

Bath and North East Somerset Council

Bath Walking Wheeling and Cycling Links

Consultation Report

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Appendix A – Questionnaires

Appendix B – Questions submitted to cabinet February 2025 and responses

Appendix C – Codeframes

Appendix D – Comments from other feedback

Appendix E – BWWCL consultation overview

Executive Summary

This document is a comprehensive report detailing the public consultation conducted by Bath and North East Somerset Council regarding the Bath Walking, Wheeling, and Cycling Links scheme (BWWCL). The consultation aimed to gather feedback on proposed improvements to walking, wheeling, and cycling networks across four key routes in Bath, with a focus on enhancing connectivity, safety, and accessibility for all users. The report outlines the methods of engagement, the responses received, and the analysis of those responses, highlighting both support and opposition to the proposals.

Overview of Consultation

The consultation took place from October 17, 2024, to January 2, 2025, allowing residents and stakeholders to express their views on the proposed changes. Various methods of communication were employed, including online questionnaires, in-person events, and targeted outreach to community groups. Over 1,600 responses were collected, including online questionnaire responses and feedback from consultation events, which provided a broad spectrum of public opinion on the proposals.

Key Proposals

The BWWCL scheme consists of four main routes:

1. Weston to Bath City Centre
2. Links to Royal United Hospital
3. Oldfield School to Newbridge Hill
4. City Centre to the Kennet and Avon Canal

Each route aims to improve cycling and walking infrastructure, enhance safety, and promote active travel. The report includes specific details about the proposed improvements for each route, emphasizing the need for dedicated cycle lanes, pedestrian crossings, and public transport enhancements.

Responses and Feedback

The responses varied significantly, with notable support for the City Centre to Kennet and Avon Canal proposal, which received 64% approval. In contrast, the Oldfield School to Newbridge Hill proposal garnered only 30% support. Many respondents expressed concerns regarding the impact of the proposals on existing parking, road safety, and the inclusivity of the designs for all users, particularly the elderly and those with disabilities.

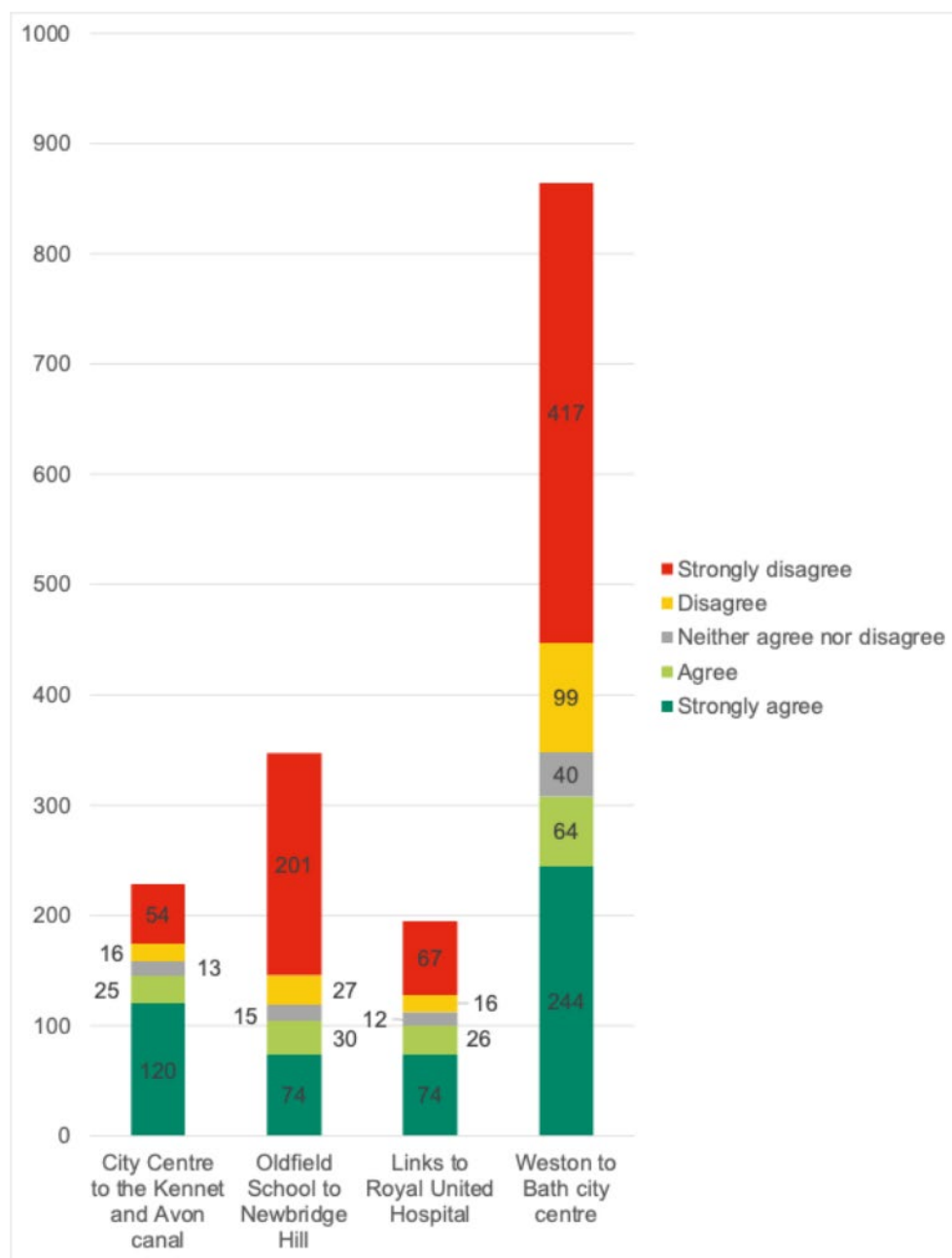
- **Supportive Comments:** A significant number of respondents expressed support for the overall aims of the BWWCL, particularly the shift towards active travel modes. Specific components of the proposals at various locations also received positive feedback.

