



A4 Bath to Bristol project

2025 Consultation Report

B&NES Area



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Preface

The A4 Bath to Bristol project has been developed by the West of England Mayoral Combined Authority (WECA) in partnership with Bristol City Council (BCC) and Bath & North East Somerset Council (B&NES).

Following initial public engagement in 2021 and 2023, a public consultation on the project took place between 21 October and 2 December 2025. This consultation asked for feedback on proposals that had been further developed following the initial engagement.

WECA commissioned AECOM to deliver the public consultation and undertake analysis and reporting of the results. This report sets out a summary of the consultation activities and an analysis of the feedback received for the B&NES proposals around Bath and Saltford, plus feedback for the bus stops proposed throughout the BCC and B&NES area. The feedback on schemes proposed in the Bristol area is to be published in a separate report.

The responses to the consultation have been reviewed by WECA and will be considered when refining the project's designs.

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1. Executive summary

Over the next decade, the West of England will change. The West of England Growth Strategy sets the ambition of creating 72,000 new jobs, an annual housebuilding target of 7,750 new homes across the region, and an increase in the proportion of journeys taken by public transport to 45%. This growth in the region will require new and updated infrastructure that better facilitates the movement of people to and from five Growth Zones, which includes the strategic central Bristol to Bath corridor.

One of the largest barriers to achieving this growth is poor public transport reliability and high levels of congestion in the region's urban areas. WECA, in partnership with BCC and B&NES, is investing in infrastructure projects that improve public safety, traffic congestion and the wellbeing of local residents.

As set out in WECA's Transport Vision¹, residents need as many different viable options to travel as possible and their requirements will depend on where they live, are travelling to, and personal circumstances. Investment in the A4 Bath to Bristol project ('the project') is about giving people more options to travel sustainably and making safer and more pleasant routes for pedestrians and cyclists.

Balancing the needs of all road users, including those who travel by car, and providing as many positive reasons as possible for people to choose more sustainable transport methods that ease congestion, continues to be the priority for this project.

The voice of local communities potentially affected by this project has been crucial to the design and development of the proposals. As shown in section 2 ([Project Background](#)), several changes were made based on feedback from public engagement in 2023, and the plans will continue to evolve following this consultation.

In partnership with B&NES and BCC, WECA held a six-week public consultation from 21 October to 11:59pm on 2 December 2025.

The 2025 consultation asked for views on updated proposals for:

- **Brislington² and Totterdown** - Arnos Vale, the A4 between West Town Lane and Emery Rd and the Wick Rd, School Rd, Hollywood Rd and Sandy Park area

"First Bus is pleased to see investment along the A4 Bath – Bristol corridor, which will benefit customers on a number of our services, including the 39, X39 and A4, who currently have their journeys affected by congestion. New bus lanes, bus stops and bus priority measures will improve the customer experience, enabling faster, more reliable journeys and attracting more people to using the bus – with all the benefits that will bring in reducing congestion and emissions."



Robb Pymm, First Bus Commercial Director

¹ West of England Mayoral Combined Authority, West of England Transport Vision, February 2026:

https://www.westofengland-ca.gov.uk/wp-content/uploads/2023/07/WE4924-Transport-Vision-for-web_v3.pdf

² Short-term plans in Brislington – the longer-term proposals shown in 2023 (from West Town Lane towards Bristol city centre) are part of a separate project and will be consulted on separately in the future

- **Keynsham & Saltford** - the A4 between Broadmead roundabout and Saltford village, and Norman Rd.
- **Bath** - the A4 between the Globe roundabout and Upper Bristol Rd, including Twerton Fork and Newbridge Rd.
- **The Bristol and Bath Railway Path (BBRP)** - the link to the Bird in Hand pub and the Railway Path extension in Newbridge.
- **Bus stops** - throughout the consultation area.

See [Figure 1](#) for a visual showing the location of these proposals.

The consultation aimed to gain feedback from as many people who live near and travel around the A4 corridor as possible. As detailed in the [Consultation Strategy](#) section of this report, the consultation was advertised using a broad range of methods, and the proposals were explained using online, paper and in-person communication. Additional stakeholder engagement also took place to help ensure a broad reach.

In total, there were 1,318 responses to the consultation. Section 4 [Consultation Responses](#) looks at the demographics of who responded and includes an explanation of how feedback was analysed.

The results of analysis is then shown in the [Summary of Feedback](#) section, with more detailed analysis tables of feedback in appendices A to D.

There were diverse views expressed through feedback, and some 350 comments requesting specific changes to designs were received and considered individually. Many of these have been included in updated designs, and these are detailed in section 6, [You said, we listened – design changes from feedback](#).

While this was the last full public consultation for these proposals, there is still work to be done on further design development, which will lead to planning how to deliver the schemes with minimal disruption. Section 7 [Next Steps](#) provides more information on plans for the project post-consultation and how further communication with the public will take place as the project continues.

2. Project background

The A4 is one of the region's main transport corridors and a key focus for future growth. It connects Bristol and Bath, as well as major innovation areas like Bristol Temple Quarter and Bath's Riverside Innovation District. Anyone who travels on the A4 between Bath and Bristol knows that traffic can be a real problem – especially during rush hour.

Over 62% of commuters drive to work between the two cities, and over the next 20 years, thousands of new homes are expected to be built in the area, which will only add to this.

The A4 Bath to Bristol project is designed to give people better options to travel sustainably. The proposals aim is to provide safer, more pleasant routes for pedestrians and cyclists whilst trying not to take away lanes of traffic for vehicles wherever possible.

The plans include:

- New bus lanes for, more reliable journeys;
- Nearly 150 upgraded bus stops;
- Safer crossings for people walking, wheeling or cycling especially to schools, shops and services; and
- Around 3.5 miles (5.5km) of new cycle lanes, many fully separated from traffic.

For many, driving will continue to be the most convenient way to travel. At the same time, others depend on buses, walking, wheeling, or cycling to get to work, school or appointments. By improving these alternatives, it will make it easier for people to leave the car at home when they want to, helping to ease congestion and keeping the road flowing more smoothly for those who do need to drive.

As well as changes to the A4 itself, proposals include improvements to nearby side roads, safer routes around local schools, and aims to improve access for pedestrians and cyclists to reach the A4.

We hope these improvements to infrastructure will result in:

- More people choosing to take the bus, walk, wheel or cycle;
- Fewer cars are on the road, reducing congestion;
- Local roads that are safer and quieter;
- Improved air quality resulting in a healthier community; and
- Economic growth from increased access to public transport and active travel

Better transport options along the A4 will support new homes, jobs and help businesses grow.

The 2025 consultation was undertaken to inform the Full Business Case for the project, and help to further refine the proposals.

2.0 Previous engagement

2021 engagement

Before any proposals were developed, between July and September 2021 residents and businesses along the A4 took part in a transport questionnaire to provide their opinion on local transport issues and where improvements could be made.

Over 1,700 people responded, and some key findings are below.

- Most journeys were made by car.
- Traffic flow, air quality, noise, cycle paths and safety were all rated as 'poor'.
- 70% would cycle more often if there were separate cycle lanes.
- 60% would use buses more often if they were more reliable.
- 50% would walk along the A4 if the air was cleaner and less polluted.

This feedback was then used to identify proposals for potential transport improvements, and more than 100 different options were considered.

2023 engagement

To ask for the public's views on the options that were developed, a six-week public engagement was undertaken between 21 August and 1 October 2023. This engagement presented high-level ideas of proposals for the A4 between Bath and Bristol and the 'long-term' proposals for Brislington and Totterdown.

The results of this engagement are summarised below:

- Overall, residents in all areas other than Saltford supported the project aim for better walking, wheeling and cycling networks.
- The majority of B&NES residents did not support the proposals for bus lanes, whereas most Bristol residents did. Despite this, Bristol residents were not supportive of making existing bus lanes operate 24 hours a day, or for new bus lanes in the Brislington area.
- There were higher levels of support from respondents in Keynsham compared to Saltford, but Bath and Bristol residents were the most supportive towards the project overall.
- There were higher levels of support from those who use but do not live on the corridor.
- There were higher levels of support from existing sustainable transport users.
- In Bristol, sustainable transport users were more likely to agree with the proposed short-term changes and long-term proposals than car users, who were more likely to disagree.

All feedback received during this 2023 engagement was considered, some designs were amended and additional environmental and engineering surveys were carried out to further refine the proposals.

2.1 2025 consultation proposals

The 2025 consultation asked for public views on the short-term plans in Brislington, including the A4 from West Town Lane to the junction with Emery Road and Stockwood Road. It also asked for views on the proposals for the A4 between Broadmead roundabout and Windsor Bridge in Bath (see Figure 1, below).

WECA decided to look again at proposals for the Keynsham bypass and the section of the A4 between the Emery Road/ Stockwood Road junction and Hicks Gate roundabout, and the longer-term Bristol proposals for West Town Lane junction towards Bristol city centre that were shown in the 2023 engagement. A separate consultation will be held on these once the plans are more developed and ready for feedback.

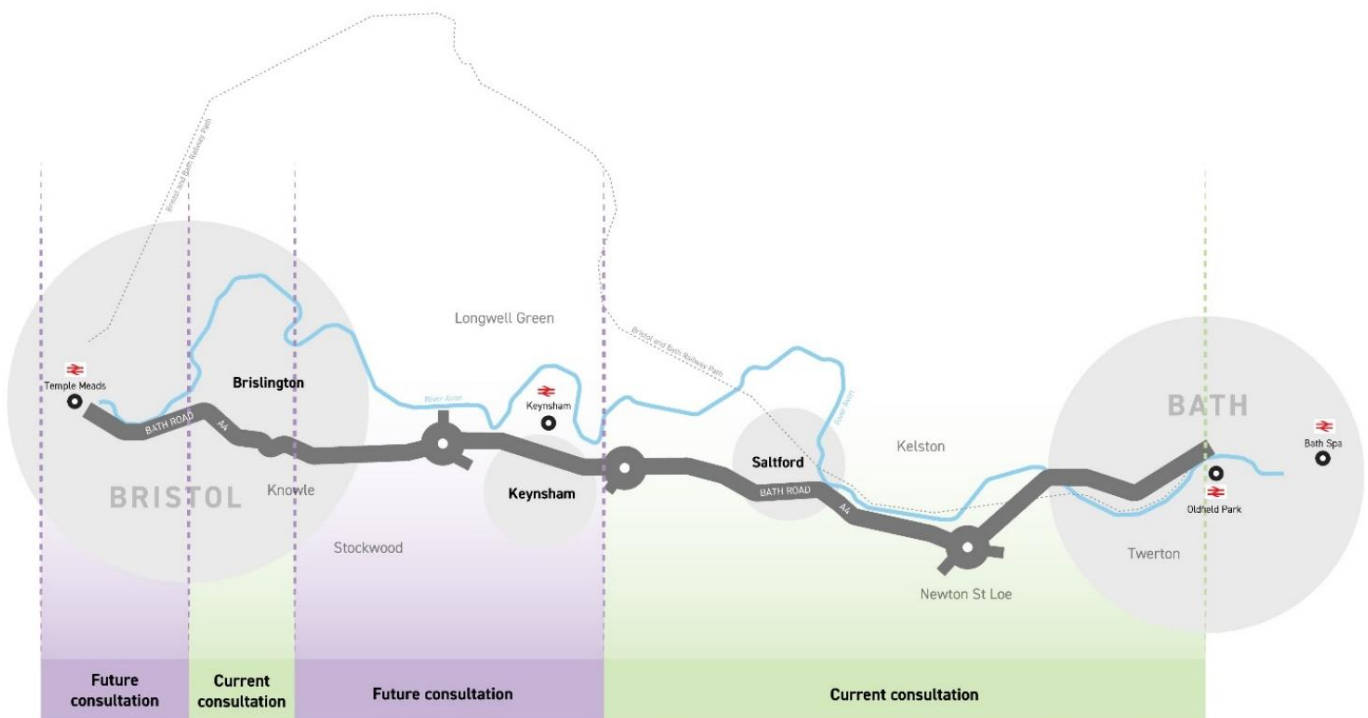


Figure 1 - Summary of the areas that were part of 2025 consultation

The 2025 consultation included proposals for:

Brislington

- Changes to A4 Bath-bound bus lane times at Arnos Vale.
- Cycling, walking and safety improvements between Arnos Vale and the River Avon.
- New bus lanes, crossings, cycle paths and shared paths on the A4 between West Town Lane and Emery Road/ Stockwood Road junction.
- Changes to access and infrastructure in Brislington Retail Park.
- Cycling, walking and safety improvements on Emery Rd and in Victory Park.
- Measures to make walking, wheeling and cycling safer and more attractive, especially around local schools on:

- School Road;
- Hollywood Road;
- Wick Road and Allison Road;
- Sandy Park Road;
- Newbridge Road;
- Talbot Road; and
- Hungerford Road.

Keynsham and Saltford

- A new Bath-bound bus lane for approximately half a mile (1km) from Broadmead roundabout.
- New cycle paths, shared paths, and crossings between Broadmead roundabout and Saltford village.
- Improvements for pedestrians and cyclists between the junction of Norman Road with the A4 and the Bird in Hand pub.

Bath

- Shared path, lower speed limit (40 mph), and new shared crossings between the Globe roundabout and Twerton Fork.
- Small stretch of new bus lane just before and after the Bath-bound Twerton Fork bus stop.
- Changes to the junction of Corston Drive to improve safety and visibility at the entrance to Bath Spa University.
- New raised crossings on the junctions of some side roads with Newbridge Road.
- Upgraded traffic lights and crossings to give priority to buses.
- Left in and left out turning only from Ashley Avenue.
- Upgraded crossings at the Windsor Bridge junction.

Bristol and Bath Railway Path

- Improvements to the entrance to the Railway Path from the Bird in Hand pub in Saltford.
- Extension to the Railway Path between Brassmill Lane and the River Avon Trail into Bath city centre.
- Upgrades to the Railway Path between the Bird in Hand pub and Brassmill Lane, including potential for lighting.

Bus stops

The project aims to upgrade up to 150 bus stops along the A4 and the surrounding areas to improve accessibility, make getting the bus more comfortable and appealing, and help to improve the reliability and journey times of buses.

The changes include the below:

- Raising kerbs so they are level with bus doors, making it easier to get on and off.
- Live digital information screens with real-time bus information.
- Creating space for bike racks and e-scooter parking.
- Adding new shelters with seating or making the stops larger (if there's enough room).
- Making bus stopping areas longer and moving some bus stops out of laybys and into the road, so buses don't have to wait to pull back into traffic.

All the bus stops would have a similar design, so they are easier to spot and use.

Going forwards, proposals and any changes to the scheme will be reviewed by BCC and B&NES alongside WECA, and some proposals will be consulted on at a later stage via a statutory consultation for processes such as Traffic Regulation Orders (TRO) or planning permission. This was the last full public consultation on these elements of the project ahead of finalising the designs.

3. Consultation Strategy

This section sets out how WECA, in partnership with B&NES and BCC, planned and promoted the consultation and how feedback would be gathered and analysed.

3.0 Summary

WECA, in partnership with B&NES and BCC, held a six-week public consultation from 21 October to 11:59pm on 2 December 2025. In total, there were 1,318 responses to the consultation.

The aim of the consultation was to gather feedback from the community, users of the A4, and key stakeholders on the updated proposals.

A website was created, which outlined the proposals in detail along with interactive maps and written descriptions of the proposals³. It also showed 'before' and 'after' images of what the proposals could do, and how improvements would be made.



Figure 2 - Before and after images for Emery Road

WECA produced a questionnaire with open-text responses on each section of the project to capture detailed feedback. The questionnaire (see [Appendix E](#)) could be accessed online at <https://haveyoursaywest.co.uk/index.php?contentid=161>. Hard copies and alternative formats were available in public libraries and were also available at in-person public consultation events.

³ A4 Bath to Bristol project website: <https://haveyoursaywest.co.uk/index.php?contentid=161>

WECA took a hybrid approach to consultation with a mix of digital, paper, and in-person ways to take part.

3.1 Promotion

A combination of digital, print and in-person methods were used to maximise awareness of the consultation, and provide a range of opportunities for participation.

Postcard

Postcards were issued by Royal Mail to 29,710 residential and business addresses at the launch of the consultation (see distribution area in Figure 3). The postcard gave a high-level summary of the consultation and how to take part, as well as details of the planned drop-in events. Whilst this postcard was posted so that it would be received on Monday 20 October (i.e. the day before the consultation launched), due to widespread postal delays in the B&NES area, unfortunately some postcards did not arrive until later that week.

A copy of the postcard can be found in [Appendix F](#).

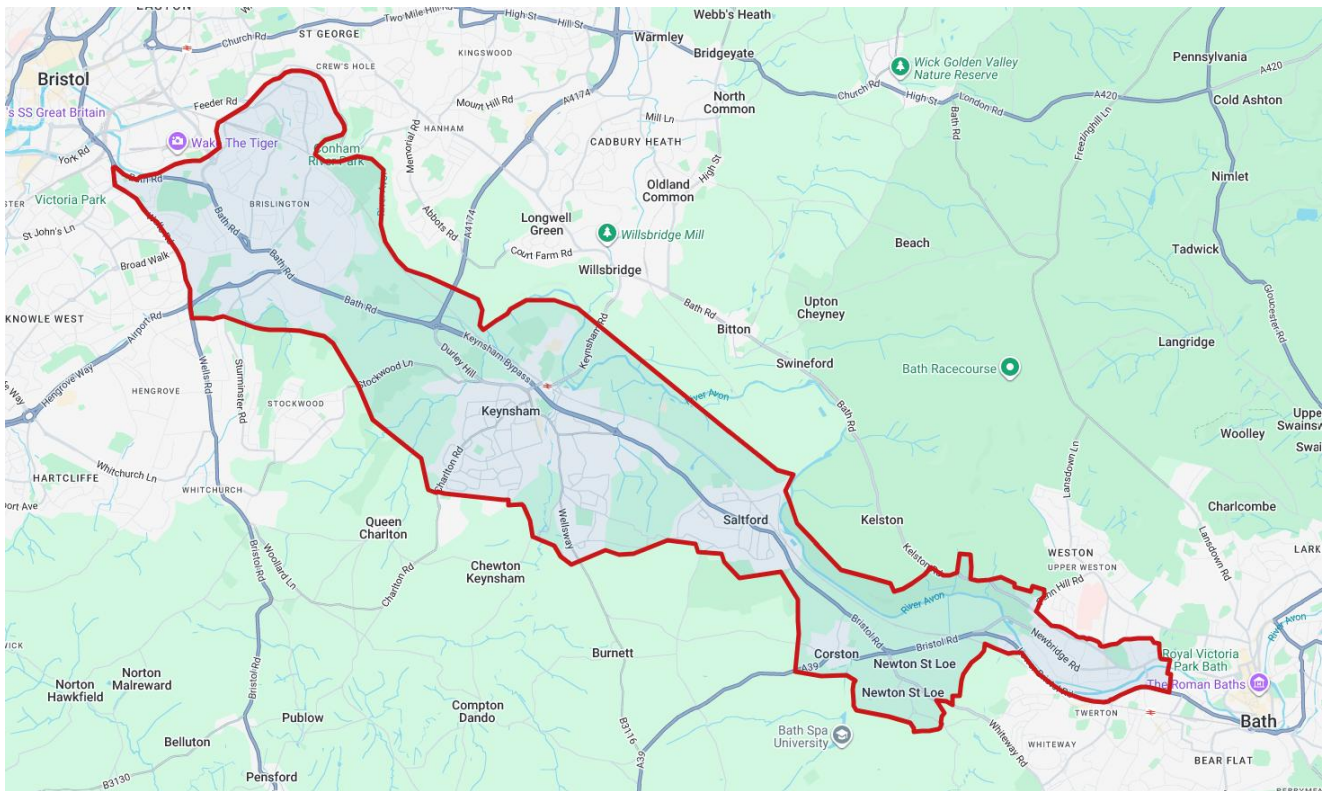


Figure 3 - Mailing zone for the consultation

Stakeholder emails

To promote the consultation and maximise feedback, 735 emails were sent the day before consultation launched (20 October) to everyone who signed up for email updates in 2023. A further 681 emails were sent to businesses, key landowners, MPs, bus operators, seldom heard groups, local schools, places of education, community and local interest groups.

