | 16% | 8% | 7% | 7% | 1856 |
| Pavements are separated from traffic and bikes | 25% | 18% | 10% | 7% | 6% | 1788 |
| Less traffic on route | 15% | 13% | 15% | 9% | 6% | 1438 |
| Safer crossings and junctions | 8% | 14% | 16% | 12% | 9% | 1285 |
| Better lighting along the route | 5% | 13% | 12% | 11% | 7% | 1029 |
| Cleaner air / less pollution | 5% | 8% | 10% | 10% | 13% | 894 |
| More green spaces and trees | 3% | 6% | 6% | 6% | 6% | 542 |
| Better signage indicating footpaths and distance | 1% | 3% | 7% | 7% | 7% | 464 |
| Better connections to green spaces / leisure facilities | 1% | 3% | 4% | 8% | 7% | 412 |
| More attractive streets | 2% | 1% | 1% | 4% | 4% | 199 |
| Other | 6% | 1% | 1% | 1% | 3% | 321 |
| Total number awarded | 734 | 703 | 665 | 602 | 547 | |

* The weighted score has been calculated by giving a value to each rank; 5 for 1st choice, 4 for 2nd choice, 3 for 3rd choice etc. These are then added together to give an overall score. This method gives extra granularity to the data.

Where respondents have responded under 'Other', the majority of comments referenced that there are no pavements at all so more pavements are needed (18 comments).

How will responses to this question shape the A37 / A367 Corridor Programme:

The development of options for the A37 / A367 corridor will be focused on the provision of improved bus, cycling and walking facilities and services. The output will include improved walking and cycling connections (including crossings) connecting local communities to the corridors, as well as improved pavements and

segregated routes. Mode shift from car to bus, walking and cycling will reduce traffic on the routes. This aligns with improvements identified by respondents as encouraging walking.

Rating of improvements to encourage walking (filtered by respondents who regularly walk only)

Headline: The responses are similar to those of all respondents, with wider pavements was selected by 50% of respondents who walk regularly, as the first (31%) or second (19%) priority. Other improvements scoring highly was pavements that are separated from traffic and bikes (35%) and less traffic on route (30%), scored by respondents as their first or second priority).

Table 29 What improvements would encourage you to walk more often (filtered by the respondent who regularly walk only)? Please prioritise your top 5 from the following potential walking improvements (1 being your highest priority).

| Options | 1 st Priority | 2 nd Priority | 3 rd Priority | 4 th Priority | 5 th Priority | Weighted Score* |
|---|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------|
| Wider pavements | 31% | 19% | 10% | 8% | 12% | 498 |
| Less traffic on route | 17% | 13% | 22% | 11% | 6% | 398 |
| Pavements are separated from traffic and bikes | 21% | 14% | 12% | 13% | 9% | 395 |
| Safer crossings and junctions | 9% | 17% | 19% | 12% | 11% | 345 |
| Cleaner air / less pollution | 6% | 11% | 16% | 17% | 13% | 276 |
| Better lighting along the route | 2% | 9% | 10% | 12% | 8% | 174 |
| More green spaces and trees | 4% | 4% | 5% | 7% | 8% | 119 |
| Better signage indicating footpaths and distance | 1% | 5% | 4% | 6% | 10% | 89 |
| Better connections to green spaces / leisure facilities | 2% | 3% | 1% | 9% | 11% | 86 |
| More attractive streets | 1% | 2% | 0% | 5% | 7% | 45 |
| Other | 7% | 3% | 1% | 1% | 5% | 98 |
| Total number awarded | 180 | 173 | 166 | 151 | 131 | |

* The weighted score has been calculated by giving a value to each rank; 5 for 1st choice, 4 for 2nd choice, 3 for 3rd choice etc. These are then added together to give an overall score. This method gives extra granularity to the data.

Rating of improvements to encourage walking (filtered by respondents who do not regularly walk)

Headline: Priorities for respondents who do not regularly walk broadly followed the same trend as all respondents and those who regularly walk. Forty seven percent of respondents stated that pavements that are separated from traffic and bikes as their first (27%) or second (20%) priority whilst 44% said wider pavements was their first (29%) or second (15%) priority.