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- Suggestions for Improvement: Many respondents provided suggestions for enhancing the proposals, including improved public transport links, additional cycling infrastructure, and measures to enhance safety, such as better lighting and traffic calming measures.

In order to consider the level of agreement for each scheme, the figure below shows the results of the question asking respondents to what extent they agreed or disagreed with each respective proposal.

Figure 0-1 - Level of agreement for each scheme



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The figure shows that:

- There was the greatest level of interest in the Weston to Bath proposal (864 responses), followed by the Oldfield School to Newbridge Hill proposal (347 responses).
- The Weston to Bath City centre proposal was the most popular scheme with 308 responses in support, followed by the City Centre to Kennet and Avon Canal proposal with 145 responses in support.
- Proposals receiving more support than opposition responses were the City Centre to Kennet and Avon canal proposal and the Links to Royal United Hospital proposal.

Criticisms and Concerns

A considerable portion of the feedback included criticisms of the proposals. Key concerns raised by respondents included:

- The perception that the proposals would negatively impact drivers and parking availability.
- Questions regarding the overall cost and effectiveness of the proposed changes.
- Concerns about the adequacy of current cycling and walking facilities, and whether the proposals sufficiently addressed these issues.

Conclusion and Next Steps

The report concludes with a commitment from Bath and North East Somerset Council to carefully consider all feedback received during the consultation to inform the next steps in the development of the BWWCL scheme. The findings will be used to refine the proposals and ensure they meet the needs of the community effectively.

Demographic Insights

The demographic analysis of respondents revealed that the majority were residents, with a significant representation of various age groups and a slight majority identifying as female. This demographic data is crucial in understanding the perspectives of different community segments regarding the proposals.

In summary, the document provides a detailed analysis of public sentiment regarding the Bath Walking, Wheeling, and Cycling Links scheme, highlighting both support and opposition, and offering insights into how the proposed changes can be improved to better serve the community's needs.

1 Introduction

- 1.1.1. In late 2024 and early 2025, Bath and North East Somerset Council in conjunction with WSP and the West of England Mayoral Combined Authority (MCA), carried out an extensive public consultation exercise to explore attitudes towards the Bath Walking, Wheeling and Cycling Links scheme (BWWCL). The scheme aims to provide continuous cycle routes, as well as walking and wheeling improvements designed to connect key areas within Bath through a network of dedicated cycle lanes, advisory routes, and improved pedestrian paths.
- 1.1.2. The scheme consists of four routes that will create more than 6.2km of cycling routes through advisory lanes, dedicated spaces, and quiet routes. It will also provide significant walking and wheeling improvements such as crossings and more convenient and safer travel options.
- 1.1.3. Following on from this consultation, WSP have been commissioned by Bath and North East Somerset Council to undertake the analysis and report on the results of the public consultation relating to the four routes set out in the Bath Walking, Wheeling and Cycling Links scheme.
- 1.1.4. This report presents a detailed analysis and exploration of the data collected through multiple channels of engagement, with a summary of the main points and issues raised during the consultation period.