These emails contained a consultation 'toolkit' with social media graphics and posters that could be shared with their wider networks with a summary of the consultation and how to take part.

A list of the stakeholder categories contacted via email can be found in [Appendix G](#).

A follow up email was sent to the same people on 19 November, reminding them to take part in the consultation if they had not already done so, and to advertise an additional pop-up event in Brislington (see [3.4](#) for more details).

Advertising and social media

WECA used the advertising agency Route to build an advertising campaign for the duration of the consultation. Advertising space was purchased for the following platforms.

- Meta (Facebook and Instagram).
- Snapchat.
- Nextdoor.
- Digital board space at varying locations.

Throughout the consultation, advertising was displayed on these platforms in target areas around the scheme locations.

Digital billboards were used at the following locations and timeframes to advertise the consultation. A copy of these adverts can be found in [Appendix H](#).

Table 1 - Digital advertising locations

Location	Dates live
Bath Rd, Stockwell Rd, Bristol, BS4 5NR	21 October - 3 December 2025
Stockwood Rd outside Brislington Park & Ride, Bath Rd, Bristol, BS4 5LR	21 October - 3 December 2025
Sainsburys, Castle Court, St. Phillips Causeway, Arnos Vale Bristol, BS4 3BD	3 November - 16 November 2025

Note: due to availability at the time of booking, there were no billboards available for use in B&NES to advertise during the consultation dates

Bus stop digital displays with real time information were also used to advertise drop-in events in the relevant areas (see example in Figure 4). A list of locations where adverts were displayed can be found in [Appendix I](#).



Figure 4 - Example bus stop digital display advertisement

Advertisements were also placed in the Keynsham and South Bristol Voice printed publications, which were published on 23 November. A copy of this advertisement can be seen in [Appendix J](#).

3.2 Elected member briefings

Ahead of the consultation launch, briefings for local ward, town and parish councillors were held to explain the proposals and how they were being communicated in the consultation.

These were hybrid sessions, with the ability to attend in-person or on Microsoft Teams. Sessions were split into the BCC and B&NES sections of the project, but attendance was not limited to councillors from those local authorities. Both sessions were attended by parish and ward councillors from both authorities.

Table 2 - Elected member briefings

Briefing subject	Venue, date & time	Attendees
Bristol proposals	City Hall, Bristol, 10 October 2025, 2pm - 4pm	12 from BCC representing Transport and Connectivity Policy Committee, and the wards of Brislington West, Brislington East, Southmead, Knowle, St George West, Lockleaze, Southville, Bishopston and Ashley Down, Westbury-on-Trym and Henleaze.
B&NES proposals	The Guildhall, Bath, 13 October 2025, 10am - 12pm	13 from Saltford Parish Council, Corston Parish Council, and B&NES, including the Deputy Council Leader of B&NES, and the wards of Keynsham North, Keynsham East, Saltford, Newbridge, and Kingsmead.

3.3 Consultation methods

The consultation used a variety of methods to communicate the proposals, and these are explained below. To maximise accessibility other formats such as British Sign Language or braille were offered wherever possible, on request.

Information sharing

Information was provided through a mixture of printed and online simple text, maps, and computer-generated imagery, which could be accessed in the following ways.

- **Project website** at <https://haveyoursaywest.co.uk/index.php?contentid=161> included descriptions of the proposals, interactive maps, FAQs, computer-generated imagery (CGI) with before and after sliders (see [Figure 2](#) for an example), and the questionnaire.
- **Local deposit points** - written descriptions of the project and proposals, FAQs, a glossary, and questionnaires were made available at Bristol Central Library, Stockwood Library, Wick Rd Library, Bedminster Library, Knowle Library, Bath Central Library, Keynsham Library, Saltford Community Library, Mobile Library Newton St. Loe, and Mobile Library Newbridge.

- **Drop-in events** –each event had exhibition boards to summarise the proposals, along with printed information sheets and FAQs, large scale print outs of maps and computer-generated imagery, print outs of technical drawings, and iPads with the interactive maps, as well as members of the project team on hand to answer any questions.

Collecting feedback

WECA wanted to capture as much feedback from the public as possible, to help guide choices on which schemes are taken forwards, and where another look might be needed.

To allow respondents to give as much or as little detail as they liked, and to capture local people's real thoughts, the project team decided to request feedback via 'open text' responses, such as *"Do you have any comments on the proposals for..."* with a large text box for responses, instead of 'closed' questions, such as *"Do you support the proposals for..."* with 'yes', 'no' or 'maybe' responses, for example. A copy of the questionnaire is available in [Appendix E](#).

To help ensure giving feedback was made as easy as possible, people could submit responses to the consultation in the following ways.

- **Online via the project website** – the questionnaire had its own page on the project website, or the relevant sections of the questionnaire were available at the bottom of each page of information, which saved progress notes as people worked through it.
- **Post** – paper copies of the questionnaire were available at local deposit points (see above) and at events and could be returned free of charge to FREEPOST West of England Combined Authority.
- **At an event** – each drop-in event had a dedicated feedback station to complete questionnaires and return them directly to the project team or complete the digital questionnaire via an iPad.
- **Via email** – completed questionnaires and general feedback could be sent to the project team via bathtobristol@westofengland-ca.gov.uk, which was then transcribed to join the other feedback being considered.
- **Via telephone** – a phone number was provided on all information, and any messages that were left were responded to and feedback noted.

3.4 Events

There were five drop-in events and two pop-up events to enable people to find out more about the proposals and speak to the project team, which are detailed in Table 3.

For each drop-in event, there was an hour before it opened to the public reserved for local councillors to attend. 842 people attended the drop-in events in total.

As well as WECA officers and Design consultants, a representative from First Bus attended the majority of events, to ensure questions relating to how the proposals support bus services could be addressed.

Table 3 - In-person events - locations, dates, times and number of attendees

Area	Venue	Date	Times	Attendees
Keynsham	Keynsham Community Space	Fri 24 Oct	2pm - 8pm	191
Brislington	Hungerford Rd Community Centre	Tues 4 Nov	2pm - 8pm	142
Saltford	St Mary's Church Hall	Fri 7 Nov	2pm - 8.30pm	179
Bath	Bath Spa University, Locksbrook Campus	Wed 12 Nov	2pm - 8pm	137
Brislington	St Christopher's Church	Tues 13 Nov	2pm - 8pm	193

Two further pop-up events were held to complement the drop-in events and reach a wider audience.

The first was at Bath Spa University's Newton Park campus, to try and capture student experience of transport in the local area.

The second was organised at the request of the Brislington East ward councillors to hold an event in their ward, as the other two Brislington events were in Brislington West.

Details of the pop-up events can be seen in Table 4, below.

Table 4 - Pop-up event details

Venue	Date	Times
Bath Spa University Newton Park Campus	Wed 12 Nov	9am - 11am
Wick Rd Library	Mon 24 Nov	4pm - 7pm

3.5 Feedback analysis approach

The key aim of this consultation was to gain as much feedback as possible. Because of the scale of the proposals, the questionnaire asked open-ended questions, allowing respondents to share their individual views and provide as much detail as they wished.

All feedback, regardless of how it was received, was processed and analysed using the same approach. A coding framework was created before consultation, containing the following overarching 'Themes'.

- Accessibility impacts
- Air quality, noise and vibration
- Alternative options
- Consultation
- Costs
- Cycling
- Design
- Ecology and biodiversity
- Environment
- General
- Ground conditions
- Health, safety and wellbeing
- Land and property
- Loading and servicing
- Parking
- Planning
- Shared use
- Socio-economics, recreation and tourism
- Sustainability
- Traffic
- Vehicle Users
- Walking and wheeling
- Water, environment and flood risk

To sit under each 'Theme' a set of 'Topics' was also established before the consultation, informed by engagement feedback received in 2023. As the analysis progressed, the list of 'Topics' was expanded to incorporate new themes identified within the data.

Each feedback response was individually reviewed in full by analysts, who then categorised comments by the question they were in response to, any associated route or subject section, plus 'Themes' and 'Topics' they related to.

All 'Themes' and 'Topics' are presented in the tables of feedback in appendices A to D, along with how many times they were mentioned within each relevant route or subject section.

Because a feedback comment would usually raise several different 'Themes' and 'Topics', comment counts in these tables do not correspond to the number of respondents, and the same comment may appear in multiple route sections. For clarity, some topics and their associated counts have been combined to aid readability.

If a comment was received that was not relating directly to the project but related to another scheme, it would be shared with the appropriate team, such as local Highway Authority or other projects.

3.6 Design Change Requests

Any feedback that contained a suggestion for a specific design change – called a Design Change Request (DCR) – or a reference to a technical aspect of the project (such as environment/ ecology/ land ownership/ planning) – called a Technical Flag (TF) – was assessed by the project team.

If a DCR requested something that is already being addressed by the designs but in a different way, then the DCR has not been taken forwards. For example, if a DCR requested a dropped kerb to allow wheeling access but a raised crossing is proposed which would be level with the pavement, because the raised crossing would facilitate wheeling access, the DCR would not be taken forwards.

Around 350 DCRs were received and reviewed individually. Many have already informed changes to the proposed designs, and a summary of concluded and ongoing discussions on these is provided in [section 6](#) of this report.

4. Consultation responses

This section provides more information on the number of responses the consultation received, as well as the demographic profile of who responded and some insight into their travel habits.

4.0 Number of responses

A total of 1,318 responses were received to the consultation. The channels through which the responses were received are noted in Table 5.

Table 5 - Consultation response rate

Consultation method	Number of responses
Online questionnaire	1193
Paper questionnaire	60
Free-text response (email or letter)	65
Total	1318

4.1 How respondents travel on the A4

As well as asking about respondents' views on the project, the questionnaire also asked how people travel locally. Respondents were able to select more than one option.

Of the 1318 respondents, 814 answered this question (62%), and the most selected answer was car/ van (as a driver or a passenger), followed by bus, then walking and then cycling. Some examples of answers to 'other' included electric scooters and the train. Figure 5 below shows the breakdown of answers to this question.

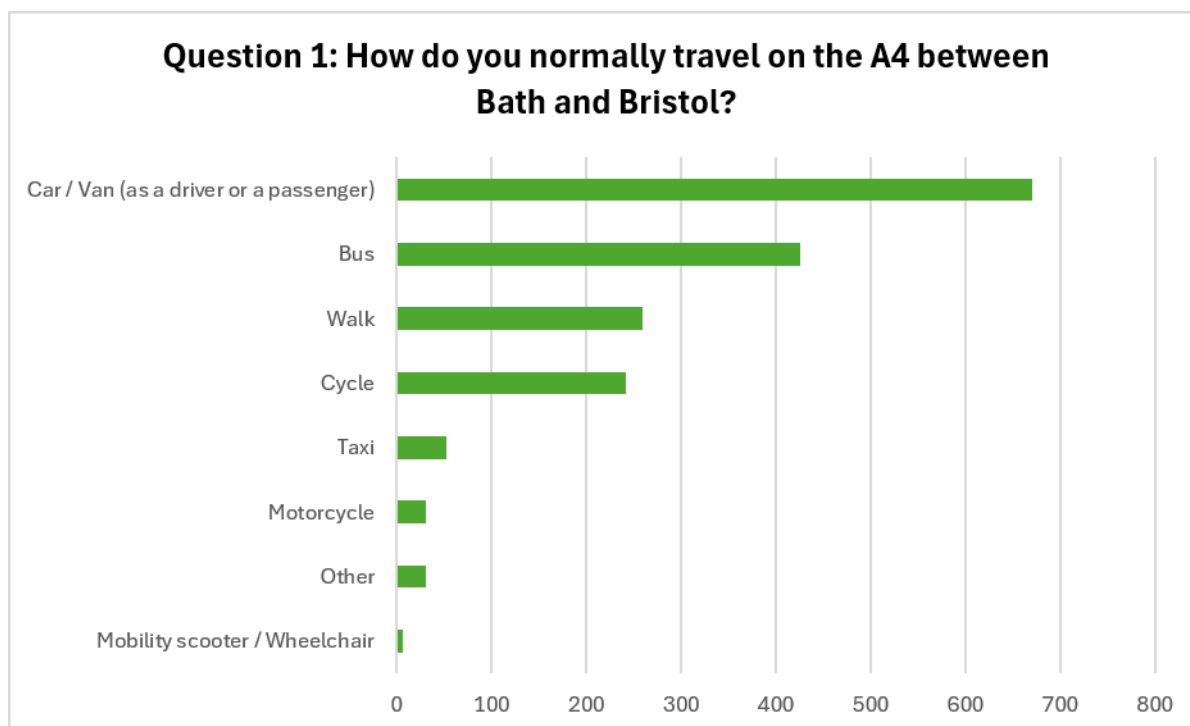


Figure 5 – How respondents normally travel on the A4 between Bath and Bristol

4.2 Respondent demographics

The questionnaire also asked respondents to provide demographic information, including age, gender, ethnicity, employment and disability status. These questions were not mandatory, meaning they could be skipped.

A summary of responses to these questions are given in [Appendix K](#), with top-level statistics below. All percentages relate to the number of people that answered the relevant question on the response form or clearly disclosed this information elsewhere in their feedback.

- 20% of respondents who answered this question were aged 35-44, making this the most represented age group. The least represented age group was 16 – 24-year-olds at 2%
- More men than women responded to the consultation (49% versus 40%), and a small number (0.6%) of responses gave their gender as non-binary or said their gender was not listed (0.5%).
- Over 80% came from White backgrounds, with no other ethnic group making up more than 1% of responses (though 15.5% of respondents preferred not to disclose this information).
- Just over half (51%) were employed, and 29.5% were retired. A smaller number (8.2%) preferred not to say, and 6% said they were self-employed. This was followed by those in education, stay at home parents, carers or similar, unable to work, or unemployed, accounting for less than 2.4% of responses each.

- 71% stated that their day-to-day activities were not limited by a health problem or disability which had lasted or was expected to last at least 12 months. 14% of those responding felt their day-to-day activities were limited a little, 6% were limited a lot, and 9% preferred not to comment.

5. Summary of feedback

The following sections set out the key themes raised in each of these areas, identified using the methodology set out in [3.6](#).

Five questions were asked in the questionnaire (see [Appendix E](#)) on the different elements of the proposals, asking for feedback in open-text boxes.

5.0 Keynsham and Saltford

Summary

Overall, sentiment was generally balanced, with **61** general comments in support of the proposals, and **48** opposed. The most frequently mentioned subject in feedback for this area was opposition to the location of bus lanes, which was mentioned in **85** comments, followed by **81** comments noting concerns that the project would cause more traffic congestion, and **65** in support of new cycling provision.

Many residents felt the scheme will not address the A4's long-standing congestion problems, and that the new housing developments will increase traffic. Other comments showed support for safety and active travel improvements. The design for the Broadmead Roundabout and nearby bus lanes was often commented on, noting the impact this might have on drivers, and how bus service quality also needs to improve. Support was strongest where the scheme enhances safety, walking, cycling, and environmental outcomes.

Below is a summary of topics that many comments focused on, with additional detail provided in [Appendix A](#).

Accessibility: Insufficient bus services and perceived disadvantages for elderly/disabled people were mentioned in **33** comments. Additional accessibility issues mentioned included walking distances to stops, the negative impacts the project may have on driving, and the cost of public transport.

Costs: **48** comments noted the view that the project is a poor use of public money.

Cycling: Views of the project's cycling provision were more positive than negative, with **65** comments in general support and **30** in general opposition. Support was also noted for the segregated cycle path into Saltford. Safety concerns were often raised, focusing on unsuitable roads and inconsistent infrastructure. There were also concerns that new cycle infrastructure would not be well-used.

Design: **85** comments opposed the design and location of the bus lanes in Saltford and Keynsham including near Broadmead Roundabout. There were **28** comments that made suggestions for alternative traffic-calming proposals, **20**

comments questioning the crossing locations, and a further **20** querying signal timings and locations. **49** comments requested a new railway station at Saltford.

Planning: **47** comments noted concerns about the number of housing developments planned for the area around Saltford and Keynsham, and their cumulative impact on traffic in the area.

Traffic: the possibility of the proposals increasing congestion, particularly around Broadmead Roundabout and in Saltford, was suggested **81** times, with new housing developments noted as expected to also increase traffic.

For more detail on this summary of feedback, see [Appendix A](#).

5.1 Bath

Summary

Overall sentiment was generally balanced, with **65** comments giving general support to the proposals, and **52** stating general opposition. Opposition to bus lanes was mentioned **21** times in comments, with some referring to bus lanes that were in previous proposals, some referring to the current proposals, and some were not clear which bus lanes they referred to.

48 comments noted concerns about traffic congestion, with some expressing the view that this could be exacerbated by changes to speed limits.

39 comments shared a sentiment that the project was not needed, and support was shown for safety improvements. Safety concerns often centred around the proposals for Twerton Fork and the Globe Roundabout.

Below is a summary of topics that many comments focused on, with additional detail provided in [Appendix B](#).

Accessibility impacts: **14** comments expressed general accessibility concerns, including the current lack of dropped kerbs for wheelchair users. **10** comments shared concerns about walking distances to bus stops, such as opposite Ashley Avenue.

Cycling: Views of the project's cycling provision were mixed, with **17** comments in general support and **10** in general opposition. Some suggestions were made for cycle path extensions, or new routes to be considered.

Design: **18** comments suggested alternative traffic calming measures, including at Twerton Fork, on Newbridge Rd and Chelsea Rd. **17** comments opposed the removal of bus stops. Suggestions to optimise signal timings were made in **15** comments, and specific design comments were also made about other elements of the proposals, including bus stop locations and turning restrictions.

Health, safety and wellbeing: **14** comments expressed general safety concerns, including around proposed crossings.

Traffic: Concerns that the scheme will increase congestion featured in **48** comments, with respondents citing new traffic lights and relocated bus stops as reasons for their views. Opposition to lowering speed limits was referenced in **25** comments. Concerns were also raised around traffic being displaced onto other routes, especially on Newbridge Rd.

Walking and wheeling: **14** comments demonstrated support for the proposals relating to walking and wheeling, such as shared cycle and pedestrian paths.

For more detail on this summary of feedback, see [Appendix B](#).