Table 30 What improvements would encourage you to walk more often (filtered by the respondent who do not regularly walk only)? Please prioritise your top 5 from the following potential walking improvements (1 being your highest priority).

| Options | 1 st Priority | 2 nd Priority | 3 rd Priority | 4 th Priority | 5 th Priority | Weighted Score* |
|---|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------|
| Pavements are separated from traffic and bikes | 27% | 20% | 10% | 7% | 7% | 980 |
| Wider pavements | 29% | 15% | 8% | 8% | 8% | 929 |
| Less traffic on route | 13% | 15% | 15% | 13% | 8% | 715 |
| Safer crossings and junctions | 7% | 14% | 18% | 17% | 10% | 659 |
| Better lighting along the route | 6% | 14% | 15% | 14% | 10% | 595 |
| Cleaner air / less pollution | 4% | 7% | 10% | 9% | 19% | 393 |
| More green spaces and trees | 2% | 6% | 8% | 8% | 9% | 285 |
| Better signage indicating footpaths and distance | 2% | 4% | 9% | 10% | 11% | 281 |
| Better connections to green spaces / leisure facilities | 2% | 4% | 6% | 10% | 10% | 237 |
| More attractive streets | 1% | 1% | 0% | 4% | 4% | 77 |
| Other | 6% | 1% | 1% | 1% | 4% | 151 |
| Total number awarded | 375 | 363 | 345 | 320 | 300 | |

* The weighted score has been calculated by giving a value to each rank; 5 for 1st choice, 4 for 2nd choice, 3 for 3rd choice etc. These are then added together to give an overall score. This method gives extra granularity to the data.

Further improvements identified by respondents along the A37 / A367 corridors

Question: What improvements would you like to see along the A37 / A367, if they haven't been covered?

Headline: 776 out of 1066 respondents gave a free text comment to this question. Many of the suggested improvements were in relation to improving active travel, followed by traffic and road improvements and then bus improvements.

Improvements mentioned most often are summarized below:

- **Active travel improvements (619 respondents included reference to this topic):**
 - Safer active travel routes - 133 (17%)
 - Continuous foot paths and cycle paths to be continuous / not broken up – 123 (16%)
 - Improvements to cycling and walk path infrastructure (including pavement quality / drainage /vegetation overgrowth / kerb drops / widening of paths / regular maintenance) – 119 (15%)
 - Segregated Cycle lanes - 102 (13%)
 - Turn disused railway paths into cycle paths – 31 (4%)
 - Increase the number of pedestrian crossings – 54 (7%)
 - New cycle paths are needed (to help novice cyclists / will help cyclists in hilly areas) – 57 (7%)

- **Traffic and road improvements (349 respondents included reference to this topic):**
 - Reduce the amount of speeding including reducing the speed limit – 97 (13%)
 - Redesign of the existing infrastructure – 73 (9%)
 - Reduce number of HGVs / Lorries (suggestions included reducing their numbers and some suggested banning them from the road completely) – 54 (7%)
 - More enforcement along the road including more speed cameras – 40 (5%)
 - Reduce the number of accidents– 32 (4%)
 - Improvement to the Odd Down park & ride roundabout (to reduce congestion and prevent drivers using the bus lane to get around the traffic) – 30 (4%)
 - Introduce parking restrictions (so there are less parked cars causing congestion) – 15 (2%)
 - Introduce safe overtaking areas on the road – 8 (1%)

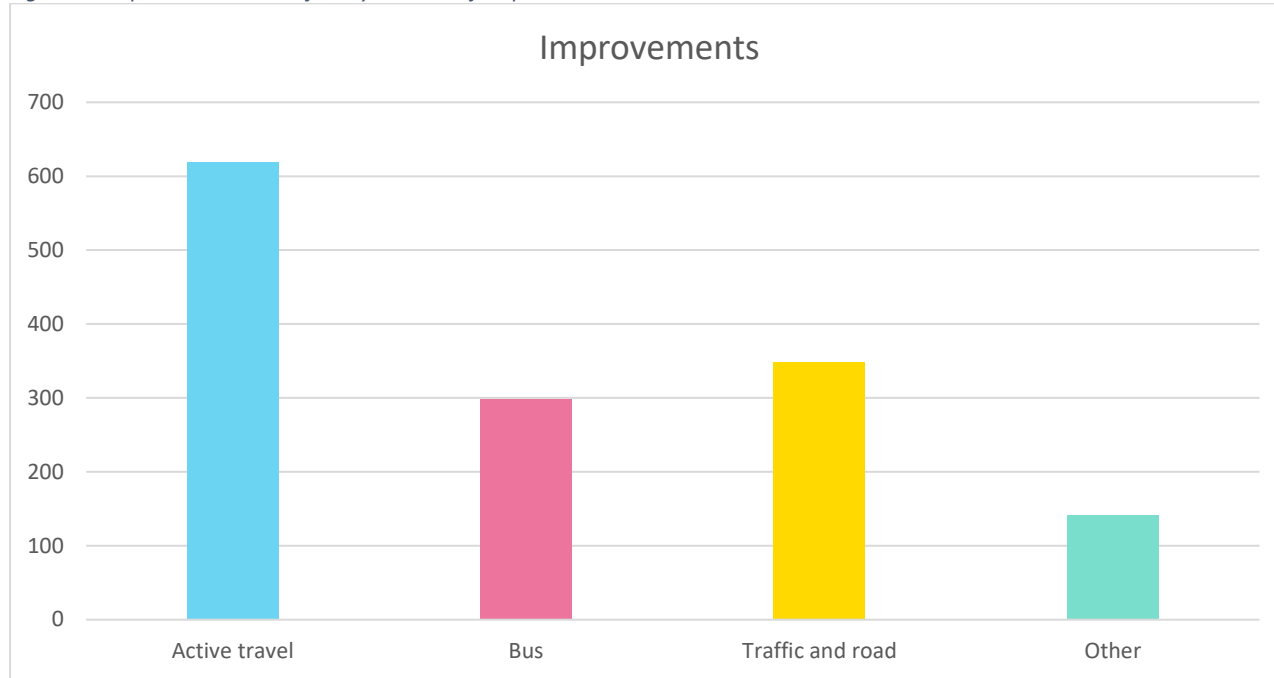
- **Bus improvements (297 respondents included reference to this topic):**
 - More frequent bus services / more reliable services – 132 (17%)
 - More / better park and ride sites – 27 (4%)