1.2 Project Background

- 1.2.1. BWWCL scheme proposals were developed to provide cycle routes, as well as walking and wheeling improvements throughout Bath. The scheme aims to enable more travel choices, healthier places and people, and greater connectivity in and out of the city centre.
- 1.2.2. The scheme comprises of four routes to meet the schemes aims, noting that the designs will be developed in more detail following the consultation:
 - **Weston to Bath City Centre** - The route begins on High Street in Weston and goes along Weston Park before joining Weston Road. It then goes through Royal Victoria Park and down Royal Avenue to reach Queen Square. New sections of cycle lanes along quiet streets and segregated cycle tracks are among the proposals.
 - **Links to Royal United Hospital** - The north part of the route links Weston High Street to the Royal United Hospital via Penn Hill Road and Chandler Close. The southern part of the route begins at the Royal United Hospital at Evelyn Road and goes along the A431 Newbridge Hill. It then turns at Chelsea Road before continuing straight to Station Road, reaching Bath Spa University's Locksbrook Campus. This route would provide better links to the RUH, a major employer and trip generator, including a connection to the River Avon towpath (National Cycle Route NCN4) and onward to the Two Tunnels path (National Cycle Route NCN244).

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- **Oldfield School to Newbridge Hill** - The route begins at Oldfield School and goes along Kelston Road before joining the previous route from the RUH.
- **City Centre to the Kennet and Avon canal** - The route begins on the west side of Pulteney Bridge, before crossing its way onto Argyle Street and then Great Pulteney Street. This route is currently part of National Cycle Route 4. The A36 crossing proposals make improvements to the National Cycle Route 4 (NCN 4) and key routes for walking and wheeling within the city of Bath. The crossings would improve connectivity to Bathwick St Mary Primary School, Sydney Gardens, the Holburne Museum and Great Pulteney Street.

1.3 Report Objective

- 1.3.1. This report provides a detailed breakdown of the responses received to the 2024-2025 BWWCL consultation, including an overview of the issues raised by respondents, stakeholders, and statutory consultees during the consultation period. The report concludes with a summary of the key findings identified during this analysis.
- 1.3.2. This report provides Bath and North East Somerset Council with insight into public opinion on the four routes of the BWWCL scheme (Weston to Bath city centre, Links to Royal United Hospital, Oldfield School to Newbridge Hill and City centre to the Kennet and Avon canal). Furthermore, the findings set out in this report will help Bath and North East Somerset Council to scope and refine the scheme further to maximise its potential benefits and seek to minimise any adverse impacts, including those on specific groups with protected characteristics.

1.4 Report Structure

- 1.4.1. This report is structured in line with the elements being consulted upon as part of the BWWCL scheme, as well as by the structure used in the questionnaire feedback form. This report is structured as follows:
 - **Chapter 2:** Details of the consultation, communication methods and events.
 - **Chapter 3:** Details of data management, analysis methodology and quality control.
 - **Chapter 4:** Results of feedback received to the proposed improvements for Weston to Bath city centre questionnaire.
 - **Chapter 5:** Results of feedback to the proposed improvements for Links to Royal United Hospital questionnaire.
 - **Chapter 6:** Results of feedback to the proposed improvements for Oldfield School to Newbridge questionnaire.
 - **Chapter 7:** Results of feedback to the proposed improvements for City centre to the Kennet and Avon canal questionnaire.
 - **Chapter 8:** Summary of other responses received to the consultation and comments made at consultation events.
 - **Chapter 9:** Summary of key findings, final conclusions, and next steps.

2 The Consultation

2.1 Details of Consultation

- 2.1.1. Bath and North East Somerset Council held a consultation between **Thursday 17th of October and Thursday 2nd of January 2025** with members of the public and other interested parties, inviting them to have their say on the proposals. This included those living in Bath's urban centre as well as the wider region. The consultation was originally scheduled to end on Friday 29th November 2024, however it was extended to Thursday 2nd of January 2025 to give respondents longer to consider and respond to the proposals.