5.2 Bristol and Bath Railway Path – Bird in Hand connection in Saltford and extension in Bath

Summary

Overall sentiment was weighted towards the positive, with over **100** comments identified as generally being in support of the proposals, and **25** generally negative ones. With regards to the options presented, of the limited comments that expressed a clear preference, Option B (connecting the paths with a new bridge) was preferred.

General support for the cycle improvements was expressed in **60** comments, often accompanied by detailed suggestions for sensitive lighting that balances safety with impacts on wildlife. **13** comments expressed concerns with the cost of the project, and made suggestions for how public money could be better used. The next most frequently referenced theme was general support for walking and wheeling provisions, with **24** responses highlighting the value of the route and the specific design features included in the proposals.

Below is a summary of topics that many comments focused on, with additional detail provided in [Appendix C](#).

Alternative options: **11** comments suggested alternative transport solutions (such as rail, tram or metro) to solve existing issues with the route. The same number of comments provided suggestions for alternative routing and network priorities to mitigate construction and ecology impacts.

Cycling: **60** comments expressed general support for new cycling provisions, including for the segregated cycle path going into Saltford, with some noting that improvements to the cycling experience on this route have been long needed. **10** comments advised that the route should be as direct as possible to encourage more cycling.

Design: **26** comments expressed support for Option B (the bridge). **14** comments noted opposition to the design of lighting due to concerns about landscape character and/ or suggested alternative types of lighting, such as low-level and targeted lighting.

Ecology and biodiversity: **10** comments specifically expressed opposition to new lighting due to its effects on local wildlife, with **8** comments specifically about construction impacts on wildlife and habitats.

Health, safety and wellbeing: **22** comments expressed support for lighting along the path, with some caveating that this should be wildlife sensitive. **11** comments highlighted general concerns for cyclist safety, particularly along connection points to roads due to vehicles.

Shared use: **19** comments expressed a general desire for pedestrian/ cyclist segregation, with some elaboration on the specific risks involved and mitigation measures to reduce danger. **12** comments showed general support for shared use provisions due to the accessibility benefits for less mobile users.

For more detail on this summary of feedback, see [Appendix C](#).

5.3 Bus stops

Please note, as we did not ask respondents to specify which area their feedback on bus stops related to, the below section is for bus stops proposed in both B&NES and BCC areas.

Summary

There was a broad mix of **82** generally supportive comments, concerns, and suggestions regarding proposed bus stop upgrades along the A4 corridor. Many respondents welcomed enhanced facilities, accessibility improvements and shelter upgrades.

The most common theme was suggestions for how bus stop design could be improved, which was provided in **103** comments. **43** comments emphasised that bus frequency and reliability rather than bus stop design are the fundamental barriers to bus use. **34** comments noted the belief that the bus stop proposals would worsen traffic congestion. Scepticism was expressed in **19** comments about whether the project represents good value for money, and concerns were raised about issues such as pedestrian and cyclist safety, environmental impacts, and impacts on nearby residents and businesses.

Concerns were also expressed about the removal of bus laybys, and there were comments stating the need for accurate and consistent real-time information, good design for shelters and additional amenities such as bins and benches to be provided.

Below is a summary of topics that many comments focused on, with additional detail provided in [Appendix D](#).

Accessibility impacts: Insufficient frequency and reliability of buses across the route were mentioned **19** times. **10** comments noted concerns that some residents will face long walking distances to bus stops because of the project.

Alternative options: **48** comments recommended increasing the frequency and reliability of buses to achieve project aims.

Costs: **19** comments had concerns about spending on bus stop upgrades, noting limited benefits and suggesting alternatives for investment.

Design: **103** comments provided suggestions for bus stop design, with many responses suggesting to keep bus stop laybys. **28** comments opposed the removal of certain bus stops along the route.

Health, safety and wellbeing: **10** comments expressed general safety concerns about the bus stop proposals, including the placement of bus stops opposite junctions, and the effects of removing laybys on road users.

Traffic: **34** comments expressed concerns about increased congestion due to bus stop design changes, including the removal of laybys and the placement of certain stops.

For more detail on this summary of feedback, see [Appendix D](#).

5.4 Route-wide comments

The majority of themes and topics raised through the consultation have been captured in appendices A to E. There were, however, also a number of comments that could not be assigned a particular section or topic, namely those submitted in answer to the question “Do you have any other comments you would like to add?” or via email, where insufficient detail was provided to enable the comments to be attributed to a specific route section.

Summary

These comments tended to reflect the interests noted elsewhere, and **32** were generally supportive, with **38** generally negative.

The most common theme in these comments was concerns about project cost, which came up **54** times. Bus reliability was also a concern, with **42** comments expressing the view that improving bus reliability and frequency would better meet the project’s aims, and **23** noting that buses are not frequent enough. **25** comments supported an alternative transport system to buses, with rail and metro both being mentioned. **31** comments expressed concern about the consultation process.

Other less-frequently mentioned comments included:

- **17** comments felt the proposals weren’t needed, compared with **10** who thought they were.

- **17** comments expressing the view that the project would not change travel behaviour, with **13** welcoming measures to promote active travel and bus use.
- **17** comments expressed concerns about existing traffic congestion, with **15** concerned about the project increasing congestion and **10** doubting the project's ability to tackle it. **16** comments said the proposals unfairly or disproportionately impact drivers.
- **11** comments said feedback should be listened to and influence decisions, and a further **11** found the consultation materials unclear or too technical.
- **10** comments supported new cycling provision
- **14** comments felt the designs as a whole lacked ambition.

6. You said, we listened – design changes from feedback

As discussed in the [Design Change Requests](#) section, 347 suggestions to change designs - known as DCRs - were received during this consultation: 128 for proposals in the B&NES area, 209 in the BCC area and 10 relating to the scheme as a whole.

WECA, B&NES and BCC wish to thank everyone who took the time to review the proposals and provide feedback.

This section details the status of these DCRs for the B&NES area. Some have been taken forwards for further assessments, design and/ or approvals, some have concluded and there are several which are ongoing at the time of publication.

6.0 B&NES - Bath, Saltford and Keynsham (including the BBRP)

128 DCRs were received for the B&NES area, which includes bus stop proposals. 13 have been taken forward for further exploration, design, assessments and approvals, and these are shown in Table 6.

Note: all marked with * show that if the proposal/ change is taken forwards, statutory consultation by the Highway Authority will be required, so the public will have an additional opportunity to comment on those proposals.

Table 6 - B&NES DCRs being progressed for further assessments, design and approvals

Area/ street	No.	Status	Detail
General	1	Agreed	Bus stops should include a gap in seating wherever possible to accommodate wheelchairs or pushchairs, and seating should face the road.
Bath	2	Agreed	Discontinue proposed changes to access to/ from Ashley Avenue. The benefits offered to buses by the proposals did not stack up against: • Changes to access working against other proposals in the area. • Possible conflict with increased traffic on Station Road which will likely also see increased pedestrians and cyclists using the BBRP extension in this location. • Potential additional pressure on the Newbridge Hill junction, which serves the hospital.
	3	Agreed	Not to remove the Weston bus stop at Newbridge Hill junction due to this stop being significantly valued locally as it serves buses from Newbridge Hill and Newbridge Road.
	4	Agreed	Not to move Rudmore Park bus stop, which was proposed to be moved to improve visibility. Feedback showed us that the move could impede local residents' access and

Area/ street	No.	Status	Detail
			visibility from driveways. Improvements to the bus stop in the current location are being looked at.
	5	Agreed	Add double yellow lines on Station Road, Newbridge, south of the Locksbrook Road junction to Ashmans Yard as the newly proposed residents parking zone does not extend here and this will help improve the safety of pedestrians and cyclists.
BBRP extension, Bath	6	Ongoing	Provide fencing where the proposed BBRP extension path backs onto open gardens.
BBRP Saltford to Brassmill Lane	7	Agreed	Instead of progressing highway-style lighting, add reflective paint to the BBRP between Saltford and Bath to show path alignment. Smooth path where roots or cracks have made it unsafe for cyclists and pedestrians.
Saltford	8	Ongoing	Reinstatement of the informal crossing at Pixash Lane to support access to or from bus stops.
	9	Agreed	Tactile paving to be included at the crossing on Norman Road at the Hinton Close/ Stratton Road junction. This will help improve clarity for pedestrians and act as additional traffic calming.
	10	Agreed	Reduce the amount of proposed road markings (20mph and cycles) on Norman Road between Beech Road and Bird in Hand, to retain the road's rural character. 20mph signs are already in place.
	11	Agreed	Increase signage to raise awareness for road users, pedestrians and cyclists of potential conflict near the entrance to the Bird in Hand path on Mead Lane.
	12	Agreed	Not to remove the Dryleaze bus stop. While space constraints mean a bus stop upgrade is not possible, the stop serves families on the stretch between Saltford and the Globe roundabout and can remain.
Twerton Fork	13	Agreed	Remove Twerton Fork junction re-modelling proposals (new crossings, bus gate and short bus lanes). While consultation responses were mixed, the main reason for the scheme not progressing is project budget and costs relative to benefits. The scheme may be considered for later delivery should housing developments go ahead / the need increases.

6.1 Design workshop with 'seldom heard' groups

On 3 February 2026 a design workshop was held for 'seldom heard' groups in the BCC, B&NES area.

The event was held to provide an additional opportunity to review proposals and provide feedback to organisations that represent people who are often underrepresented in consultations. The focus was on how the proposals could improve accessible, inclusive design, and for the design team to learn first-hand how seldom heard communities might interact with the schemes.

Invitees included representatives with sensory and communication accessibility requirements, young people and intergenerational advocacy groups.

42 invitations were sent to 40 organisations on 23 January 2026 and included the option for interpreter services. Five people from four different organisations attended the event.

Part of the workshop included a walk or wheel on Victoria Street and Baldwin Street in Bristol city centre to gain insight to how people navigate street designs.

Attendees provided comments regarding the proposals and future design work that could make spaces along the A4 corridor more accessible for communities with sensory and communication needs and/ or older people.

The following comments on designs were received.

Shared use areas

- For bus stops in shared use areas, it should be made clear to bus passengers that they are entering a shared-use area. This would improve safety and could be considered at bus stops in the proposals.
- Legislation is currently being reviewed in Parliament around the future of micromobility (meaning small, lightweight, typically electric-powered vehicles—such as e-scooters, e-bikes, and bicycles—designed for short-distance, individual, urban trips).
- It was highlighted that should these vehicles be required to use shared-use paths, designs could require updates to reflect these changes, and micro-mobility needs.

Crossings and tactile paving

- Tails on tactiles for crossing cycleways are desirable, and tactiles should be as close to continuous footway crossings as possible.
- Tactiles indicate an upcoming hazard to visually impaired people, so having a tactile too far away from a raised footway where a vehicle crosses could cause confusion.
- Blister paving would be the preference for indicating a continuous footway crossing.

- It can also cause confusion when tactiles are not aligned on a crossing with a break (haven) in the road. Recommendation that where this occurs barriers should be included to improve safety.

Colour contrast

- For people who are partially sighted, using a cycle lane colour that contrasts with the colour of the road would be helpful.
- Colour contrast would help partially sighted people distinguish whether they were crossing a road or a cycle lane.

General

- It is difficult to design schemes to be accessible for all.
- Different users' preferences and accessibility requirements may not always align.
- Someone using a guide dog would navigate a space differently from someone using a cane.
- Approaches to design for crossings and tactiles vary by scheme and a consistent approach would be welcomed.
- Concern around shared used pathways, and how partially sighted and fully blind people may be put off using them due to safety concerns.

The project team is very grateful for the input of these representatives in this workshop. All feedback received has been considered against the designs to see where we can make improvements to accessibility and safety.

7. Next steps

Hearing the views and experiences of local communities through this consultation has been invaluable towards creating better and more sustainable travel options for the A4 Bath to Bristol area.

Some parts of the project - such as changes to speed limits or bus lane operational hours - need to go through a further round of approvals via local councils to obtain a Traffic Regulation Order (TRO) or planning permission. There will be an opportunity for the public to comment on those smaller proposals at that point.

We plan to consult separately on the Keynsham Bypass, and the section of the A4 between Emery Road and Hicks Gate roundabout once the plans for these sections are more developed. The longer-term proposals shown at our 2023 consultation (from West Town Lane towards Bristol city centre) are now part of a separate project and will also be consulted on separately in the future (see [Figure 1](#)).

The results of this consultation have been shared with local and regional decision makers and what will be delivered is being carefully considered.

Construction for the schemes that will be taken forwards is likely to start in late summer/ autumn 2026 and could continue for around two years. The schemes will not all be delivered at the same time and careful consideration is being given to how best to minimise disruption from the project work. The project team has been working with highways authorities and 'Early Contractor Involvement' (ECI) consultants for over a year to do this, and the work will continue as plans develop.

We have also talked to public transport operators to ensure we keep services running as smoothly as possible throughout the works, and that any changes are kept to a minimum and communicated widely.

How we communicate the work to the public will also be carefully planned. Keeping residents and businesses informed will be at the heart of the communication plans and will be carried out using a wide range of communication methods, such as bus stop advertising, letters to local businesses and residents, social media campaigns, and local press.

As with all major infrastructure changes developed by the local authorities and WECA, the project will be kept under regular review to ensure that it is meeting its objectives and that residents and businesses are benefiting from the changes made. The proposals will continue to evolve and develop based on resident feedback, ensuring that this investment makes a real difference that our communities can see and feel in and between Bristol and Bath.

8. Conclusion

We are grateful to the many hundreds of residents who took the time to provide feedback on this consultation. The consultation was designed and marketed to ensure the maximum level of engagement possible and it is clear that local communities were ready and willing to make their views known. Within the 1,318 consultation responses received, there were some 350 comments for specific changes to design. This demonstrates that residents have carefully considered the proposals as presented and provided thoughtful and meaningful feedback that has helped shape the future design of the project.

While this was the last full public consultation for these proposals, there will be further engagement on specific works and more to be done on further design development, which will lead to planning how to deliver the schemes with minimal disruption.

The A4 is one of the region's main transport corridors and a key focus for future growth, sitting at the heart of one of the region's Growth Zones. The challenges faced by residents and commuters in that area are well known and clear. Expected future development only makes the need to ensure a wider variety of more sustainable travel options more urgent.

As work continues to deliver the ambitious growth and development ambitions for the West of England, the voice of local communities will continue to be vitally important. The feedback received through the completed rounds of consultation on this project have fundamentally shaped its current and future design, and this will continue as works are planned and delivered.

We look forward to engaging further with residents, community groups, and local businesses and stakeholders as the project continues.

Appendix A: Keynsham and Saltford feedback

The following table summarises 'Themes' and 'Topics' identified in responses to the question ***'Do you have any comments about our proposals for Saltford and Keynsham, including the A4 between Broadmead roundabout and Saltford village, and Norman Rd?'*** It also includes comments submitted in written feedback that could be attributed to this area.

As noted in [Feedback analysis approach](#), because a feedback comment would usually raise several different 'Themes' and 'Topics', comment counts in these tables do not correspond to the number of respondents, and the same comment may appear in multiple route sections. For clarity, some topics and their associated counts have been combined to aid readability.

Sub-topics and key points raised	Count
Accessibility impacts	
By reducing the price of buses route-wide and introducing high quality electric buses along the A4, there would be more incentive to use them.	9
Other sub-topics raised in a limited number of comments (seven or less) included: • Project discriminates against older people, the disabled and young parents who rely on car use (7) • Disabilities or impairments mean using the bus is more difficult (6) • Disabilities or impairments mean cycling, walking or wheeling is more difficult and therefore proposals, particularly in Saltford, would not benefit them (4) • Concerns some people will have to walk longer distances to get to a bus stop, with particular reference to the Elsbridge House bus stop and problems with needing to walk long distances from Keynsham to find a suitable bus stop (4) • A route-wide free bus service should be introduced to see if this would increase bus use (2) • If bus fares are kept very low, more people would use them (1) • Dropped kerbs are needed for wheelchair users to cross the road at the Norman, Stratton and Hinton junction (1) • Concerns about accessing Fishponds from Paulton via bus (1) • Upgrading the cycleway and footway in Saltford for wheelchair access would be beneficial (1) • Proposals make it harder for disabled people who rely on a car to get around (1)	N/A

Sub-topics and key points raised	Count
Air quality, noise and vibration	
Concern that proposals could cause air quality to worsen through increasing traffic including in Saltford, at Broadmead roundabout and widely along the A4 corridor	12
Other sub-topics raised in a limited number of comments (five or less) included: - Concerns about noise pollution from queuing traffic due to the proposals on Saltford High Street (5) - Concerns that proposals would worsen air quality by increasing traffic and more stopping because of additional traffic lights in and around Saltford (4) - General noise concerns, including request for a noise reduction barrier to be built in Keynsham (2) - The project will improve air quality (1)	N/A
Alternative options	
Buses aren't frequent enough along the route. Comments included: - Requirement for more X39 buses in the Bath direction - Requirement for more buses through Keynsham - Request for a commitment from First Bus/ Bath Bus Company to run buses along the route - Requirement for shorter waiting times between buses	33
Recommendations for alternative routing options as part of these proposals by continuing along the ring road from Hicks Gate to A37 Wells Rd	19
Suggestions to address traffic concerns through alternative transport proposals, including by route-wide metro systems, trams or more frequent trains	18
Other sub-topics raised in a limited number of comments (three or less) included: - Cycle lanes and pedestrians should have more protection and segregation, like at Clarence Rd (3) - Money should instead be spent on developing a riverside cycle path between Bath and Bristol (1)	N/A
Consultation	
Consultation materials were not clear, too technical or could otherwise be improved. Comments included: - There was an error in the labelling of High Street/ Norman Rd - There was a lack of information on public transport between Keynsham and Saltford - Difficulties navigating the interactive map - A lack of information about Saltford station	25

Sub-topics and key points raised	Count
Questions surrounding questionnaire bias	
Requests for clarification on the proposals	14
Other sub-topics raised in a limited number of comments (nine or less) included: - Respondent unable to make an informed decision without proposals for the Keynsham bypass, and more details on Norman Rd plans (9) - Inaccuracies flagged on consultation documents - Consultation is a 'tick box exercise' and feeling that local people are not listened to (6) - Concerns that event staff were not from the area and therefore unable to understand local problems (5) - Suggestion for more joined-up planning with nearby housing developments, as well as engagement with Saltford Parish Council, bus companies, and B&NES (5) - Online materials were difficult to view/ navigate (3) - Consultation materials were not received (2) - The design of the questionnaire was poor and the questions were 'silly' (1)	N/A
Costs	
Many respondents felt that the project is a waste of taxpayers' money with several people saying there was not enough evidence to justify the costs	48
Other sub-topics raised in a limited number of comments (four or less) included: - Suggestions for cost savings included subsidising buses or buying neighbouring land (4) - Cyclists should pay tax or vehicle excise duty if there are to be more cycling improvements on roads (2) - Request for more information about costs (2)	N/A
Cycling	
General support for the segregated cycle path going into Saltford, with comments that this would increase cyclists' safety	65
General opposition to the cycle provision proposed. Comments included: - There are not enough cyclists in the area to make use of the new cycle provisions, particularly between Saltford and Keynsham and on Station Rd - Cyclists would not use cycle paths instead of roads and people in Saltford do not want them	30
Cycling infrastructure is already sufficient/ underused so the cycling proposals are not necessary	17