- Improve night and weekend bus services including running them later – 24 (3%)
 - A new mass transit system (suggestions include a new carbon neutral mass transit system or a new tram service) – 39 (5%)
 - Lower cost fares for bus service – 31 (4%)
 - Segregation of bus lanes – 8 (1%)
 - Improved / introduce new connections between villages and Bath / Bristol – 56 (7%)
 - Lower cost fare for park & ride with suggestions including charging per vehicle – 9 (1%)
- **Other improvements (144 respondents included reference to this topic):**
 - Stop building new houses and giving permission for new houses to be built – 17 (2%)
 - Other improvements included: Reducing traffic around Bear Flats; building a bypass to divert traffic and impacts on the local schools.
 - There was some general criticism of WECA:

“I have no faith in traffics planning as you have caused so much traffic problems in Bristol over the years . Traffic lights out of sync, road made either one way or. No entry then you have to drive a mile or so to get to the same place. Bus lanes that only run for a few meters, taken away bus pull in at stops causing traffic.”

“You have not covered a single thing that will help disabled or elderly people who are reliant on a carer for their needs, which tells me all I need to know about this survey, basically you are clueless.”

Figure 23 Improvements identified by number of responses



Base: Active travel (619), Bus (299), Traffic and road (349), Other (142)

Table 31 Improvements identified by number of responses

| Improvements identified | Responses | Percentage |
|-------------------------|-----------|------------|
| Active travel | 619 | 80% |
| Bus | 299 | 39% |
| Traffic and road | 349 | 45% |
| Other | 142 | 18% |

The table below shows the improvements suggested by respondents in order of how frequently they were mentioned.

Table 32 Improvements identified ranked by frequency

| | Improvements Identified | Frequency | Percentage |
|-----------|---|------------------|-------------------|
| 1 | Make active travel routes safer | 133 | 17% |
| 2 | Improve bus services | 132 | 17% |
| 3 | Continuous foot/cycle path needed | 123 | 16% |
| 4 | Maintenance/ wider roads/ paths | 119 | 15% |
| 5 | Segregated cycle path | 102 | 13% |
| 6 | Reduce traffic speed | 97 | 13% |
| 7 | Traffic calming measures | 73 | 9% |
| 8 | Reduce the gradients | 57 | 7% |
| 9 | Links needed between villages, Bath and Bristol | 56 | 7% |
| 10 | More pedestrian crossings needed | 54 | 7% |
| 11 | HGVs / Lorries | 54 | 7% |
| 12 | More enforcement needed | 40 | 5% |
| 13 | Public transport | 37 | 5% |
| 14 | Accidents | 32 | 4% |
| 15 | Cheaper bus tickets | 31 | 4% |
| 16 | P&R roundabout | 30 | 4% |
| 17 | Improve night/weekend bus service | 24 | 3% |
| 18 | Stop building houses | 17 | 2% |
| 19 | Parking restrictions / Less parked cars | 15 | 2% |
| 20 | Cheaper P&R | 9 | 1% |
| 21 | Segregated bus lane | 8 | 1% |
| 22 | Safe overtaking areas | 8 | 1% |
| 23 | School related comments on safety and pickup | 8 | 1% |
| 24 | Bypass needed | 7 | 1% |
| 25 | Specific comments about the Bear Flat area | 5 | * |
| 26 | Other | 74 | 10% |

Where percentages do not sum to 100% in the main body of the report, this is due to rounding. An asterisk () denotes less than 0.5%.