2.2 Methods of Communication

- 2.2.1. A questionnaire was produced for each of the four key routes as part of the public consultation. The questionnaires are located in separate document **Appendix A**.
- 2.2.2. The questionnaire could be accessed online for the four key routes at the Bath Walking, Wheeling, and Cycling Links scheme | Bath and North East Somerset Council web address, and if respondents needed the consultation material in an alternative format such as large print, easy read, audio recording, or braille, then they were advised to email strategic_transport@bathnes.gov.uk.
- 2.2.3. In addition, it was possible to stay informed about the scheme by visiting the project webpage or by subscribing to Bath and North East Somerset Councils newsletter for the consultation.

2.3 Consultation Events

- 2.3.1. There were consultation events hosted in-person which were widely advertised by Bath and North East Somerset Council with details included on the BWWCL webpage.
- 2.3.2. Below are a list of the event timings and locations, in date order from the beginning of the consultation period:
- Monday 4th November 2024, 3pm to 7pm – Locksbrook Campus, The Street, Bath Spa University, BA1 3EL
 - Tuesday 5th November 2024 – Event for RUH Staff
 - Monday 11th November 2024, 2pm to 5pm – Sydney Gardens Pavillion, Bath, BA2 4DB
 - Tuesday 12th November 2024, 3pm to 7pm - Brunswick Room, Guildhall, Bath, BA1 5AW
 - Wednesday 13th November 2024, 3pm to 7pm - Brunswick Room, Guildhall, Bath, BA1 5AW

2.4 Summary of Consultation Engagements and Events

Public engagement details

- 2.4.1. A public consultation took place over a 13-week period between Monday 2 October 2024 to 2 January 2025. The purpose of this engagement was to collect feedback from members of the public, businesses, organisations, councils, and councillors, which will then be reviewed in detail and used to draw up more detailed designs.
- 2.4.2. A dedicated engagement website [Bath Walking, Wheeling, and Cycling Links scheme](#), outlined the proposals and hosted an online survey.
- 2.4.3. In addition, the engagement included in-person events and a stakeholder webinar. People could contact the project team via a dedicated project e-mail address and telephone number. There was also a mix of online and physical advertising and promotion to help ensure that the engagement was accessible to a cross-section of the public and not just those who are computer-literate and have an online presence.

Drop-in events:

- 2.4.4. There were five in-person events which took place with over 270 attendees in total, as well as a staff-only event at the Royal United Hospital. The engagement events took place in the afternoon and ran into the evening to ensure it did not restrict attendance to those who may not be available in traditional working hours.
- Approximately 70 attendees at Locksbrook Campus, Bath Spa University on 4 November 2024.
 - Approximately 20 attendees at the Royal United Hospital, Bath on 5 November 2024.
 - Approximately 75 attendees at Sydney Gardens Pavillion, Bath on 11 November 2024.
 - Approximately 70 attendees in the Brunswick Room at Guildhall, Bath on 12 November 2024.
 - Approximately 40 attendees in the Brunswick Room at Guildhall, Bath on 13 November 2024.
- 2.4.5. Thirty-five people attended a stakeholder webinar held on 26 November 2024. The webinar was held in the early evening, between 18:00-19:30.

Promoting the engagement

- 2.4.6. As well as the website, the engagement was promoted using:
- Leaflets dropped to a selection of postcodes across Bath (18,000 in total)
 - Paid-for and organic digital advertising on social media.
 - Communications using Bath and North East Somerset Council and the West of England Mayoral Combined Authority channels including websites and e-newsletters.
 - Advertisements on TVs at universities and libraries.

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- Press releases.
- There was targeted outreach to stakeholders and community groups:
- Presentation to Ward Councillors.
- Emails to other stakeholders, community groups and resident associations.
- Information pack shared with partners and stakeholders to help promoting the engagement with their network.

2.5 Summary of Consultation Engagements and Events

- 2.5.1. Following the end of the consultation a number of questions were submitted Bath and North East Somerset cabinet members, the responses for these can be found in separate document **Appendix B**.

3 Our Approach

- 3.1.1. The following section explains the methodology employed to analyse the responses received to this consultation.