Sub-topics and key points raised	Count
Current cycling infrastructure is insufficient in this area, because the roads in Saltford and around Broadmead roundabout are unsafe, or because the current cycle paths are in bad condition	10
Despite the cycling proposals cyclists will continue to use roads and a fine should be issued to cyclists not using the cycle facilities	10
Other sub-topics raised in a limited number of comments (seven or less) included: • A proposed crossing was not suitable or should be in a different place (7) • The cycle lanes would be used if improved and therefore felt safer (3) • There are a lot of trees/ the cycle path is heavily shaded, so it may be difficult to follow in the winter (if sufficient lighting is not provided) (2)	N/A
Design	
Opposition to the location of bus lanes	85
Suggestion for new railway station in Saltford	49
Suggestion for alternative traffic calming measures. Suggestions included: • Reducing the size of/ re-modelling Broadmead Roundabout • Reducing speed limits in Saltford • Changing turning out of Fairfield Way to be between certain timeframes	28
Design decisions should have strong data behind them, including current traffic modelling data for the A4	22
Opposition to location of crossings on/near Broadmead roundabout, they would be unsafe and interrupt traffic flow	20
Suggestions to optimise traffic lights to improve traffic flow, comments included: • Signals/ traffic lights along the A4 are uncoordinated • Lights should change for pedestrians as soon as the button is pressed • Traffic lights proposed at Broadmead roundabout should be coordinated/ timed rather than operated by pedestrians	20
Support for the location and design of bus lanes	14
Suggestions for bus stop design. Comments included: • Objection to the removal of lay-bys at bus stops • Suggestion for reliable digital screens displaying real-time updates	11

Sub-topics and key points raised	Count
Bus stops should have lighting, CCTV, appropriate seating and Kassel Kerbs	
Other sub-topics raised in a limited number of comments (seven or less) included: - Concerns about traffic calming measures, suggesting they will cause more stopping along the A4 and therefore more traffic congestion (7) - Suggestions for new/ different locations of pelican crossings, it would be safer to have a cycle lane crossing further recessed into the entrance of Fairfield Way and that the proposed B3116 crossing should not be a light-controlled crossing, but instead a pedestrian island (7) - Opposition to location and or designs of bus stops (6) - Concerns around turning restrictions, in particular the lack of a right turn out of the new supermarket proposed near Broadmead roundabout (6) - Bus lanes will cause more traffic in Saltford (5) - Saltford High Street will be cluttered with signs and other street furniture (4) - Suggestions for new/ different location of a bus stop, for example one on the bypass in a lay-by (4) - Areas of 'raised' road would cause frequent braking and worsen air quality (3) - Suggestions for turning restrictions to increase safety of turning on roads such as Grange Rd and Norman Rd (3) - Suggestion for more/ additional street furnishings included having the cycle lane crossing closer to the entrance of Fairfield Way junction, or having a bike repair station at the Bird pub (3) - Suggestions for pavement widening (3) - The crossing at Broadmead roundabout should be replaced with a pedestrian island crossing (2) - The proposed road markings and other signage are inappropriate in the 'historic setting' of Saltford (2) - Strategically located speeding cameras would help to calm the flow of traffic in Saltford (2) - Ellsbridge Close should be one-way towards Bath Rd (2) - Speed bumps on Saltford High Street would be dangerous to cyclists and unsightly in a conservation area (1) - A crossing should be moved to the Keynsham side of Norman Rd to increase cyclist safety (1) - Suggestion for a new zebra crossing at the entrance to Hygge Park (1) - Request for a new railway station in Corsham (1)	N/A
Ecology and biodiversity	
Concern about tree loss and the removal of the grass verges for cycle paths, particularly in Saltford	9

Sub-topics and key points raised	Count
Concern about loss of Green Belt, as well as impacts on the rural nature of the path behind the Bird in Hand pub	7
Other sub-topics raised in a limited number of comments (three or less) included: • Requests for further information on environmental mitigation (3) • Concern that newly planted trees would be ripped up as part of the construction of the new cycle path (2) • Concern about the loss of the Green Belt and green verges on Bath Rd, and the impact this may have on the environment and wildlife (2) • Concern about loss of mature trees or wildlife habitat to widen the path in Saltford, near the Bird in Hand Connection (1) • Concern that large vehicles damage hedgerows (1) • A comprehensive wildlife survey needs to be undertaken before any lighting installation takes place (1) • Need to undertake a comprehensive wildlife survey before any lighting installation takes place (1) • Need to show clear benefits as well as biodiversity net gain in the immediate area of the project (1) • The project should enhance grass verge areas (1) • Supportive of the consistent use of green surfacing in the proposals (1)	N/A
Environment	
Concern about an increase in pollution in the A4 area because of the proposals	14
Other sub-topics raised in a limited number of comments (two or less) included: • Support for anything related to the project that would reduce traffic pollution (1)	N/A
General	
Positive comments about proposals in Saltford and Keynsham, without detailing specific areas of support	61
Negative comments about proposals for Saltford and Keynsham, without detailing specific areas of opposition	48
Proposals in Saltford and Keynsham are not needed/ required and should be left alone	36
Buses are regularly empty/ under-used, so it is not necessary to implement bus lanes in the area	10
Other sub-topics raised in a limited number of comments (two or less) included: • The project was needed due to the pollution and congestion in the area (2) • The project should be completed quickly (2)	N/A
Ground conditions	
The condition of the cycle paths between Bitton and Warmley, and the Bristol to Bath cycle path are poor	5

Sub-topics and key points raised	Count
Health, safety and wellbeing	
General concerns for cyclist safety: • Safety issues with the cycle paths along the A4 not being entirely linked up – therefore not being safe on the road in between the paths • Concerns about sections of the cycle lane proposed opposite La Famiglia restaurant, due to cars reversing being unable to see cyclists	21
General safety concerns: • It is unclear who has priority from the vicinity of Harding Place on the South side of the A4 going East • Concerns about exiting onto the A4 from Beech Rd • Concern about a bus lane placed across the entrance to a driveway on the A4	20
Other sub-topics raised in a limited number of comments (seven or less) included: • It is important for new cycle lanes to be maintained, so they remain safe (7) • Proposals will cause emergency services vehicles to get stuck in more traffic along the A4, especially since the location of the Keynsham Police station is just off Broadmead roundabout (7) • Non-segregated paths are dangerous due to fast-moving cyclists (7) • Cyclists need to slow down when near to pedestrians to maintain everyone's safety (6) • Clear road markings and signage would be useful, especially on Manor Rd in Saltford (5) • Concerns about lanes merging from Broadmead Roundabout causing a hazardous situation and the removal of grass verges providing a safe pause for vehicles joining the A4 (5) • Cyclists travel in a dangerous manner and there should be increased enforcement for cyclists that do not cycle safely/ those that don't use cycle paths where possible (4) • New cycle lane proposals in Saltford would improve cyclists' safety because cyclists would have to cycle on the A4 (4) • Suggestion that removing a pedestrian island at a crossing opposite the petrol station on the A4 will be dangerous for pedestrians (4) • Proposal to remove parking on Norman Rd will encourage people to park elsewhere, less safely (3) • Mix of shared and separated cycle paths leading up to shared use crossings will cause confusion (3) • There should be adequate lighting to improve safety along the cycle path in Saltford (3) • Concern about rat-running, for example on Norman Rd or in Keynsham (2)	N/A

Sub-topics and key points raised	Count
• Drivers ignore speed limits and request for anti-speed measures (2) • Concern about negative impacts on emergency services on the A4 during construction (2) • Shared use crossings may be unsafe, especially for children, with cyclists travelling at speed (2) • Concern that raised surfaces near Saltford War Memorial could inadvertently attract anti-social behaviour (1) • The implementation of a bus lane would create stress (1) • The proposals would improve walking quality and safety along the A4 (1) • Support for proposals from the Bird in Hand pub to the cycle track as they would improve cycle safety (1)	
Land and property	
Sub-topics raised in a limited number of comments (four or less) included: • Concern that entrances to driveways along the route may be blocked by bus lanes and/ or cycle lanes (4) • Concerns about proposals devaluing homes/ businesses, including at Ellsbridge House and Saltford High Street (3) • Complaints about requests to access property (2) • Impacts on individuals' property, including opposition to removing the grass verge that provides an amenity and safety barrier between the houses on the A4 near the Esso Garage and the bus lane (2) • Suggestion from a landowner to use their land as part of the project (1)	N/A
Parking	
Opposition to removal of parking spaces on Saltford High Street and Norman Rd	8
Other sub-topics raised in a limited number of comments (seven or less) included: • Concerns that there would be less parking for residents living mainly in Saltford (7) • Suggestion for a parking scheme to protect local residents from cars using Saltford station (2) • The Manor Rd entrance from the A4 should have yellow lines on the left-hand side (1) • Thought should be given to removing car park spaces at Broadmead roundabout to ease congestion (1)	N/A
Planning	
Concerns about the number of housing developments planned for the area around Saltford and Keynsham. That the proposals do not take these into account, and the cumulative impact, particularly on traffic, would be very negative	47
Housing developments around Saltford, including Curo, may make traffic on the A4 worse	17
Other sub-topics raised in a limited number of comments (seven or less) included:	N/A

Sub-topics and key points raised	Count
• By releasing the proposals in isolated sections, rather than the entire A4 corridor, it makes it difficult to effectively judge (4) • There was an overwhelming rejection of this scheme in the last consultation and therefore views will not be listened to in the current consultation (4) • Plans do not link up well, and the increasing number of people in the area will make safety issues worse (2) • Project should not conflict with the NPPF (2021, paras. 104-107) and the Traffic Management Act 2004 (1)	
Shared use	
General desire for pedestrian/ cyclist segregation, mainly for safety reasons	19
Shared use crossings on Broadmead Roundabout are not suitable, mainly because they will cause too much traffic compared to the need of a shared use crossing	10
Other sub-topics raised in a limited number of comments (eight or less) included: • General opposition for shared use paths along the project route, particularly in Saltford (8) • General support for shared use paths along the project route (7) • Shared use paths can be dangerous and sometimes pedestrians are injured by cyclists (3) • Paths at Avon Lane and in Keynsham are sufficient, and therefore new shared use paths are not needed (2)	N/A
Socio-economics, recreation and tourism	
Concerns that the construction of the project would create a general disturbance for the population in Saltford	7
There would be a negative impact on those who drive to school in rush hour, due to increased traffic	7
Other sub-topics raised in a limited number of comments (five or less) included: • The historic conservation character of Saltford village is important and the speed bumps on the high street would be unsightly (5) • Concerns that businesses would suffer as there are no improvements for drivers (3) • Business would be negatively affected by roadworks on the A4 due to the project (3) • Bus lanes would be beneficial for families with children who use the route regularly. It is important to improve cycle/ pedestrian routes along the A4 for school children (3) • Traffic caused by the project would stop people reaching places of education as easily (3) • Concerns about the negative construction impacts on the businesses along the High Street in Saltford (2)	N/A

Sub-topics and key points raised	Count
• The plans would impact local amenities (2) • Concern about proposals' impact on businesses and therefore economy on Saltford High Street (2) • Scheme would not work (specifically the bus lane) because most of the cars come from outside Bath and Bristol to access places of work and/ or schools (1) • Concern about reduction of parking on Norman Rd in Saltford due to the nearby Community Hall (1)	
Sustainability	
These changes will not make people change their travel behaviour	15
Support for the proposals, and feeling they are the only way to increase use of sustainable transport	5
Traffic	
The project will cause more traffic congestion along the A4: • Broadmead Roundabout would get much worse with the new crossings and lane mergers • There would be more traffic route-wide due to bus lanes meaning less room for other vehicles, particularly in Saltford • There is a lack of future proofing of the roads given the large number of housing developments planned, and therefore more cars and traffic on the roads • Traffic lights will cause more congestion	133
Concern that there are already significant traffic congestion issues in Saltford and along the stretch of the A4 between Saltford and Keynsham: • The A4 is crowded and overused • Bus lanes and cycle lane proposals would not help address these traffic concerns	48
The project will not address inherent traffic problems across the entire A4: • Traffic is likely to worsen due to due houses being built near Saltford and Keynsham • There are an increasing number of HGVs using the A4, which should be addressed to reduce congestion	47
The bus lane proposed in Saltford would cause more traffic in the village, specifically the short length of the bus lane makes it unlikely to speed up bus journeys, while it would create a pinch point further along the A4	21
Other sub-topics raised in a limited number of comments (five or less) included:	N/A

Sub-topics and key points raised	Count
• Request for more information about traffic mitigation, particularly on the A431 through Bitton and Kelston and in Saltford village (9) • Support for proposed speed limits in the Saltford/ Keynsham area (5) • Proposals will encourage less people to drive and therefore improve congestion on the A4, notably between Broadmead roundabout and Saltford (5) • Traffic modelling should be published to demonstrate the need for the continuous bus lane towards Bath and the impact the traffic lights at Broadmead Roundabout would have (5) • Opposition to speed limit reduction in Saltford (2) • Request for a 20mph speed limit to be enforced through Saltford (2) • Roadworks associated with the project in Saltford would cause major disruption (2) • Construction traffic impacts would have a very negative effect on the area (1)	
Vehicle users	
Proposals will not help drivers and will only make car journeys slower and less convenient	18
Proposals do not consider those with a requirement to transport heavy equipment in their vehicles	4
Walking and wheeling	
General support for walking and wheeling provisions especially an emphasis on their role in improving both general safety and safety for school pupils in Keynsham	17
Other sub-topics raised in a limited number of comments (six or less) included: • General opposition to walking and wheeling provisions, that they are driven by ideology, and that many people do not, nor have any desire to, walk or wheel along the A4 or in Saltford (6) • The pedestrian crossing proposed in Keynsham is not suitable as it is not the most common place for crossing. There were also concerns about the crossings on Broadmead Roundabout being in the wrong place (4) • The condition of the pavements for wheelchair users in Saltford are poor, for example the junction with Manor Rd. This is a particular concern for the care home residents/ visitors on Chestnut Walk (1)	N/A
Water environment and flood risk	
Concern about current flooding issues in the area and concerns that losing green space would worsen them	1

Appendix B: Bath feedback

The following table summarises 'Themes' and 'Topics' identified in comments in responses to the question ***'Do you have any comments about our proposals for Bath, including the A4 between the Globe roundabout and Upper Bristol Rd, including Twerton Fork and Newbridge Rd?'*** It also includes comments submitted in written feedback that could be attributed to this area.

As noted in [Feedback analysis approach](#), because a feedback comment would usually raise several different 'Themes' and 'Topics', comment counts in these tables do not correspond to the number of respondents, and the same comment may appear in multiple route sections. For clarity, some topics and their associated counts have been combined to aid readability.

Sub-topics and key points raised	Count
Accessibility impacts	
General accessibility concerns, including: - The current lack of dropped kerbs suitable for wheelchair users, which is not addressed in the proposals - The scheme is unsuitable for young children as they can't walk/ cycle alone	14
Some people will have to walk long distances to get to a bus stop Particularly, there were concerns with the removal of the bus stop opposite Ashley Avenue reducing access to bus services for locals, including those on Chelsea Rd	10
Concern that buses aren't frequent enough	7
Other sub-topics raised in a limited number of comments (3 or less) included: - Travelling by walking or wheeling is more difficult for vulnerable users, particularly at Twerton Fork due to the lack of crossings (3) - Travelling by bus is more difficult for some users, and that increased congestion along the A4 between Bath and Bristol will make journeys for those who are unable to drive longer (3) - Concern street furnishings will impact wheelchair users due to the lack of space and dropped kerbs on pavements currently (2) - Concern there will be a lack of parking due to bus lanes impacting on car users, with reference to current parking issues on Newbridge Rd that could be worsened by the proposals (2)	N/A

Sub-topics and key points raised	Count
- New bus stops will improve accessibility, specifically at The Globe roundabout (where upgrades were requested) (1) - The project disadvantages older and disabled people due to the proposals making it more difficult to park in and navigate the area (1)	
Air quality, noise and vibration	
Concern that the project will make air quality by increasing traffic in certain locations, including Osbourne Rd, where closing the exit will cause cars to drive further	2
Concern congestion from the scheme will not improve noise pollution	1
General concern that proposals will worsen air quality	1
Concern route won't get used because people don't choose to walk or cycle because of air quality	1
Project will improve air quality	1
Alternative options	
Suggestions to consider alternative routing	13
Suggestion that improving the bus services will achieve project aims, specifically the A4, A37 route provides affordable public transport that connects to suburbs	9
Other sub-topics raised in a limited number of comments (4 or less) included: - Additional suggestions, including continuing the route straight on the A4 as it becomes the A36, improving the connection between the railway path and the Park and Ride, and a new tram service (4) - Suggestion to follow the example of Clarence Rd, which showcases the need for cycle lanes (1)	N/A
Consultation	
Requests for clarification on the proposals	15
Consultation materials are not clear and should be simplified	7
Other sub-topics raised in a limited number of comments (5 or less) included: - Consultation materials seem biased/ need more clarity, with some believing the long-term aim of the proposals is to reduce the speed limit to 30mph, which is not stated explicitly (5) - Consultation zone should have been wider (2) - Online consultation materials were difficult to navigate (1)	N/A
Costs	

Sub-topics and key points raised	Count
Project is a waste of taxpayers' money/ the proposals are unnecessary and won't improve traffic flow	23
Other sub-topics raised in a limited number of comments (4 or less) included: - Alternative spending proposals/cost saving suggestions, including improving existing roads and connections rather than altering the route from Bath to Twerton Fork and surfacing changes - Lowest cost option should be chosen (1)	N/A
Cycling	
General support for new cycle provisions	20
Against proposed cycle provisions and/ or commenting that cycle paths should be moved elsewhere, as the route will negatively impact traffic flow	10
Other sub-topics raised in a limited number of comments (5 or less) included: - Current cycling infrastructure is already sufficient (5) - Cyclists will still use roads, including the dual carriageway (5) - Current cycling infrastructure is insufficient, and should be maintained and have better access to the BBRP and Newbridge Rd (3) - The route should be direct (2) - Crossing is not suitable and should be in a different place, including concern for cyclists on the path to Lower Bristol Rd where the crossing should be made safer (1)	N/A
Design	
Against the location and/or design of bus lanes, specifically that the addition of bus lanes along the dual carriageway will increase congestion and leave limited space for cars (Twerton Fork/ Newbridge Rd) ⁴	21
Suggestion for alternative traffic calming measures, including: - Need for a continuous crossing on Apsley Rd - Speed reduction for motorists	18

⁴ Whilst this was mentioned in feedback, many of these comments referred to a previous iteration of the scheme (2023), which included more bus lane in this section than in the current proposals.