How will responses to this question shape the A37 / A367 Corridor Programme:

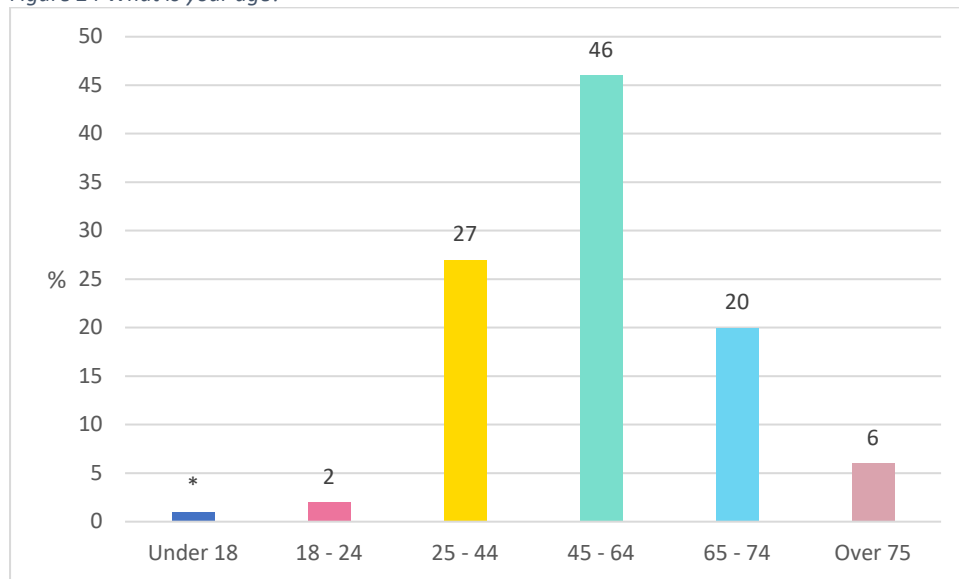
The development of options will consider the opportunities to increase the amount of segregated bus and cycle provision, improved bus services and frequency—including the park and ride; and the opportunities to better link existing communities through safer and improved walking and cycling facilities (including crossings) to the bus and cycle facilities planned for the A37 / A367 corridor.

Equalities and demographics monitoring

Question: What is your age?

Headline: Forty six percent of respondents are between the ages of 45 and 64, whilst 27% of respondents are between the ages of 25 and 44, and 26% of respondents are 65 years old or older.

Figure 24 What is your age?



Base: all respondents (1057)

Table 33 Cross-tab analysis of age and travel along the A37, A367 or both corridors

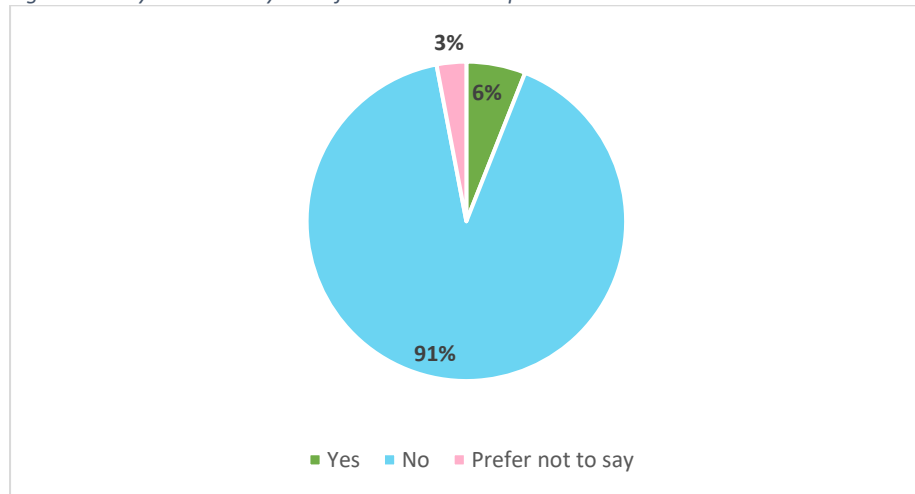
| | Along the A37 corridor | Along the A367 corridor | Both | Total | | | | |
|--------------|------------------------|-------------------------|------------|-------------|------------|-------------|-------------|-------------|
| Options | Count | Percentage | Count | Percentage | Count | Percentage | Count | Percentage |
| Under 18 | 0 | 0% | 1 | * | 2 | 1% | 3 | * |
| 18-24 | 6 | 2% | 7 | 2% | 4 | 1% | 17 | 2% |
| 25-44 | 96 | 33% | 106 | 25% | 77 | 23% | 280 | 27% |
| 45-64 | 127 | 44% | 199 | 46% | 155 | 47% | 482 | 46% |
| 65-74 | 48 | 17% | 88 | 21% | 71 | 22% | 210 | 20% |
| Over 75 | 10 | 4% | 28 | 7% | 22 | 7% | 65 | 6% |
| Total | 287 | 100% | 429 | 100% | 331 | 100% | 1057 | 100% |