3.2 Questionnaire Data

- 3.2.1. The questionnaires consisted of both closed and open questions.
- 3.2.2. Charts were prepared for the closed questions (with fixed response options), including scheme-specific and demographic questions. The latter gathered information on respondent characteristics as well as location-based data, such as postcodes, which were plotted using Geographic Information System (GIS) software.
- 3.2.3. Open-ended questions which capture responses in an open text format, were analysed differently to identify any useful information from these responses and use them coherently and clearly in the analysis. Further detail on how these open-ended responses were analysed can be seen in Section 3.2 of this report.
- 3.2.4. To make the data easier to interpret, we have made use of visual display of information where possible, using bar charts and maps to present the results in a more accessible manner.

3.3 Coding Methodology

- 3.3.1. Responses to open questions captured qualitative views of respondents and were coded using thematic analysis.
- 3.3.2. To allow the open-ended qualitative data to be analysed, it was necessary to develop a codeframe which provides a thematic summary of the issues raised. As is best practice for coding activities, the codeframe was developed by reading through a subset of responses and identifying common issues raised within these. Each issue raised theme was added to the codeframe, with a unique reference number assigned to each thematic code added, alongside a summary of its meaning. This approach utilises numbers, which gives flexibility when adding, merging or checking for codes. Gaps in the number sequence were left in the codeframe to allow for further additions as these arose in the content. Each code is unique, which means that it is easier to check for duplicates – for example where the same code number has been used twice against the same response or where the codeframe may have erroneously used the same number twice.
- 3.3.3. A separate codeframe was used for each of the four routes as part of the scheme. Within each of these codeframes there were general codes that spanned across all four codeframes, and a small number of location specific codes.
- 3.3.4. Each codeframe was shaped around a sentiment-based structure, which allowed us to capture most of the issues raised:
- Supportive comments towards the proposals

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- Suggestions in relation to the proposals
- Criticisms of the proposals
- Concerns about the proposals
- Other codes (i.e. other comments that are not captured by the codes above)

- 3.3.5. As coding is a living process, development of the codeframe continued throughout the analysis. While using a subset of responses allows most issues to be covered when developing the codeframe initially, it was recognised that there may still be specific points that arise when working through the dataset. To ensure these were captured, the codeframe was updated and modified as new issues were encountered.
- 3.3.6. Once the initial codeframe was developed, the next stage required reading through responses and assigning codes to each, representing the points raised in the comment. Each code was then assigned to other responses where the same sentiment is expressed. This approach allowed the identification of frequently occurring issues and views in a more efficient manner than using large amounts of qualitative data.
- 3.3.7. The coding process involved entering the relevant numeric code alongside the response it relates to, in an Excel spreadsheet. Therefore, columns are found alongside the verbatim comments, against which the codes from the codeframe are typed in by the coders.
- 3.3.8. Once the coding had been completed, the team prepared frequency tables. This allowed an identification of the number of times a code had been entered against a particular question (remembering that it can only be entered once and therefore cannot double count). Once this had been done, the frequency tables were then used to demonstrate the prevalence of issues raised.
- 3.3.9. To better inform design reviews, the team prepared 'details sheets' for majority of the codes within each codeframe. These were sheets for respective codes which our analysts used to gather useful context / additional detail to.

3.4 Quality Assurance

- 3.4.1. The coding team were briefed on the proposals and attended regular coder query calls to address and resolve any issues that arose. They had access to the coding supervisors as needed.
- 3.4.2. For maximum accuracy, coding was undertaken manually rather than by using software-driven 'auto-coding' methods. This has the added benefit of ensuring that any use of casual terms or local references are recognised by our coders, which may have been missed when using automated methods of coding. To ensure delivery of accurate coding outputs, sense and quality checking was performed as an on-going process throughout the task. During the coding process, senior members of the analytical team began to back-check on the responses that had been coded so far. This would continue until a 10% check of all coder's work has been undertaken – in line with Market Research Society guidance.

4 Weston to Bath City Centre Questionnaire

4.1 Proposals for Weston to Bath City Centre

- 4.1.1. The section provides a summary of the consultation responses received for the proposals for the Weston to Bath city centre route. The coding methodology described in **Chapter 3** has been applied throughout this consultation analysis process. The codeframe is located in separate document **Appendix C**.
- 4.1.2. As part of the BWWCL consultation, each of the four questionnaires began with two closed questions addressing the overall scheme proposals. These were followed by route specific closed questions and two additional questions that related to cycling and walking statements. Finally, respondents were asked to evaluate the clarity of the information presented within the questionnaire.