Sub-topics and key points raised	Count
Traffic calming in Twerton Fork, Newbridge Rd and Chelsea Rd	
Against the removal of bus stops: Requests for the bus stop opposite Ashley Avenue/ Weston pub on Upper Bristol Rd to remain as it provides access for residents to the city centre	17
Suggestion to optimise the lighting design to improve traffic flow, including: - Crossing across Windsor Bridge should be signal controlled - Request for intelligent sensing traffic lights that adjust/ light change depending on how busy roads are - Suggestion for a new set of improved traffic lights on Upper Bristol Rd, Globe into Bath	15
Disagree with turning restrictions, specifically the restriction on Newbridge Rd, where a restriction on right turns in and out could cause major disruption and congestion	13
General support for crossings	10
General support for the extension of cycle paths, and suggestions for further extension, including from Bath Spa University north side of A39 to Corston village	10
Disagree to the location and/or the design of bus stops, specifically they do not address the real issue that there is not enough space, and the proposals will cause more congestion (referring to Windsor Villas and Ashley Terrace)	9
Support for decision to include a bus lane, specifically: - Bus lanes on Newbridge Rd that will improve traffic flow - For original plan of a bus lane in and out of Bath via Newbridge Rd, Rosslyn Rd to Upper Bristol Rd and the dual carriageway from Twerton Fork roundabout	7
Cycle paths should be physically separated from the road to improve the feeling of safety for users	7
Cycle paths should be continuous, including where the cycle route currently ends between Upper Bristol Rd to the RUH hospital	6
Proposed designs are not as impactful as previous ones, specifically that a bus lane is needed on Newbridge Rd to ease traffic flow	6
Preference for roads to be one-way, including: - Charmouth Rd - Lyme Rd - Lyme Gardens	6

Sub-topics and key points raised	Count
Chelsea Rd	
Other sub-topics raised in a limited number of comments (4 or less) included: - Disagree with the type of lighting used and/or suggest an alternative design (4) - Suggestion for a new/ different location of a zebra crossing, including near The Globe (4) - Support for decision not to include a bus lane on Newbridge Rd (4) - An additional cycle lane is needed, including from BBRP to Newton St Loe (4) - Clear road marking and signage is required (4) - Support for pavement widening (4), including on shared paths which are too narrow - Decisions about design must be backed by data (4), specifically through modelling or monitoring of Ashley Avenue and Chelsea Rd - Preference for roads not to be one-way, including on Station Rd as this will direct traffic to the junction of Locksbrook Rd (3) - Opposed to the location of pelican crossing, including on Chelsea Rd (3) - General support for the location of toucan crossing (3) - Suggestion for location for/ different vehicle movement/ turning restriction, including suggestion to make Chelsea Rd one way with dedicated loading/ unloading areas, and to ease the angle of Newbridge Rd/ Newbridge Hill junction to enable turning in and out of junction (3) - Suggestion for a new/different location of a toucan crossing, including crossings on Apsley Rd, the Globe Roundabout and opposite Selbourne Close (2) - Disagreement with proposed traffic calming measures (2) - Preference expressed for camera enforcement over physical traffic calming, including along the Globe to Newbridge Rd (2) - Suggestion for a new and/ or different location of a pelican crossing (2) - Suggestion for a new crossing to resolve existing issues (2) - Suggestion for additional footpaths (2), including on both sides of Bath Rd - Disagreement with the location of raised crossing, including the proposal to move the current crossing west of the junction of the A4 and Chelsea/ Station Rd (2)	N/A

Sub-topics and key points raised	Count
- Disagreement with the location of the bus gate (1) - Bus routes should be extended to increase uptake (1) - Bus stops do not need to be upgraded at the junction of Newbridge Rd and Lower Bristol Rd (1) - Suggestion for a permeable hard surface to be used along the BBRP (1)	
Ecology and biodiversity	
Operational impact on wildlife and habitats, including: - Rudmore Park, where the proposed cycle path would harm wildlife and remove green space - Impact on the wildlife area along River Avon cycle path	6
Construction impact on wildlife and habitats, including permanent damage to mature trees, habitats and the green character of the area	2
Environment	
Concerns about the increase in pollution	4
Other sub-topics raised in a limited number of comments (2 or less) included: - Concern about operational impact on the environment (2) - The project will reduce pollution by prioritising active travel (1)	N/A
General	
Support for the project and/ or option chosen, including the added safety features (e.g. wider path and lower speed limits on Newbridge Rd)	65
Opposition to the proposal chosen, including: - The layout at Twerton Fork because it is unnecessary - The proposed changes at Globe Roundabout because they are unnecessary	52
Oppose the need for the project, including proposals for Newbridge Rd, Osbourne Rd, Ashely Avenue, Twerton Fork and along the River Avon, because these are unnecessary and/ or will create problematic traffic	39
Other sub-topics raised in a limited number of comments (3 or less) included: - Buses are underutilised, so more infrastructure is not needed (3) - Support need for the project, including in Twerton Fork which will help to reduce conflict and benefit road users (2)	N/A

Sub-topics and key points raised	Count
Ground conditions	
Existing road surface condition is poor due to overuse and/ or lack of maintenance, specifically: • The current shared path on the A4 generally is poorly maintained. • The cycle lane parallel to the dual carriage in the Globe Roundabout area has an uneven surface	4
Health, safety and wellbeing	
General safety concerns, including the raised crossing at the junction of Rosslyn Rd and Newbridge Rd, as it may cause a knock-on impact that reduces safety for other users	14
Current lighting should be improved, including at bus stops at The Globe	9
General concerns for cyclist safety, including the proximity of the shared path to traffic without barrier protection, poor or absent lighting and uneven surfaces	7
General concerns for pedestrian safety, including the crossing at Twerton Fork being perceived as unsafe	7
Other sub-topics raised in a limited number of comments (6 or less) include: • Proposal will improve pedestrian safety, including along Newbridge Rd (6) • Operational impact on emergency services, including additional mini islands in the road near traffic lights which could impede ambulances that use this route, notably on Ashley Avenue (5) • Concern about safety of proposed crossings (5) • Scheme will improve general safety (4) • Visibility will be compromised due to new bus lanes/ car parking/ junction layout/ design feature (4). This includes the proposed one-way system on Station Rd impacting visibility on Locksbrook Rd, the Park and Ride for Locksbrook Rd having limited visibility to cross due to hedges, and the proposal to move a pedestrian crossing closer to Station Rd/ Chelsea Rd reducing visibility for drivers pulling out • Concerns about rat-running (3) • Paths must be maintained so they are safe, including those at Twerton Fork (4) • Speed reduction isn't necessary if pedestrians/ cyclists are separated from the road (2) • Clear signage needs to be provided, including cycle signage at the end of Station Rd (2) • Concern about antisocial behaviour, including on shared paths in residential areas (2)	N/A

Sub-topics and key points raised	Count
• Construction impacts on vulnerable people (1) • Support for the scheme as it will make the area less dangerous for pedestrians and cyclists (1) • General concern for female pedestrian safety, including along paths at night at Twerton Fork (1) • Support for CCTV, including along Salford to Corston bus stops (1)	
Land and property	
Impact to property access (e.g. driveways), including on Ashley Avenue	3
Other sub-topics raised in a limited number of comments (2 or less) include: • Too much land is required across the project (2) • Concerns about devaluation of property, including proposals in Rudmore Park impacting privacy (2) • Concerns about impacts on individual property, including the continued cycle paths behind the residents of Newbridge (2)	N/A
Loading and servicing	
Suggestion for a new location for loading and servicing, that double yellow lines should be kept on Newbridge Rd to allow dropping off and access points for residents	1
Support for location of loading bays, including on Chelsea Rd	1
Parking	
Opposed to removing parking spaces, including on Newbridge Rd, where there are already parking difficulties	9
Concern residents will have nowhere to park, including requests for resident parking	7
Suggestion for parking improvements, including ending free parking on public roads in Bath	6
Other sub-topics raised in a limited number of comments (2 or less) include: • Request for double yellow lines to restrict parking, including on Homelea Park East, to make visibility clearer when turning in and out of the junction (2) • Concern parking will negatively impact business, including the removal of spaces in Chelsea Rd and the surrounding roads (1) • Enforcement of Resident Parking Zone is inconsistent, and the parking zone needs to be extended to the Newbridge area (1)	N/A

Sub-topics and key points raised	Count
Pavement parking concerns, including on Station Rd and Newbridge Rd, making the roads narrow and dangerous to turn into (1)	
Planning	
Risk of cumulative impacts with planned developments in the area	6
Planning should connect with existing local plans/ developments, including by working with housing developers to determine speed limits	4
Other sub-topics raised in a limited number of comments (3 or less) included: - Proposal goes against project aims (3) - Project should meet regulatory compliance/ is against policy, including the need for a cumulative traffic impact assessment as required by the Planning and Compulsory Purchase Act 2004 and the Liveable Neighbourhoods Scheme (3)	N/A
Rd use	
Existing bus lanes are ineffective due to heavy HGV use and constrained width, including Locksbrook Rd junction, which is not suitable for HGVs' primary route into the industrial area	1
Shared use	
General desire for pedestrian and cyclist separation, including: - At River Avon bridge, which is too narrow and will become dangerous if used as a shared path - Pedestrians should be given priority over cyclists on shared paths - Suggestion for a dedicated pedestrian bridge alongside the current bridge at River Avon	7
Opposed to the proposal of shared provisions/ paths	4
Other sub-topics raised in a limited number of comments included: - Paths are not accessible or wheelchair friendly, including the pavement next to Lawrence House (1) - Shared use paths are dangerous (1), especially the BBRP	N/A
Socioeconomics, recreation and tourism	
Positive impact on quality of life for residents, families and children	6
Negative impact on quality of life for residents, families and children, including by lengthening commutes for working families	6

Sub-topics and key points raised	Count
Operational impacts on local economy	4
Construction will cause disruption on local population, including concerns about how long construction will take and how much land will be taken	3
Other sub-topics raised in a limited number of comments (2 or less) included: • New scheme disadvantages business deliveries (2) • Local businesses will not be able to operate due to construction and calls for a business impact assessment (1) • Construction impacts on the local economy, including less customers and deliveries (2) • Project will negatively impact the green character of the local area (1) • Scheme disadvantages people whose work patterns and locations make public transport unviable, including for patients and staff of the dentist on Ashley Avenue due to turning restrictions planned (1)	N/A
Sustainability	
Concern these changes will not make people change their travel behaviour, including drivers, who will not be persuaded to use public transport	4
Concern about the carbon output from the construction of the project, including the long-term environmental and carbon costs due to the proposals for the BBRP	1
Traffic	
The proposals will cause more traffic congestion, including: • Through new crossings and traffic lights at Newbridge Rd • Removing a traffic lane on the Bath to Twerton Fork route • Removing a traffic lane from Bath to Bath Spa with the addition of a bus lane • The new locations of bus stops and laybys on Newbridge Rd and A4 Lower Bristol Rd • The Twerton Fork junction layout pushing traffic to Newbridge Rd • Proposals on Ashley Avenue pushing traffic to Station Rd, creating congestion and rat running	48
Opposed to the change in speed limit, including the change to a 40mph speed limit on the dual carriageway	25
Concern the proposals won't address congestion	14
Other sub-topics raised in a limited number of comments (7 or less) included:	N/A

Sub-topics and key points raised	Count
• Suggestion for speed limit change, including on the A4 between Globe Roundabout and Twerton Fork to 50mph. Along Newbridge Rd, the speed limit should be 20mph due to school children (7) • Concerns about current traffic, including due to very poor traffic light timings (7) • Further information needed about mitigation, to assess how traffic problems are managed (5) • Support for the change in speed limit, and need for more signage along Newbridge Rd turning off from the A4 (5) • Belief that bus lanes will cause more congestion (4) • Construction traffic concerns, including concerns about road closures, timings, communications and unavoidable delays of the road works in Bradley Stoke (1) • If traffic is worse, it will encourage more people to travel unsustainably (1)	
Vehicle users	
Proposals are unfair to drivers and only benefit cyclists or bus users, including longer journey times for drivers	9
Proposals do not consider those who need to drive for work, including: • Little consideration for businesses that rely on driving • Proposals on Ashley Avenue that will cause issues due to narrowness and congestion	4
Walking and wheeling	
General support for walking and wheeling provisions, including the shared path on Globe Roundabout and the upgrades to footpath from Saltford to Corston	14
Path is not accessible and/ or wheelchair friendly, including: • The current footpath on the dual carriageway • The footpath on Home Lea Park East is not continuous and too steep for wheelchair users	4
Other sub-topics raised in a limited number of comments (3 or less) included: • Crossing is not suitable and/ or should be in a different location, including at Twerton Fork (3) • General opposition to walking and wheeling provisions, including that pedestrians will not feel safe walking alongside a busy road from Bath Spa University to Bath (1) • Route should be direct, including that crossing in Corston village along the A4 and A39 is dangerous as pathways become isolated at these busy junctions (1)	N/A

Sub-topics and key points raised	Count
I/ my children would use if improvements were made, including crossing at Windsor Bridge Rd (1)	
Water environment and flood risk	
Concerns about drainage	2
Concerns about flooding	1

Appendix C: Bristol and Bath Railway Path feedback

The following table summarises 'Themes' and 'Topics' identified in responses to the question ***'Do you have any comments about our proposals for the Bristol and Bath Railway Path, including the link to the Bird in Hand pub and the Railway Path extension in Newbridge?'*** It also includes comments submitted in written feedback that could be attributed to this area.

As noted in [Feedback analysis approach](#), because a feedback comment would usually raise several different 'Themes' and 'Topics', comment counts in these tables do not correspond to the number of respondents, and the same comment may appear in multiple route sections. For clarity, some topics and their associated counts have been combined to aid readability.

Sub-topics and key points raised	Count
Accessibility impacts	
Praise for accessibility of the scheme, especially step-free access and reducing barriers - Bird in Hand seen as key accessibility win: stairs/ muddy slope are major barriers; improvements help children, mobility-impaired users and disabled people - Newbridge extension improves accessibility by reducing exposure to A4 transitions - Option B bridge will improve comfort/ safety for wider users	6
General accessibility concern raised. Comments included: - Step-free alternatives required at the Bird in Hand link - Surface unevenness and dark stretches are problematic for users of crutches, canes and walking sticks - Active travel not fully inclusive	4
Other sub-topics raised in a limited number of comments (two or less) included: - Buses aren't frequent enough (2) - Scheme won't meaningfully improve public transport or accessibility unless regular connecting bus services to the A4 are reinstated and expanded (1) - Stronger incentives to shift travel behaviour should be made, like making bus travel free (1)	N/A
Air quality, noise and vibration	
Reduced traffic volumes will improve air quality	1
Construction would increase noise pollution in a green area	1
Alternative options	

Sub-topics and key points raised	Count
Alternative transport solutions (rail/ light rail/ tram/ metro/ guided bus) to address underlying problems	11
Suggestions for alternative routing and network priorities to avoid conflict points, reduce construction/ ecology impacts, and improve directness	11
Project should be paired with (or refocused towards) more reliable, frequent and better-connected bus services, suggesting that active travel improvements alone won't deliver the wider transport outcomes	4
Consultation	
Request for a response to consultation feedback/ other question	10
Other sub-topics raised in a limited number of comments (seven or less) included: • Consultation materials were unclear, either because key claims weren't evidenced on the maps, the mapping/ labels didn't match local knowledge, or the wording created confusion/ frustration (7) • Users couldn't access or find the proposals online, describing the website/ materials as hard to navigate such that they were prevented from reviewing details before commenting (2) • The consultation/ proposals needed to be better advertised, implying they were not sufficiently aware or reached through current engagement methods (1) • Praise for the presentation/ clarity of the materials, specifically noting the before-and-after "slider" images as a helpful way to understand the changes (1)	N/A
Costs	
The project is a waste of taxpayers' money and there is not enough evidence to warrant the costs	13
Other sub-topics raised in a limited number of comments (four or less) included: • Suggestions for cost savings, including subsidising buses or buying neighbouring land (4) • There is a need for cyclists to pay some sort of tax a vehicle excise duty if there are to be more cycling improvements on roads (3) • A fair economic breakdown of the scheme was not provided (2)	N/A
Cycling	
General support for new cycle provisions. Comments included: • Support for the segregated cycle path going into Saltford as this would increase safety	60

Sub-topics and key points raised	Count
This is a long-needed improvement that would make cycling safer, more attractive, and better connected between Bath, Saltford, Keynsham and Bristol	
Routes should be direct and intuitive to encourage everyday use. Comments included: - If alignments feel indirect people may continue using quicker road options - Suggestions included keeping lines straighter, reducing unnecessary diversions (including "S-bends"), and improving direct access from nearby areas so the route works for commuting and family trips	10
Other sub-topics raised in a limited number of comments (six or less) included: - Opposition to or general negative sentiment on the cycling proposals (6) - Current network is awkward or incomplete and does not provide safe, reliable options for everyday cycling (6) - Current provision is already usable and does not justify further changes (6) - I would cycle more often (including with children) if the route felt safer and more direct, and if it connected better into Bath (4). - Proposals and/ or route connections are hard to understand and would benefit from clearer signage and more intuitive navigation (3)	N/A
Design	
Preference for BBRP Option B. Comments included: - It is the safest, most direct and traffic-free option, with the bridge over Brassmill Lane seen as the main benefit - It would reduce pressure on the narrow riverside/ towpath and improve access at the Bird in Hand connection	26
Support for a particular elements of the proposals, with suggestions for improvement including: - The wider cycle network needs to go further, with better links into central Bath and central Bristol so cycling becomes a realistic alternative to driving - Known pinch points and poor surfaces on the connecting riverside/ towpath sections should be addressed as part of a wider "joined-up" route	23
Opposed to design of lighting/ suggest alternative to type of lighting used. Comments included: Questions as to whether lighting is needed and raising concerns about wildlife, light pollution and changing the character of the corridor	14

Sub-topics and key points raised	Count
Where lighting was supported, it was typically framed as limited, low-level, targeted and/ or using passive measures (e.g. reflective studs) rather than continuous lighting	
Requests for easier and safer ways to join/ leave BBRP, especially at the Bird in Hand and around Brassmill Lane. Comments included: - Improve step-free access at the Bird in Hand (due to the steps/ muddy slope) - Better crossings/ bridge options at Brassmill Lane to keep the route safe and seamless - Parking impacts, safety at access points, and need to keep changes sensitive to wildlife and residents	13
Other sub-topics raised in a limited number of comments (seven or less) included: - Requests for clearer markings and better wayfinding to improve safety and reduce user conflict. Requests included better signposting at access points, clearer shared-use “rules”, and more consistent heritage-style signage in sensitive areas (7) - Requests for additional measures to manage speed and behaviour, particularly on shared route sections, to reduce conflict and improve safety (6) - Wider issues not included in this consultation, such as alternative routes to improve first, and related highway changes (crossings, parking, signals) (6) - Suggestions to link this scheme to wider rail/ heritage ambitions, rather than treating it as standalone (6) - Requests for extra “everyday” amenities to support year-round use, including lighting (often low-level/ wildlife-sensitive), bins, seating, planting/ privacy screening, and improved wayfinding (5) - Cycle paths should be continuous and consistent to encourage use (4) - Preference for Option A as the simplest and cheapest way to link the Railway Path towards Station Rd (3) - Choices - especially on option selection, crossings and lighting - should be justified with clearer evidence on use, safety outcomes, value for money and ecological impact (3) - Opposition to the location of proposed raised crossings (2) - Caution against over-urbanising the route with heavy paint/ lines, with preference for targeted safety fixes (e.g. parking controls, dropped kerbs) and low-impact guidance such as reflective markers (2) - Opposition to the location of street furnishings (1)	N/A