Where percentages do not sum to 100% in the main body of the report, this is due to rounding. An asterisk () denotes less than 0.5%.

Question: Do you consider yourself to be a disabled person?

Headline: Six percent of respondents consider themselves to be disabled. 1,058 respondents provided an answer to this question.

Figure 25 Do you consider yourself to be a disabled person?



Base: all respondents (1058)

Table 34 Cross-tab analysis of disability and travel along the A37, A367 or both corridors

| | Along the A37 corridor | | Along the A367 corridor | | Both | | Total | |
|-------------------|------------------------|-------------|-------------------------|-------------|------------|-------------|-------------|-------------|
| Options | Count | Percentage | Count | Percentage | Count | Percentage | Count | Percentage |
| Yes | 11 | 4% | 26 | 6% | 24 | 7% | 61 | 6% |
| No | 270 | 94% | 387 | 90% | 297 | 89% | 964 | 91% |
| Prefer not to say | 6 | 2% | 15 | 4% | 12 | 4% | 33 | 3% |
| Total | 287 | 100% | 428 | 100% | 333 | 100% | 1058 | 100% |

Question: What is your ethnic group?

Headline: The majority (96%) of the respondents are White (including English, Welsh, Scottish, Northern, Irish, British, or Other White ethnicities).

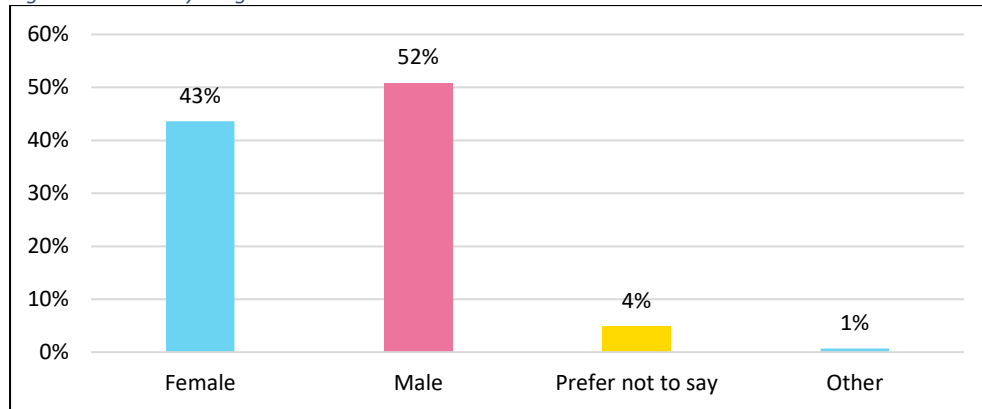
Table 35 What is your ethnic group?

| Options | Count | Percentage |
|---|-------------|-------------|
| Asian / Asian British - Bangladeshi | 1 | 0% |
| Asian / Asian British - Indian | 2 | 0% |
| Asian / Asian British - Pakistani | 1 | 0% |
| Asian / Asian British - Other | 4 | 0% |
| Black / African / Caribbean / Black - African | 1 | 0% |
| Mixed / Multiple Ethnic Groups - White & Asian | 4 | 0% |
| Mixed / Multiple Ethnic Groups - White & Black Caribbean | 2 | 0% |
| Mixed / Multiple Ethnic Groups - Other | 9 | 1% |
| White - English / Welsh / Scottish / Northern / Irish / British | 911 | 88% |
| White - Irish | 5 | 1% |
| White - Other | 67 | 7% |
| Other ethnic group | 17 | 2% |
| Prefer not to say | 9 | 1% |
| Total (all respondents) | 1033 | 100% |

Question: What is your gender?

Headline: 1047 respondents answered this question. Over two fifths (43%) of respondents are female and 52% are male.

Figure 26 What is your gender?