Summary of Results

- 4.1.3. Tables 4-1 to 4-3 below sets out the results of questions on the level of agreement/disagreement with scheme proposals and perceived walking, wheeling and cycling benefits of the scheme. The information is presented as the number of responses for each option, and the percentage of responses in favour and in against for the respective question.

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Table 4-1 – Weston to Bath City Centre – Summary of Results

Question	Total responses	Strongly Agree	Agree	Neither nor disagree	Disagree	Strongly Disagree	In Favour	Against	% in Favour	% Against
Agree or Disagree with changes to WWC in Bath	858	246	58	39	104	411	304	515	35%	60%
Agreement with the Weston to Bath CC proposal	864	244	64	40	99	417	308	516	36%	60%

Table 4-2 – Weston to Bath City Centre – Extent of Agreement with Cycling Statements

Question	Total responses	Strongly Agree	Agree	Neither nor disagree	Disagree	Strongly Disagree	In Favour	Against	% in Favour	% Against
Will make cycling quicker	864	152	114	218	163	217	266	380	31%	44%
Will make cycling safer	861	213	120	170	139	219	333	358	39%	42%
Will make cycling easier	863	206	134	163	134	226	340	360	39%	42%
Will encourage more people to cycle	863	182	117	92	184	288	299	472	35%	55%

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Table 4-3 – Weston to Bath City Centre – Extent of Agreement with Walking and Wheeling (WW) Statements

Question	Total responses	Strongly Agree	Agree	Neither nor disagree	Disagree	Strongly Disagree	In Favour	Against	% in Favour	% Against
WW quicker	864	145	90	217	155	257	235	412	27%	48%
WW safer	864	184	124	169	140	247	308	387	36%	45%
WW easier	866	170	133	143	157	263	303	420	35%	48%
Will encourage more people to WW	864	168	114	103	178	301	282	479	33%	55%
Information is clear	866	160	292	210	110	94	452	204	52%	24%

4.1.4. The remainder of this chapter sets out the individual questions and survey results.

Overall, to what extent do you agree or disagree with the proposed changes to the walking, wheeling and cycling networks in Bath?

4.1.5. Initially, respondents were asked to indicate the extent to which they agreed or disagreed with the proposed changes to the walking, wheeling and cycling networks in Bath.