Sub-topics and key points raised	Count
• Opposition to specific crossing/raised table locations, citing potential impacts on traffic flow, safety, pedestrian movement, and parking (1) • Support for the link but suggestion to move the Brassmill Lane crossing to better match desire lines and create a straighter alignment, help usability, and avoid unnecessary doubling back (1) • Safety concern highlighted at Bird in Hand due to limited visibility on the bend/turning movements and suggested the layout may need changing (1) • Opposition to the proposed turning restrictions, arguing they could displace traffic onto narrow residential streets, disrupt access for residents and local businesses, and worsen congestion. Assurance required on emergency access and more continuity to key destinations (e.g. hospital) (1) • Suggestion to use permeable or semi-permeable surfaces (1) • Suggestion for new/ different location of zebra crossing (1)	
Ecology and biodiversity	
Opposition to or caution against new lighting, with views that the route should remain a dark wildlife corridor and that lighting would harm ecology and change the rural character. Comments included: • No lighting unless impacts can be shown to be acceptable • If lighting is included, it should be low-level, shielded, wildlife-sensitive, and limited to access points • Alternatives such as reflective markers/ edge definition instead of continuous lighting • Minimise tree/ habitat loss and add planting where impacts occur	10
Concerns about operational impacts on wildlife and habitats, particularly where proposals introduce lighting or hard surfacing in green corridors. Key issues included: • Lighting seen as a risk to a “dark corridor” and wildlife connectivity • Concern the route becomes more “urbanised” through widening/ surfacing • Increased use linked to noise, disturbance and antisocial behaviour • Preference for lower-impact alternatives (e.g. Option A/ Avon Lane) and speed management	8
Concern for construction impact on wildlife and habitats, including comments on habitat loss, vegetation clearance, and permanent “urbanisation” of the corridor (particularly behind Newbridge Rd).	8
Other sub-topics raised in a limited number of comments (four or less) included: • Impacts on protected/ notable species, with lighting (especially impacts on bats) the main concern (4)	N/A

Sub-topics and key points raised	Count
• Requests that construction avoids tree loss and disturbance, noting mature trees provide habitat and privacy (3) • Requests for stronger ecological assessment and clearer evidence to be published, particularly on lighting impacts and disturbance to sensitive habitats, with mitigation (e.g., planting) considered where impacts are unavoidable (2) • Concerns about tree loss, particularly on the Brassmill Lane-Station Rd section and behind Newbridge Rd properties. Lighting was also highlighted as intrusive for residents and harmful for wildlife (including bats noted near Osborne Rd bridge) (2) • Objection on environmental grounds, as widening and lighting would "urbanise" the route and harm the corridor's nature-led character (1) • Concern about impacts on designated/ ecologically important corridors, including the Railway Path's role as a wildlife corridor (including bat sensitivity) (1) • Further information on mitigation/ mitigation should be a priority (1)	
General	
General support for the project/ option chosen, proposals are welcome and an overdue improvement for safer active travel	147
General opposition to the project/ option chosen	25
Disagree that the project is needed. Comments included the existing Railway Path and riverside routes already work well, and any spend in this area should focus on maintenance	11
Agree that the project is needed	4
Ground conditions	
Basic maintenance and surface condition should be addressed alongside (or instead of) proposals	4
Concern as to whether existing ground and surfaces are safe without significant maintenance first, a focus on root damage, cracking, leaf and ice hazards, and the need for resurfacing fixes	3
Health, safety and wellbeing	
Support for lighting to make the route feel safer and usable year-round, particularly for commuting in winter. Comments included: • CCTV should be part of a wider security approach • Lighting should be wildlife-sensitive and low-level where possible	22

Sub-topics and key points raised	Count
Lighting would not change their willingness to use the route after dark	
General concerns for cyclist safety. Comments included: - Cyclist safety noted as an issue, particularly where routes mix with traffic or feel unsafe after dark - Support for measures that reduce exposure to busy roads and improve personal security - Conflict with traffic should be avoided (e.g. Brassmill Lane/ trade vehicles, close passes) - Need for safer, continuous off-road links (including use of the old railway alignment) - Need for security measures for darker months (lighting, CCTV, enforcement) and fixing specific visibility/ conflict points	11
Cycle paths must be maintained so they are safe. Comments included requests for: - Repairing uneven surfaces and root damage - Winter treatment (e.g. gritting on icy days, especially on bridges) - Improving visibility/ sightlines at junctions (e.g. parked vehicles and fast-moving traffic) - Low-impact visibility measures in low light (e.g. low-level or motion lighting, reflective markers)	10
Concern that fear of antisocial behaviour is a barrier to using the route after dark. Comments included: - Support for particular interventions (e.g. lighting, CCTV, boundary/ privacy treatment near homes, and avoiding isolated "dead ends") - E-scooter behaviour highlighted as a particular concern	10
Other sub-topics raised in a limited number of comments (five or less) included: - Desire for stronger management of cycling behaviour on shared routes, including speed control, clear pedestrian priority, and enforcement (5) - Requests for CCTV, often alongside lighting, citing personal safety concerns and the need to deter anti-social behaviour (4) - Support for the proposals specifically because they would make the route safer to cycle (1)	N/A
Land and property	
Concerns about direct impacts on nearby homes/ properties, including a focus on privacy, security and amenity for rear gardens backing onto the proposed alignment, with concern about antisocial behaviour, lighting glare, loss of screening trees/ vegetation, and traffic displacement affecting residential streets	8

Sub-topics and key points raised	Count
Property value and saleability concerns, especially the proposed route behind Newbridge Rd. Devaluation was linked to reduced screening, loss of trees/ wildlife, privacy into gardens, risk of antisocial behaviour, and lighting spill (including into bedrooms, especially in summer)	2
Parking	
Opposition to removing parking spaces on Station Rd, at the Bird in Hand junction and on Saltford High Street	3
Suggestion for parking improvements/ mitigation on Newbridge Rd by adjusting double yellows, or through Resident Parking Zones and stronger enforcement/ traffic management	2
Concern about cumulative impacts with existing/ planned developments and other projects	1
Planning	
Preference that the scheme connects with existing development proposals - particularly the Hartwells development	2
Scheme adds to cumulative loss of green space from housing and student development	2
Project must be legally and policy compliant and not used to justify making the A4 worse for current residents	1
Concern the project will interfere/ impede with existing and planned developments in the area/ developers in the area should be consulted	1
Shared use	
General desire for pedestrian/ cyclist segregation. Comments included: • Concern about speed, near-misses and intimidating behaviour on shared paths • Suggestions included physical or marked segregation where possible • Speed management on shared sections (e.g. calming features at transitions) • Clearer rules and enforcement (including requests for CCTV)	19
General support for shared use provisions, including support linked to accessibility benefits (easier access for mobility users and families)	12
Other sub-topics raised in a limited number of comments (seven or less) included: • Shared paths feel unsafe due to speed differences and conflict between cyclists and pedestrians, with e-bikes/ e-scooters raised as an added risk (7) • General opposition to shared use provisions (2)	N/A

Sub-topics and key points raised	Count
- Support for accessibility improvements, particularly making routes less muddy and easier for pushchairs and wheelchair users (2) - The current provision is adequate, and that no further shared-use changes are needed (1)	
Socio-economics, recreation and tourism	
Proposals could improve day-to-day life and safety, particularly for families	4
Other sub-topics raised in a limited number of comments (three or less) included: - Quality-of-life concerns, mainly focused on impacts to nearby residents living (3) - Project will have a positive impact on recreation, encouraging more walking and cycling to local attractions and businesses (2) - The project will negatively impact the character of the local area (2) - A safe, well-lit cycle and running route could help attract people to the area and suggesting weekend market stalls as a way to bring trade locally (1) - Concern for construction impacts on local population/ disturbance/ disruption (1)	N/A
Sustainability	
Proposals will not make people change their travel behaviour as there is not yet enough improvement/ incentive to make drivers choose public transport over driving	1
Concern about the carbon output from construction	1
Support for Net Zero aspect/ appreciate the need to promote cycling/ walking/ wheeling/ buses	1
Traffic	
The project will cause more traffic congestion. Comments included: - Proposals could push traffic into residential streets (Station Rd/ Locksbrook Rd/ Chelsea Rd/ Ashley Avenue cluster) - Concerns that the proposals could create new congestion and "pinch points"	8
Other sub-topics raised in a limited number of comments (six or less) included: - Baseline traffic is already problematic, especially on Station Rd and Locksbrook Rd (6) - Further information is needed about mitigation/ traffic mitigation is required, for example on Station Rd/ Keynsham Mead/ Locksbrook Rd junction (3)	N/A

Sub-topics and key points raised	Count
• Concern project won't address congestion noting traffic would be displaced and adversely impact emergency services (2) • Bus lanes/ restrictions would worsen congestion. This is due to poor signal timings and the way that bus lanes "trap" both buses and cars (2) • Support for measures addressing speeding on Brassmill Lane, noting the current 20mph limit isn't enforced (1) • Proposals could reduce problematic vehicle movements (especially HGVs on Station Rd) but still wanted wider traffic management/ enforcement (1) • Suggestion to manage builder access via the rear route from Station Rd (with household permission) to reduce Newbridge Rd parking impacts and protect A4 flow (1)	
Vehicle users	
Proposals are unbalanced, with drivers bearing the disruption for benefits for cyclists and bus users	4
Walking and wheeling	
General support for walking and wheeling provisions. Comments included: • The route is a valued off-road connection and would benefit from better access and more usable surfaces • Specific design details highlighted including clearer, safer connections at key access points (e.g. Station Rd/ Bird in Hand) and practical additions to improve year-round use (e.g. low-level lighting, bins, seating)	24
Other sub-topics raised in a limited number of comments (six or less) included: • Walking and wheeling infrastructure is already sufficient (2) • Additional bridge links could improve access from Keynsham, as current connections feel indirect (1) • The path is not accessible/ path is not wheelchair friendly (1) • General negative comment about walking and wheeling provisions (1)	N/A
Water environment and flood risk	
Flood resilience is a key issue for the project	2
Support for the extension in principle but flagging that the Bath riverside section is highly susceptible to heavy rain and flooding, affecting accessibility	1

Appendix D: Bus stops proposals feedback

The following table summarises 'Themes' and 'Topics' identified in responses to the question **'Do you have any comments about our proposed upgrades to bus stops?'** It also includes comments submitted in written feedback that could be attributed to this area.

As noted in [Feedback analysis approach](#), because a feedback comment would usually raise several different 'Themes' and 'Topics', comment counts in these tables do not correspond to the number of respondents, and the same comment may appear in multiple route sections. For clarity, some topics and their associated counts have been combined to aid readability.

Please note, while the rest of this report contains B&NES-only feedback, the below section is for bus stops proposed in both B&NES and BCC areas.

Sub-topics and key points raised	Count
Accessibility impacts	
Buses aren't frequent enough. Comments included: - Concern about current frequency and reliability of buses, particularly between Bath and Keynsham - Unless services improve, the proposals will not encourage uptake in bus usage	19
Concern some people will have to walk long distances to get to a bus stop. Comments included: - planned bus stop removals that would increase walking distances for certain residents to access bus routes - Locations mentioned included the Dryleaze eastbound bus stop, the westbound bus stop at Hygge Park/ Fairfield Way, and the Weston eastbound bus stop in Bath	10
Other sub-topics raised in a limited number of comments (seven or less) included: - Proposals disadvantage older drivers who rely on their cars (7) - Space for less mobile people and those with pushchairs is essential, and bus stops should be designed to not encroach on pavements and provide enough space for wheelchair users to remain sheltered (5) - Appreciation for features of bus stop design proposals that improve accessibility, such as raised kerbs (4) - Unless certain features are added to improve the passenger experience for less mobile people and wheelchair users, then the scheme would not permit these individuals to travel by bus. These included not having perch benches at stops and having sufficient space at stops and within buses for wheelchairs. Blue	N/A

Sub-topics and key points raised	Count
Badge holders require personal vehicles to be mobile, and proposals which made driving more difficult would impede their mobility (3) • Need for cheaper buses / buses should be free, especially for over 60s (3)	
Air quality, noise and vibration	
Increased congestion due to bus stop design (removal of bus lay-bys) and location (near residential properties or crossings) would make localised air quality worse	5
Carbon emissions will increase during the construction stages of the scheme	1
Alternative options	
Increasing frequency and reliability of buses service would encourage more people to use them	41
Alternative transport suggestions, such as tram or metrobus, should be considered instead	3
Consultation	
Request for a response to consultation feedback/ other question	8
Other sub-topics raised in a limited number of comments (four or less) included: • Concern that the consultation materials were unclear, leading to a lack of understanding of the changes being proposed (4) • Engagement with St Cuthbert's Church, Wick Rd, is needed due to the proximity of bus stop upgrade proposals (3) • WECA will not listen to people's views, and the proposals demonstrate this because they do not address the low frequency of buses through Keynsham to Bristol (2) • Criticism that event staff were unable to answer questions regarding bus frequency (1)	N/A
Costs	
Project is a waste of money. Comments included: • Bus stops don't need upgrading, and doing so would provide little benefit • Alternative suggestions for spending suggested, such as improving road surfaces or focusing efforts on individual aspects of the scheme (e.g. cycle paths)	19
Other sub-topics raised in a limited number of comments (four or less) included: • Feeling that proposed upgrades should be abandoned and money spent elsewhere (4)	N/A

Sub-topics and key points raised	Count
• Damage to pavements, trees and verges will require future costs to repair (1) • Bus stops with already existing functionality (a pole, timetable information and a shelter) should not be upgraded so that taxpayer money is saved (1)	
Cycling	
General desire for bus stop and cycle lane separation. Comments included: • Existing bus stops with cycle lanes running through them are dangerous and prevent continuous lanes • Along Lower Bristol Rd, Bath, there are often near misses with pedestrians alighting buses into the path of oncoming cyclists • The floating bus stop design throughout the Bath section would allow for a continuous cycle lane	2
Concerns raised regarding proposals to locate cycle storage next to bus stops	1
Design	
Suggestions for bus stop design. Comments included: • Bus laybys should not be removed • Accurate live bus times at every stop, provided these match with the times displayed on mobile apps • Shelter placement must be optimised to fully protect those seated from the elements • Preference for benches over perched seats • Leave as much space as possible at busy bus stops, so that queues don't encroach on cycle lanes • Bins should be provided at each bus stop, particularly those frequented by students	103
Positive general comments on bus stop design and locations. Comments included: • Support for live timetables and shelters, to improve passenger experience and increase usage • Support for upgrades only if certain features were implemented, for example sheltering designed with consideration of the dominant wind direction • Specific locations included Allison Rd and Sandy Park/ Repton Rd • Support for proposals for bike lanes running alongside bus stops on Upper Bristol Rd • Support given for the number of bus stops	82
Opposed to removal of bus stops. Comments included:	28

Sub-topics and key points raised	Count
- Concerns about the removal of the Weston eastbound bus stop on Upper Bristol Rd, Bath, due to the large number of services which stop there and it being the most accessible stop for residents of Chelsea Rd and Ashley Avenue - Opposition to the removal of the Dryleaze eastbound bus stop due to it being a vital transport link for nearby residents	
Opposed to location/ design of bus stops. Comments included: - Concerns about the movement of bus stops from laybys across the scheme, suggestion that this should be done where bus stops are located in bus lanes - Opposition to the design of floating bus stops in Bath - Opposition for the removal of the bus layby and proposed extension of the ST64 bus stop on Wick Rd, due to its proximity to the junction with Sandy Park Rd - At both the east and westbound bus stops at Ellsbridge Close there is inadequate space left for a bus shelter, and that the location would block the traffic towards Keynsham for a few minutes at a time	20
Bus stop upgrades are unnecessary. Comments included: - That bus stops along the A4 had been upgraded in recent years and the disruption caused by implementing proposals was unnecessary - Most bus stops, including between Broadmead Roundabout and the Globe, are already equipped with necessary features (a shelter, an electronic timetable and seats)	19
Other sub-topics raised in a limited number of comments (six or less) included: - Comment on designs not included in this consultation (6) - Suggestion for a new or different location for a bus stop (6) - Opposition to the location of bus stops, such as the Rudmore Park westbound bus stop due to infringement on visibility of cyclists turning out of Rudmore Park (5) - Opposition to the removal of bus stops, such as the removal of the Ellsbridge house westbound bus stop as it will cause more traffic and is better in its current location (4) - The proposals must be supported by similar projects which have evidenced increased bus usage (3) - Pavement widening at bus stops is a priority, especially for those with less mobility or with children (3)	N/A

Sub-topics and key points raised	Count
• Bus stop upgrades influence changes to road markings, which will restrict space for cars (1) • Concern over proposals to reduce seating availability at certain bus stops (1) • Support for the design of floating bus stops which allows for continuous cycle lanes across the scheme (1)	
Ecology and biodiversity	
Concern over damage to trees during bus stop upgrading	1
Trees should be planted adjacent to bus stops where possible along the route	1
Environment	
Bus stops designed without laybys would increase congestion and thereby worsen air quality	1
General	
General support for the bus stop upgrades without specific reference to aspects of the proposals	32
General comments that the proposed bus stop upgrades would have little benefit for road users and therefore are not needed	15
Other sub-topics raised in a limited number of comments (six or less) included: • Proposals are unnecessary and other issues relating to travel along the A4 are a greater priority (6) • Recognition of the need to improve specific aspects of bus stop design, including included shelter and space for pushchairs (2) • Skepticism about the effects the project would have on bus usage; bus utilisation is currently low (2)	N/A
Ground conditions	
Poor road surfaces along the A4 are a prevalent issue, and that funding should prioritise repairing the roads where necessary	3
Health, safety and wellbeing	
General safety concerns raised included: • Bus stop safety where bus stops are opposite junctions • Bus stops moving into the road, removing laybys, and encouraging overtaking, which could be dangerous if bus stops are located near light-controlled crossings, for example on Newbridge Rd	10
Other sub-topics raised in a limited number of comments (three or less) included: • Support for improving lighting at bus stops to improve user experience (3)	N/A

Sub-topics and key points raised	Count
- Concerns about removing bus stop laybys as they are sometimes used by emergency vehicles (2) - Concern about existing bus stops with cycle lanes running through them being a danger for both bus users, cyclists and pedestrians (2) - Creation of a new bus stop outside St Cuthbert's Church on Sandy Park Rd could cause dangerous parking, particularly when people are attending funerals at the church (1) - E-scooters provisions encourage crime and are also illegal (1) - Entering and exiting a cycle route at the top of Rudmore Park onto the A4 Newbridge Rd is difficult due to the location of a bus stop at the top of the road as buses obscure visibility (1) - Footpaths must be maintained to allow people to walk safely to bus stops (1)	
Land and property	
Concern about potentially impeded access to property on Sandy Park Rd, which would affect businesses	2
Concern about relocation of the Ellsbridge House east-bound bus stop in Keynsham adjacent to residential properties due to devaluation	1
WECA needs approval from St Cuthbert's Church, Sandy Park Rd to use adjacent land for bus stop	1
Parking	
Concern over the loss of parking spaces for residents without driveways between Rudmore Park and Homelea Park West, Newbridge Rd, Bath, due to bus stop proposals	2
Cycle storage and e-scooter parking must not obstruct access to bus stops for wheelchair and less mobile users	1
Planning	
Concern over increased congestion along the A4 in Saltford due to new housing developments, which would be compounded by omitting laybys in the proposals. Comments included the removal of the Weston eastbound bus stop in Bath would encourage people to cross at Locksbrook Rd without the use of an established crossing, a danger which would be increased by the development of the Locksbrook Tip	3
Proposal goes against project aims, including the removal of the Dryleaze eastbound bus stop used by nearby residents as it won't provide better options to travel sustainably or provide safer and pleasant routes	2
Proposals contradict NPPF Paragraph 110, as they do not improve accessibility, efficiency nor safety, and the Localism Act 2011, in that Saltford residents have not been considered in planning decisions	1
Shared use	