Base: all respondents (1047)

Table 36 Cross-tab analysis of gender and travel along the A37, A367 or both corridors?

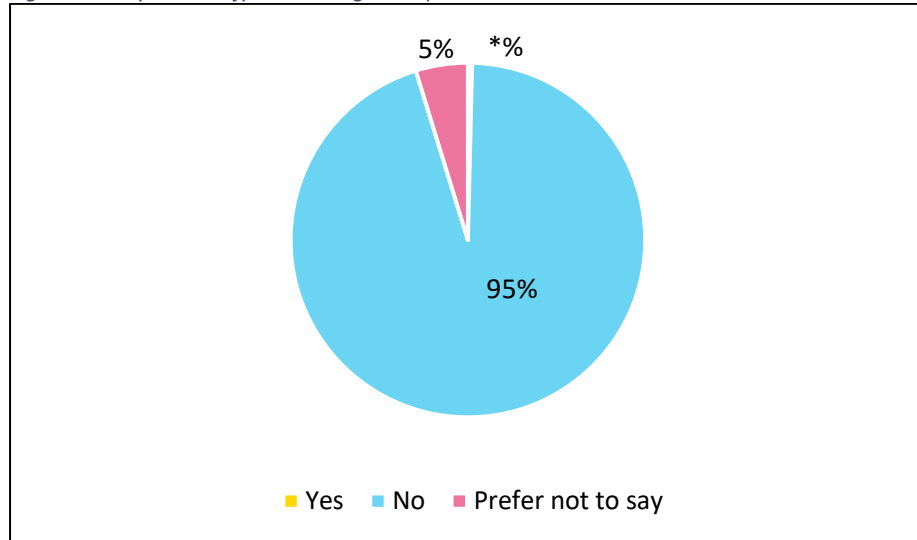
| | Along the A37 corridor | | Along the A367 corridor | | Both | | Total | |
|-------------------|------------------------|-------------|-------------------------|-------------|------------|-------------|-------------|-------------|
| Options | Count | Percentage | Count | Percentage | Count | Percentage | Count | Percentage |
| Female | 144 | 51% | 168 | 40% | 138 | 42% | 453 | 43% |
| Male | 131 | 46% | 234 | 55% | 173 | 53% | 543 | 52% |
| Prefer not to say | 1 | * | 2 | 1% | 1 | * | 46 | 4% |
| Other | 9 | 3% | 20 | 5% | 17 | 5% | 5 | 1% |
| Total | 285 | 100% | 424 | 100% | 329 | 100% | 1047 | 100% |

Where percentages do not sum to 100% in the main body of the report, this is due to rounding. An asterisk () denotes less than 0.5%.

Question: Do you identify as a transgender person?

Headline: The majority (95%) of the respondents indicated that they do not identify as a transgender person.

Figure 27 Do you identify as a transgender person?



Base: all respondents (1031)

Table 37 Do you identify as a transgender person?

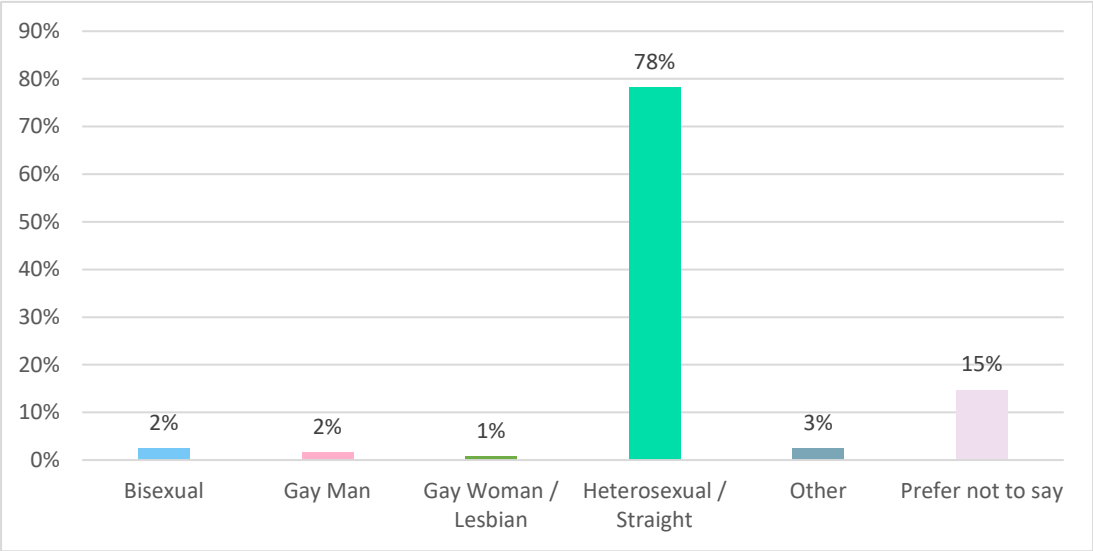
| Options | Count | Percentage |
|-------------------|-------------|-------------|
| Yes | 2 | * |
| No | 975 | 95% |
| Prefer not to say | 54 | 5% |
| Total | 1031 | 100% |

Where percentages do not sum to 100% in the main body of the report, this is due to rounding. An asterisk () denotes less than 0.5%.