Sub-topics and key points raised	Count
Where cycle paths intersect with bus stops, cyclists should be informed that bus users have priority when alighting/ entering a bus	1
Socio-economics, recreation and tourism	
Upgrading bus stops would create local disruption during construction	1
The relocation of the ST64 bus stop to outside St Cuthbert's Church, Sandy Park Rd, would hinder events taking place at the church	1
Concern over the proposed upgrade of ST38 bus stop, Sandy Park Rd due to possible prevention of vehicle access	1
Sustainability	
Doubts that the scheme would lead to changes in travel behaviour • People are less likely to cycle along the A4 due to weather conditions, the amount of traffic • The excessive number of bus stops would lead to increased journey times and discourage usage	4
Other sub-topics raised in a limited number of comments (two or less) included: • Support for encouraging more people to use public transport and active travel options (2) • The removal of the Dryleaze eastbound bus stop is contradictory to the scheme's sustainability aims as it impedes residents' access to public transport (1)	N/A
Traffic	
Concern over increased congestion associated with the planned removal of bus lay-bys along the route and aspects of bus stop design and siting across the project. Comments included: • Opposition to the removal of bus laybys across the proposals, with specific references to potentially increasing congestion in Saltford • Criticism of the proposed placement of the westbound Weston bus stop in Bath due to its proximity to a crossing, thereby increasing the number of hold-ups for traffic along the A4	34
Other sub-topics raised in a limited number of comments (four or less) included: • Concerns about the current level of traffic across different areas of the project exacerbated by current bus stops. These included concerns over limited road space (e.g. outside Saltford Library) and bus stops' proximity to junctions (e.g. Wick Rd/ Sandy Park junction) (4)	N/A

Sub-topics and key points raised	Count
- Reducing congestion is a priority and that it is unclear whether bus stop proposals in several locations would accomplish this. This included the bus stop proposed at the Sandy Park/ Wick Rd junction potentially increasing congestion, and the removal of the Weston eastbound bus stop (4) - concern over potential damage to walking infrastructure, these being pavements and verges (1) - Traffic mitigation is important to ensure that property owner and emergency services access to and from properties is maintained during construction (1)	
Vehicle users	
Bus stop improvements are beneficial but should only be implemented if car journey times are not increased as buses are not an option for everyone	1
Walking and wheeling	
General opposition to crossings due to their locations including too close to bus stops	2
Concern about removal of Dryleaze eastbound bus stop because of feeling it would decrease accessibility to bus services for nearby residents, requiring walking along a pavement only 1m wide	1

Appendix E: Questionnaire

The following shows the text in the questionnaire which was available in paper format and online.

A4 Bath to Bristol project - 2025 public consultation

Questionnaire

About the project

The A4 is one of the region's main transport corridors and a key focus for future growth. It connects Bristol and Bath, as well as major innovation areas like Bristol's Temple Quarter and Bath's Riverside Innovation District. Anyone who travels on the A4 between Bath and Bristol knows that traffic can be a real problem – especially during rush hour. Over 62% of commuters drive to work between the two cities.

Over the next 20 years, thousands of new homes are expected to be built in the area, which will only add to this.

The A4 Bath to Bristol project is designed to give people better options to travel sustainably and to make safer, more pleasant routes for pedestrians and cyclists. Most of the plans have been designed to not take away lanes of traffic for vehicles and include:

- New bus lanes for faster, more reliable journeys
- Nearly 150 upgraded bus stops
- Safer crossings for people walking, wheeling or cycling especially to schools
- Around 3.5 miles (5.5km) of new cycle lanes, many fully separated from traffic

For many, driving will continue to be the most convenient way to travel. At the same time, others depend on buses, walking, wheeling, or cycling to get to work, school or appointments. By improving these alternatives, it will make it easier for people to leave the car at home when they want to, helping to ease congestion and keeping the road flowing more smoothly for those who do need to drive. As well as changes to the A4 itself, proposals include improvements to nearby side roads, safer routes around local schools, and aims to improve access for pedestrians and cyclists to reach the A4.



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Responding to the consultation

We want to hear your views on our updated plans for the A4 Bath to Bristol project. The deadline for responding is **Tuesday 2 December 2025**.

You can return your questionnaire to us, free of charge, by posting to: **FREEPOST West of England Combined Authority**

Alternatively, you can email a scan of it to: **bathtobristol@westofengland-ca.gov.uk**

Please read the relevant sections of the consultation materials to help inform your responses in this questionnaire. You can read the latest proposals at: **www.haveyoursaywest.co.uk**

To request paper copies of the proposals, please email us at **bathtobristol@westofengland-ca.gov.uk** or call us on **0117 428 6210**.

1. How do you normally travel on the A4 between Bath and Bristol? (please tick all that apply)

- ☐ Walk
- ☐ Cycle
- ☐ Bus
- ☐ Mobility scooter / Wheelchair
- ☐ Motorcycle
- ☐ Car / Van (as a driver or a passenger)
- ☐ Taxi
- ☐ Other

If you ticked 'Other', please specify in the box below

2. Do you have any comments about our proposals for Brislington and Totterdown, including Arnos Vale, the A4 between West Town Lane and Emery Rd, and the traffic calming and walking and cycling measures in Brislington?

As a reminder, we are not consulting on proposals for the section of the A4 between the junction of the A4 with Emery Rd and Stockwood Rd and Hicks Gate roundabout. You will have an opportunity to have your say on this in the future.



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3. Do you have any comments about our proposals for Saltford and Keynsham, including the A4 between Broadmead roundabout and Saltford village, and Norman Rd?

As a reminder, we are not consulting on the Keynsham bypass. You will have an opportunity to have your say on this in the future.

4. Do you have any comments about our proposals for Bath, including the A4 between the Globe roundabout and Upper Bristol Rd, including Twerton Fork and Newbridge Rd?

5. Do you have any comments about our proposals for the Bristol and Bath Railway Path, including the link to the Bird in Hand pub and the Railway Path extension in Newbridge?

6. Do you have any comments about our proposed upgrades to bus stops?

7. Do you have any other comments you would like to add?

About you

We would like to ask a few demographic questions to help us understand who is responding to this questionnaire. This information will help ensure we hear from a diverse range of people and consider different needs when planning improvements as part of the A4 Bath to Bristol project. Your responses will remain anonymous and will only be used to help shape future engagement and decision-making.

8. What is your age group? (Please put a tick in the box that applies to you)

- ☐ Under 15
- ☐ 16 - 24
- ☐ 25 - 34
- ☐ 35 - 44
- ☐ 45 - 54
- ☐ 55 - 64
- ☐ 65 - 74
- ☐ 75 +



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☐ Prefer not to say

9. Which of the following best describes your gender? (Please put a tick in the box that applies to you)

- ☐ Female
- ☐ Male
- ☐ Non-binary
- ☐ My gender is not listed
- ☐ Prefer not to say

10. What is your ethnic group? (Please put a tick in the box that applies to you) Asian or Asian British

- ☐ Bangladeshi
- ☐ Chinese
- ☐ Indian
- ☐ Pakistani
- ☐ Any other Asian background

Black, Black British, Caribbean or African

- ☐ African
- ☐ Caribbean
- ☐ Any other Black, Black British, Caribbean background

Mixed / Multiple

ethnic groups

- ☐ White and Asian
- ☐ White and Black African
- ☐ White and Black Caribbean
- ☐ Any other Mixed or multiple ethnic background

White

- ☐ English/ Welsh/ Scottish/ Northern Irish/ British
- ☐ Gypsy or Irish Traveller
- ☐ Irish



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- ☐ Roma
- ☐ Any other ethnic group

Other

- ☐ Prefer not to say

11. What is your postcode? This will help us to understand where your feedback is coming from.

12. Are you responding as an individual or as a representative of a business or organisation?

- ☐ Individual
- ☐ On behalf of a business or organisation

If you are responding on behalf of an organisation (business, community group, residents' association, education establishment, council or any other organisation), please tell us the name of your organisation.

13. Please tell us about your employment status. (Please put a tick in the box that applies to you)

Are you:

- ☐ In education
- ☐ Employed
- ☐ Self employed
- ☐ Unemployed
- ☐ A stay-at-home parent, carer or similar
- ☐ Retired
- ☐ Unable to work
- ☐ Prefer not to say

14. Are your day-to day activities limited because of a health problem or disability which has lasted, or is expected to last at least 12 months? (Please put a tick in the box that applies to you)

- ☐ No



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- ☐ Yes, limited a little
- ☐ Yes, limited a lot
- ☐ Prefer not to say

Thank you for completing our questionnaire

We only collect the personal details you choose to provide, along with anonymous statistical data. Your information is used to improve services, send updates (if you opt in), and for essential administration with trusted partners. We keep your data secure, only share it when required by law or for safety reasons, and retain it only as long as necessary.



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Appendix F: Postcard

This shows the postcard that was sent to residents and businesses as described in [3.2 Promotion](#)



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A4 Bath to Bristol



We're proposing changes to give you more options to travel sustainably by bus, bike, walking and wheeling. Plans include:



Safer crossings and routes near local schools



New bus lanes for faster, more reliable journeys



Nearly 150 upgraded bus stops



New cycle lanes, many fully separated from traffic



Find out more

Visit www.haveyoursaywest.co.uk
Call 0117 428 6210
Scan QR code

We want to know what you think. Nothing is set in stone at this stage. Join us at a community drop-in event to view and discuss the plans, or find out more on our website:

Keynsham

Friday 24 October - 2:00pm-8:00pm
Keynsham Library, BS31 1FS

Brislington

Tuesday 4 November - 2:00pm-8:00pm
Hungerford Community Centre, BS4 5EX

Thursday 13 November - 2:00pm-8:00pm
St Christopher's Church, BS4 3HN

Saltford

Friday 7 November - 2:30pm-8:30pm
St Mary's Church, BS31 3EL

Bath

Wednesday 12 November - 2:00pm-8:00pm
The Street, Locksbrook Campus, Bath Spa University, BA1 3EL



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Appendix G: Stakeholder emails

Over 700 stakeholders were notified about the 2025 consultation. Below is a list of the categories of stakeholders who were contacted.

- Bus operators
- Councillors
- MPs
- Schools
- Landowners
- Businesses
- Community Groups/ Representatives
- Interest Groups
- Seldom Heard Groups



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Appendix H: Advertising and social media – digital billboards

Engagement was promoted on billboards along the A4 corridor and tailored versions were used depending on the location.

Generic version

Have your say: A4 Bath to Bristol	Come to a local drop-in event – visit our website for more information.	 www.haveyoursaywest.co.uk
--	---	---

Have your say 	 We're proposing changes for travel along and near the A4 between Bath and Bristol. Find out more - see the proposals on our website or come to a drop in event. www.haveyoursaywest.co.uk
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Bath version

Have your say: A4 Bath to Bristol	Join us at St Mary's Church Friday 7 Nov 2:30pm-8:30pm	 www.haveyoursaywest.co.uk
--	--	---

Have your say: A4 Bath to Bristol	Join us at Locksbrook Campus Wednesday 12 Nov 2:00pm-8:00pm	 www.haveyoursaywest.co.uk
--	---	---

Have your say





We're proposing changes for travel along and near the A4 between Bath and Bristol. Find out more - see the proposals on our website or come to a drop in event.

Saltford	Bath
Friday 7 Nov 2:30pm-8:30pm St Mary's Church, BS31 3EL	Wednesday 12 Nov 2:00pm-8:00pm The Street, Locksbrook Campus, Bath Spa University, BA1 3EL

www.haveyoursaywest.co.uk






Bristol version

Have your say: A4 Bath to Bristol

Join us at
Hungerford Community Centre
Tuesday 4 Nov
2:00pm-8:00pm



www.haveyoursaywest.co.uk

Have your say: A4 Bath to Bristol

Join us at
St Christopher's Church
Thursday 13 Nov
2:00pm-8:00pm



www.haveyoursaywest.co.uk

Have your say





We're proposing changes for travel along and near the A4 between Bath and Bristol. Find out more - see the proposals on our website or come to a drop in event.

Brislington	
Tuesday 4 Nov 2:00pm-8:00pm Hungerford Community Centre, BS4 5EX	Thursday 13 Nov 2:00pm-8:00pm St Christopher's Church, BS4 3HN

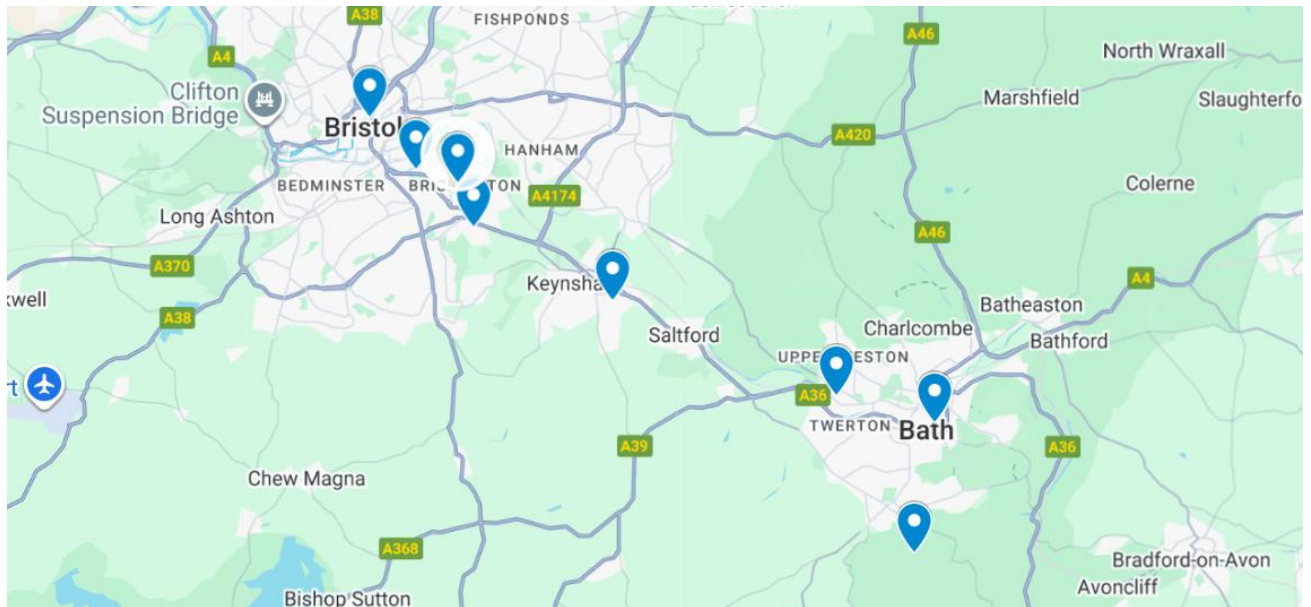
www.haveyoursaywest.co.uk






Appendix I: Advertising and social media – bus stop digital display locations

Below is a map of bus stop digital display locations that were used to display information about how to find out more about the 2025 public consultation.



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Appendix J: Print advertising – Keynsham and South Bristol Voice

1. Keynsham Voice



WEST

Have your say

We're proposing changes for travel along and near the A4 between Bath and Bristol. Find out more - see the proposals on our website or come to a drop in event.

Keynsham	Saltford	Bath
Friday 24 Oct 2:00pm-8:00pm Keynsham Library, BS31 1FS	Friday 7 Nov 2:30pm-8:30pm St Mary's Church, BS31 3EL	Wednesday 12 Nov 2:00pm-8:00pm The Street, Locksbrook Campus, Bath Spa University, BA1 3EL

Consultation closes on Tuesday 2 December at 11:59pm

Visit www.haveyoursaywest.co.uk or call 0117 428 6210

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2. South Bristol Voice



WEST

Have your say

We're proposing changes for travel along and near the A4 between Bath and Bristol. Find out more - see the proposals on our website or come to a drop in event.

Brislington	
Tuesday 4 Nov 2:00pm-8:00pm Hungerford Community Centre, BS4 5EX	Thursday 13 Nov 2:00pm-8:00pm St Christopher's Church, BS4 3HN

Consultation closes on Tuesday 2 December at 11:59pm

Visit www.haveyoursaywest.co.uk or call 0117 428 6210

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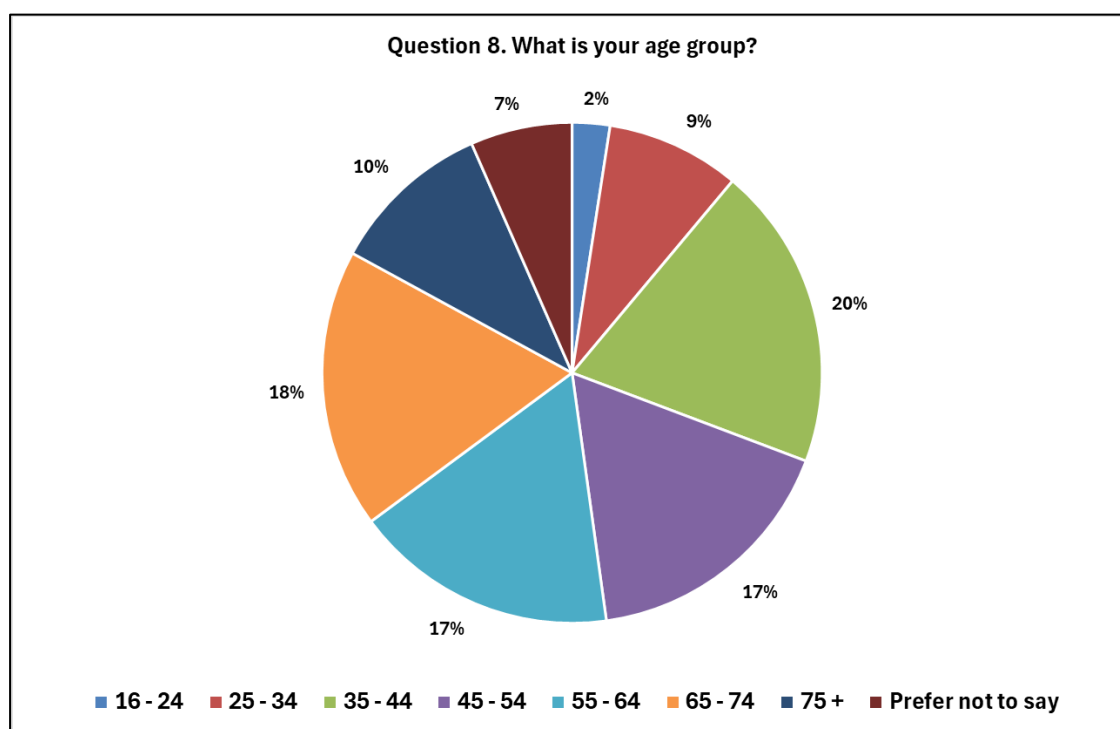
Appendix K: Respondent demographics

The 'About you' section of the questionnaire (see Appendix A) asked a series of demographic questions to help WECA understand who the consultation had reached. It was not mandatory to respond to or provide this information; therefore, the percentages of demographics in this section are out of the number of responses received for each individual question.