Question: What is your sexual orientation?

Headline: Over three quarters (78%) of the respondents identify as straight/heterosexual whilst 3% of respondents are gay men or women and 2% are bisexual. 15% respondents preferred not to say and 3% selected other.

Figure 28 What is your sexual orientation?



Base: all respondents (1018)

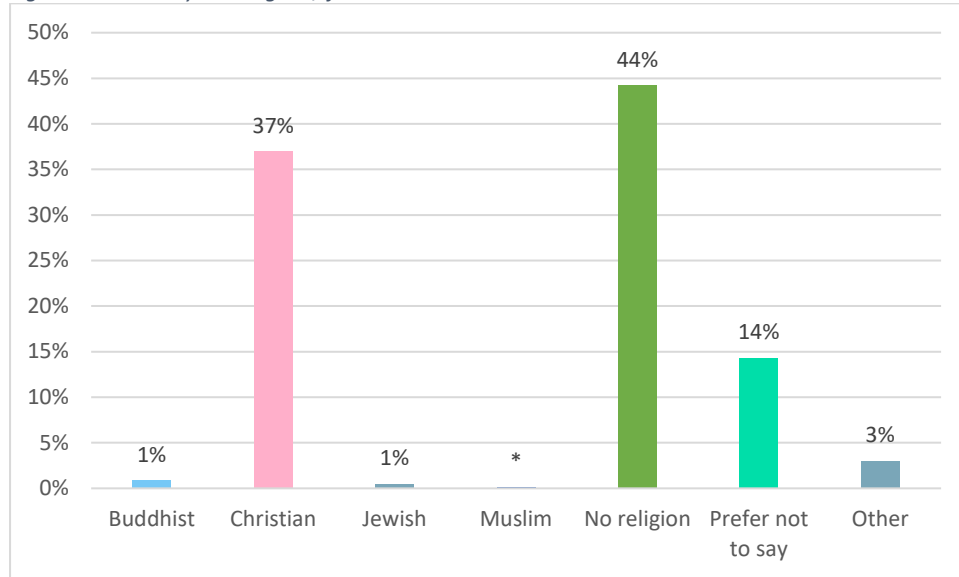
Table 38 Cross-tab analysis of sexual orientation and travel along the A37, A367 or both corridors

| | Along the A37 corridor | | Along the A367 corridor | | Both | | Total | |
|-------------------------|------------------------|-------------|-------------------------|-------------|------------|-------------|-------------|-------------|
| Options | Count | Percentage | Count | Percentage | Count | Percentage | Count | Percentage |
| Bisexual | 5 | 2% | 9 | 2% | 10 | 3% | 24 | 2% |
| Gay Man | 6 | 2% | 7 | 2% | 3 | 1% | 16 | 2% |
| Gay Woman / Lesbian | 0 | 0% | 4 | 1% | 3 | 1% | 7 | 1% |
| Heterosexual / Straight | 222 | 80% | 319 | 77% | 246 | 78% | 796 | 78% |
| Prefer not to say | 6 | 14% | 60 | 15% | 51 | 16% | 150 | 15% |
| Other | 39 | 2% | 14 | 3% | 4 | 1% | 25 | 3% |
| Total | 278 | 100% | 413 | 100% | 317 | 100% | 1018 | 100% |

Question: What is your religion / faith?

Headline: Forty four percent of the survey respondents stated that they belong to "No religion" whilst 37% of the respondents are Christian and 14% of the respondents preferred not to state their religion/faith.

Figure 29 What is your religion / faith?



Base: all respondents (1019)

Where percentages do not sum to 100% in the main body of the report, this is due to rounding. An asterisk () denotes less than 0.5%.

Table 39 Cross-tab analysis of faith and travel along the A37, A367 or both corridors

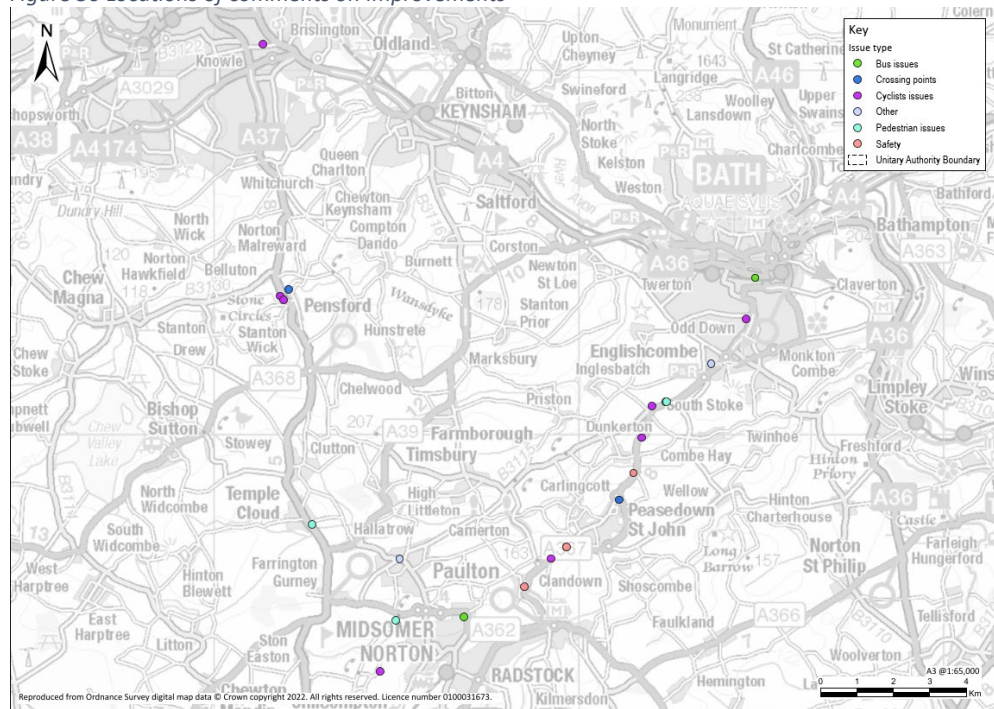
| | Along the A37 corridor | | Along the A367 corridor | | Both | | Total | |
|-------------------|------------------------|-------------|-------------------------|-------------|------------|-------------|-------------|-------------|
| Options | Count | Percentage | Count | Percentage | Count | Percentage | Count | Percentage |
| Buddhist | 3 | 1% | 4 | 1% | 2 | 1% | 9 | 1% |
| Christian | 101 | 36% | 138 | 33% | 134 | 42% | 377 | 37% |
| Jewish | 2 | 1% | 2 | 1% | 1 | * | 5 | 1% |
| Muslim | 0 | 0% | 0 | 0% | 1 | * | 1 | 0% |
| No Religion | 134 | 48% | 193 | 47% | 118 | 37% | 450 | 44% |
| Prefer not to say | 32 | 12% | 62 | 15% | 52 | 16% | 146 | 14% |
| Other | 7 | 3% | 14 | 3% | 9 | 3% | 31 | 3% |
| Total | 279 | 100% | 413 | 100% | 317 | 100% | 1019 | 100% |

Where percentages do not sum to 100% in the main body of the report, this is due to rounding. An asterisk () denotes less than 0.5%.

Interactive Map – Improvements Identified

Headline: A total of 22 comments were received via the online interactive map. 8 of the comments added to the interactive map identified potential improvements to support cycling. The next highest proportion of comments referenced pedestrian related improvements and also safety improvements (4 comments each), crossing improvements (two comments) and bus related comments (two comments). The remaining comments were classed as other.

Figure 30 Locations of comments on Improvements



Base: 22 respondents

Table 40 Table of responses for the Interactive Map

| Improvements Identified | No. of respondents | Percentages |
|--------------------------------|---------------------------|--------------------|
| Cycling improvements | 8 | 36% |
| Pedestrian improvements | 4 | 18% |
| Safety Improvements | 4 | 18% |
| Bus Improvements | 2 | 9% |
| Crossing points Improvements | 2 | 9% |
| Other improvements | 2 | 9% |
| Base | 22 | 100% |

Next steps

The feedback received from the Somer Valley to Bristol/Bath (A37/A367) Corridor engagement has helped us to understand the transport issues people face along the A37/A367 corridor and the surrounding area. At this stage we are setting the scene in order to secure funding and move forward with the development of solutions.

In the next stage we will be putting together proposals for a variety of ways to improve the travel along the A37 and A367 corridors between Somer Valley and Bristol/Bath.