Where answers to these questions were made clear in email responses, they have been included in the counts below.

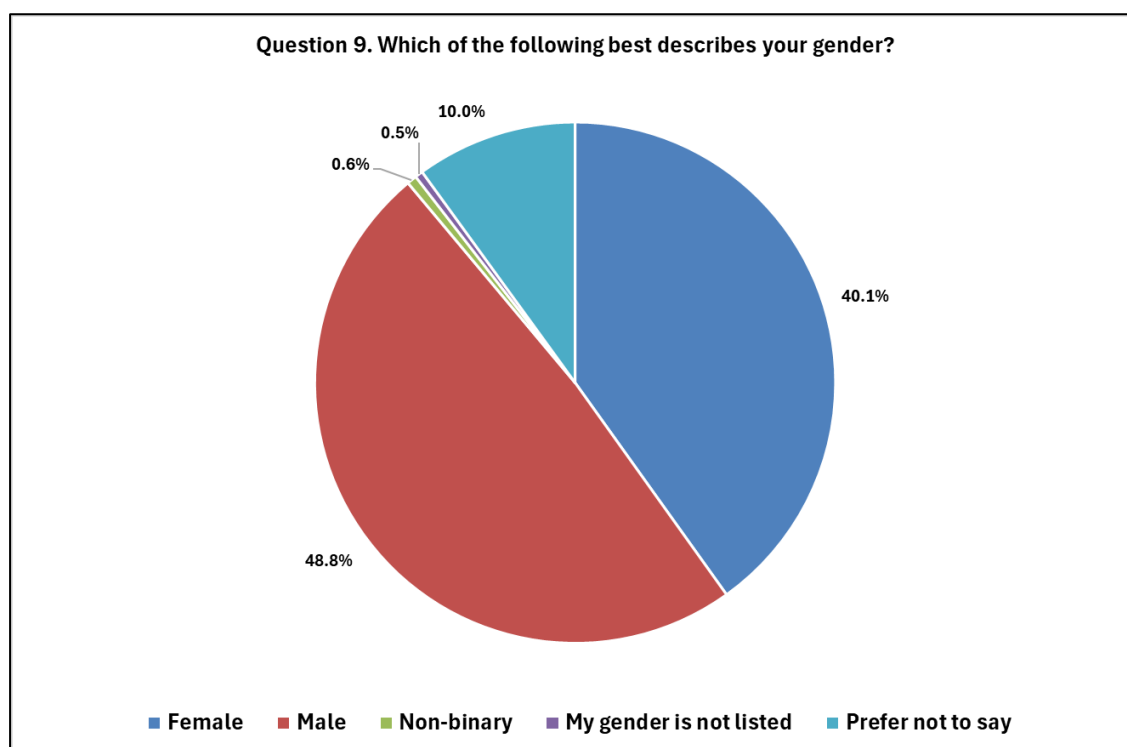
Age

820 respondents provided information about the age group to which they belonged. Of this 820, the most common age group selected was 35-44 (20%), and the lowest was 16-24 (2%). The number of responses choosing ages 45-54, 55-64 and 65-74 were broadly similar, between 17 and 18% each. All the responses to this question are shown below.



Gender

820 respondents provided information about their gender. Of this 820, the most commonly selected gender was male, at 48.8%. This was closely followed by female at 40.1%. A small number (0.6%) of responses gave their gender as non-binary or said their gender was not listed (0.5%). All responses to this question are depicted below.



Ethnicity

809 respondents provided information about their ethnic group. 76.8% identified as "White- English/Welsh/Scottish/ Northern Irish/British", 15.5% preferred not to say, and 4.3% identified as "White- Any other ethnic group". As illustrated on the following page, all other ethnic groups made up less than 0.9% of the remaining responses to this question.



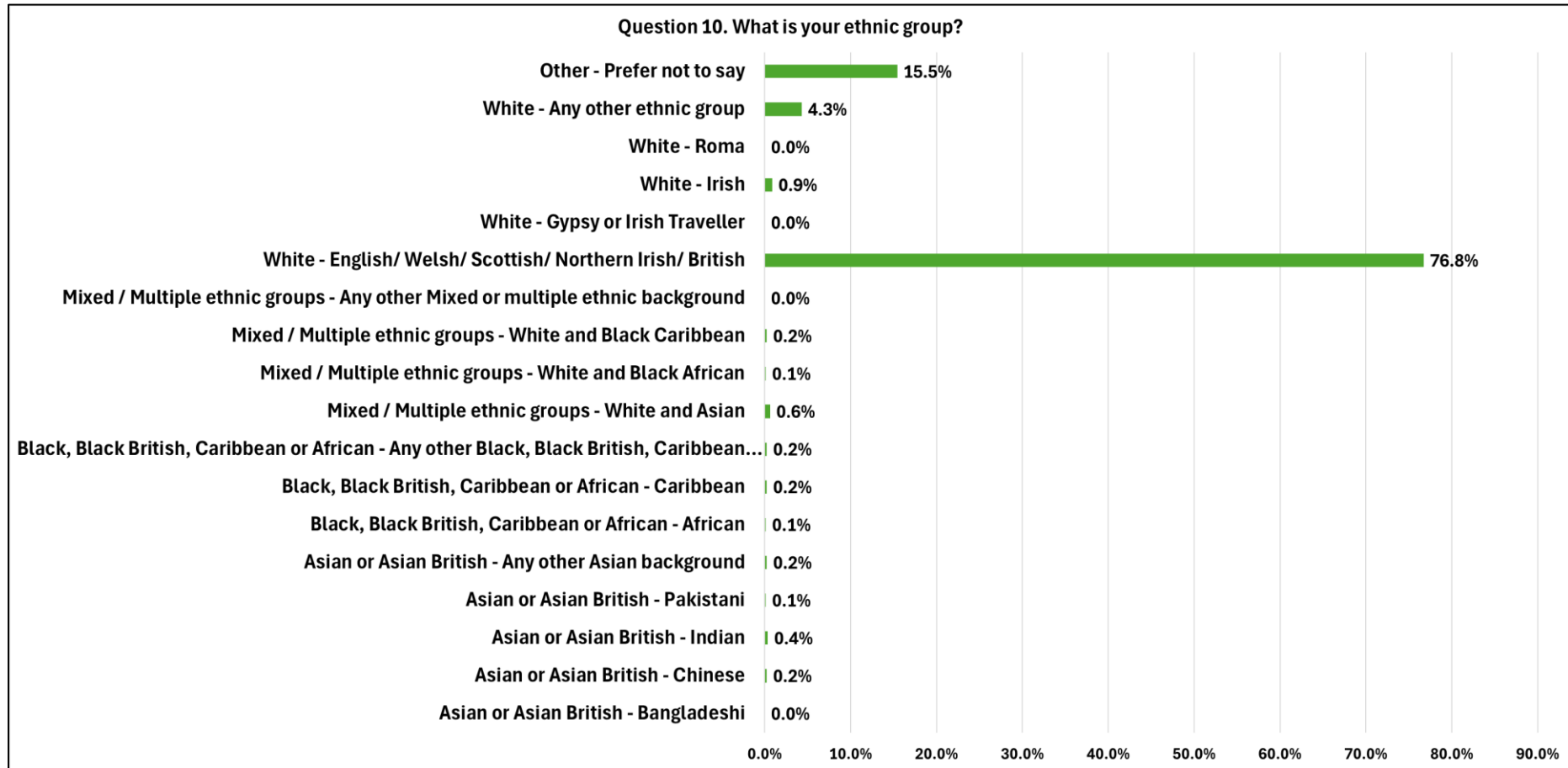
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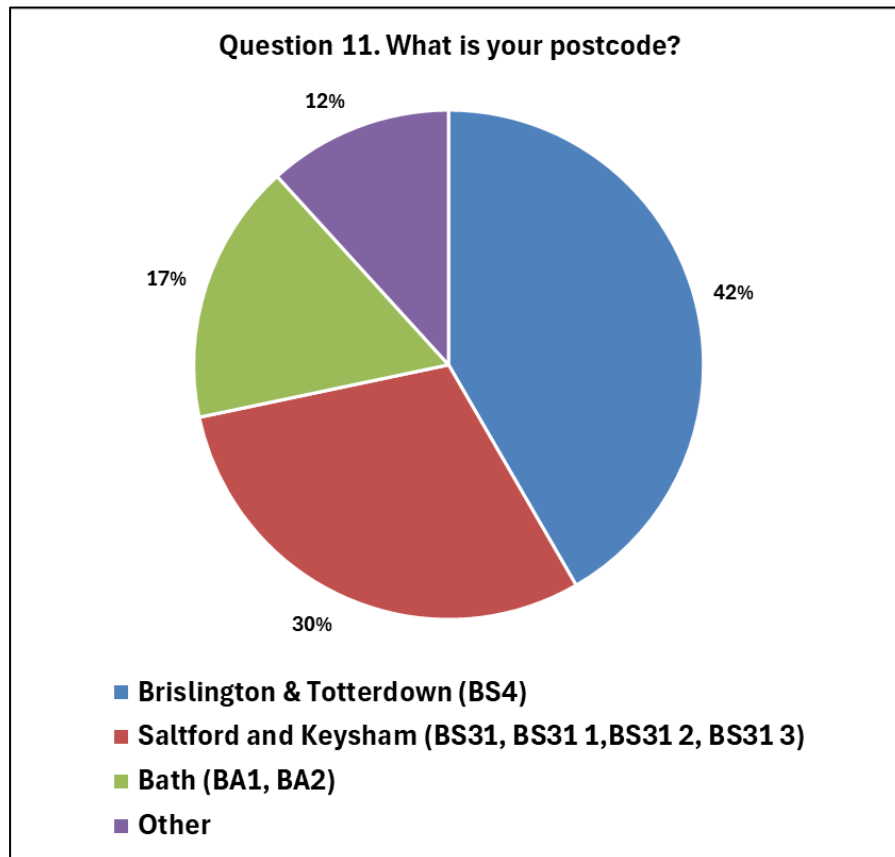
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Postcode

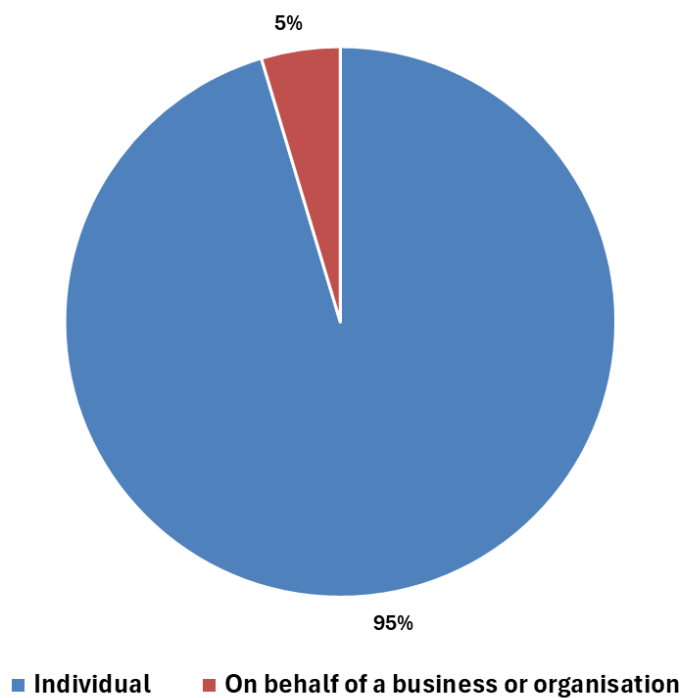
809 respondents provided their full postcode, or the first part of their postcode. Of this 809, 42% stated that they were based in 'BS4', the Brislington and Totterdown area. This was followed by 26% from Saltford and Keynsham (BS31, BS31 1, BS31 2, BS31 3), 17% from Bath (BA1, BA2) and 16% from other areas. 'Other' areas largely included wider Bristol postcodes. Figure 9 depicts this postcode split, from those who provided an answer.



Respondent type

864 respondents advised whether they were responding on behalf of an individual or organisation, with most responses coming from individuals (95%). This is shown below.

Question 12. Are you responding as an individual or as a representative of a business or organisation?



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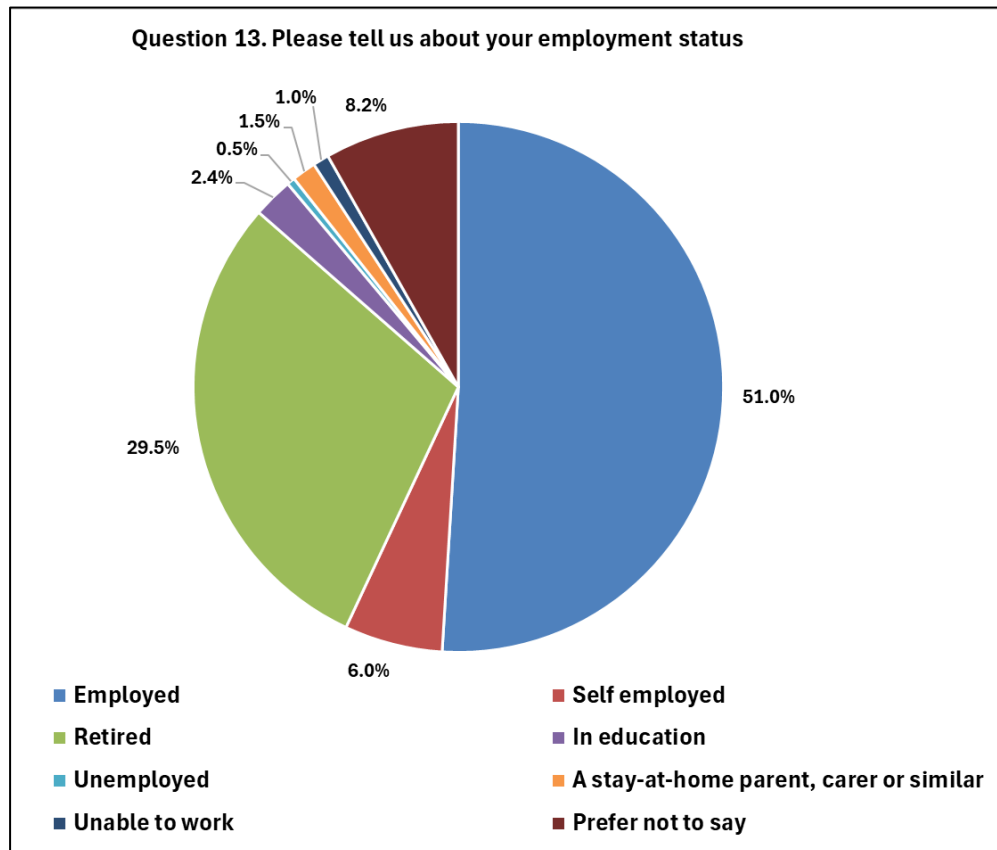
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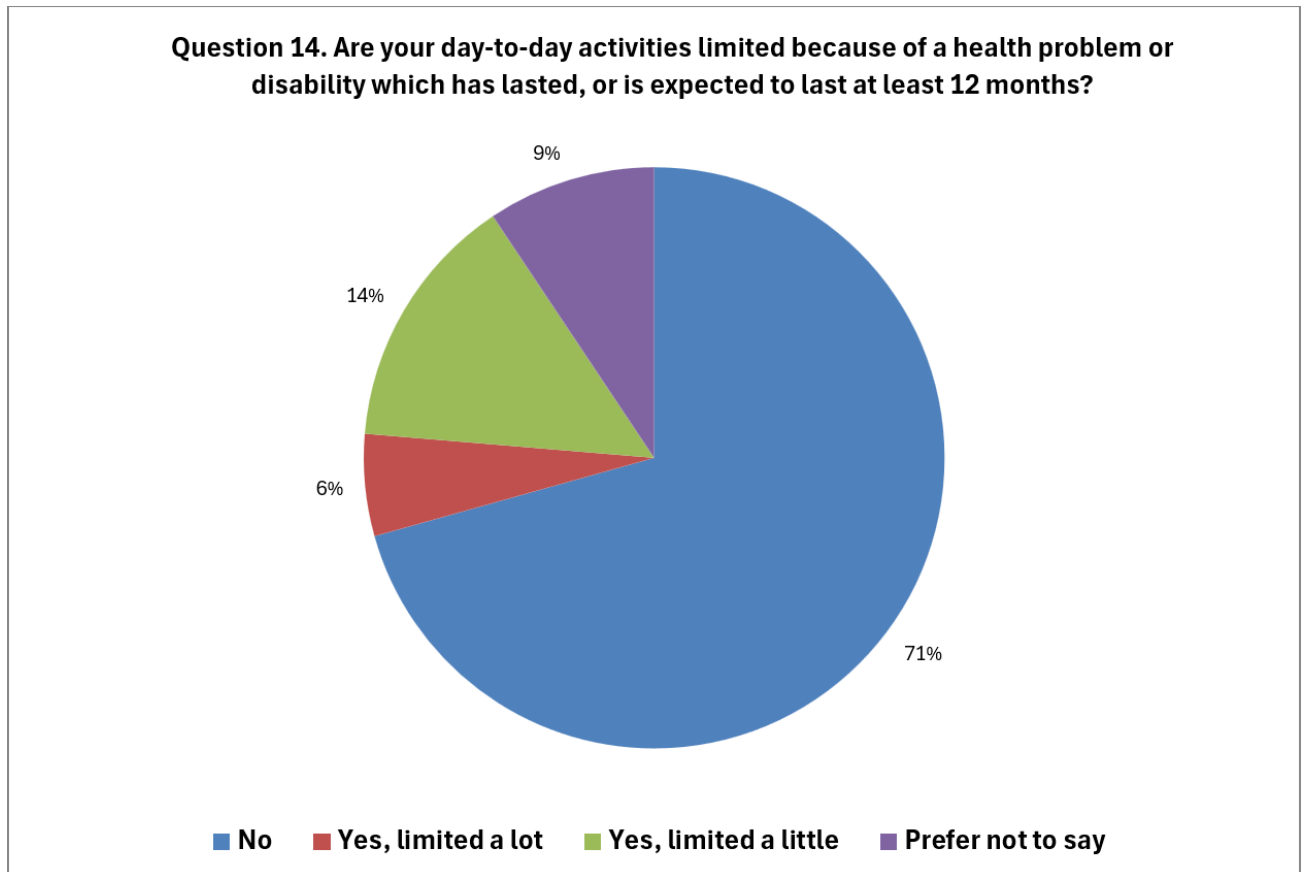
Employment status

818 respondents provided information about their employment status. As shown below, just over half of those respondents (51%) noted they were employed, and 29.5% were retired. A smaller number (8.2%) preferred not to say, and 6% said they were self-employed. This was followed by responses stating they were in education, stay at home parents, carers or similar, unable to work, or unemployed, accounting for less than 2.4% of responses each.



Disability

811 respondents provided information as to whether their day-to-day activities were limited by a health problem or disability which had lasted or was expected to last at least 12 months, with responses shown below. 71% stated that their activities were not limited at all. 14% of responses felt their day-to-day activities were limited a little, 6% were limited a lot, and 9% preferred not to comment.



End



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