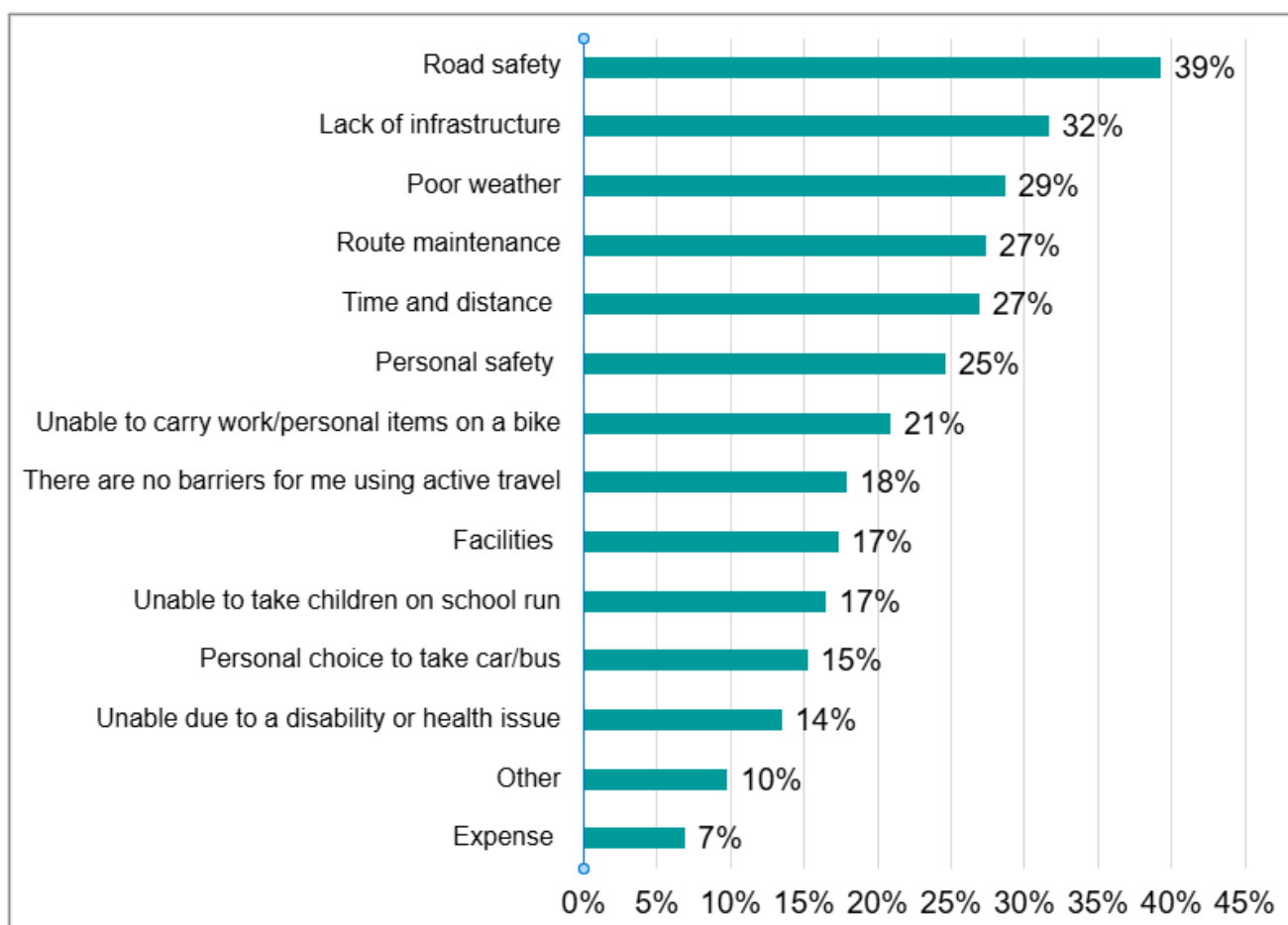
4.1.6. A total of 858 respondents provided an answer to this question.

- Nearly half (411 respondents) of the respondents selecting that they strongly disagree to the proposal (48% of responses to this statement);
- 246 respondents (29% of responses to this statement) selected that they strongly agree to the proposal;
- This was followed by 58 respondents (7% of responses to this statement) who agreed with the proposals;
- 104 respondents (12% of responses to this statement) noting that they disagree; and
- 39 respondents (5% of responses to this statement) selected that they neither agree nor disagree with the proposals.

Which of the following barriers, if any, prevent you from using active travel (e.g. walking, wheeling and cycling) currently?

4.1.7. Next, respondents were asked to give their views on which barriers, if any, prevent them from using active travel (e.g. walking, wheeling and cycling currently?). The results are shown below.

Figure 4-1 - Which of the following barriers, if any, prevent you from using active travel (e.g. walking, wheeling and cycling) currently? (n=864)



4.1.8. For this question, the respondents could select from a range of barriers which prevent them from using active travel currently, respondents could select all options that apply. Respondents could also select 'other', with the option to expand on this through an open text box.

- 4.1.9. A total of 864 respondents provided an answer to this question, with the largest number:
- 340 respondents (39% of responses to this statement) selecting that road safety is currently a barrier to using active travel;
 - 274 respondents (32% of responses to this statement) respondents identified lack of infrastructure as a barrier to active travel;
 - 248 respondents (29% of responses to this statement) identifying poor weather as a barrier;
 - 237 respondents selected route maintenance;
 - 233 selected time and distance (27% of responses to this statement each).
 - 213 respondents chose personal safety as a barrier (25% of responses to this statement); and

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- 181 selected that being unable to carry work / personal items on a bike was currently a barrier to active travel (21% of responses to this statement).

4.1.10. With 85 respondents selecting 'Other' (10% of responses to this statement), some respondents chose to expand in the open text box. Some common barriers that were noted are listed below:

- Hills / topography
- Driver behaviour
- Age

Overall, to what extent do you agree or disagree with the proposed proposal from Weston to Bath city centre?

4.1.11. Respondents were then asked to what extent they agreed or disagreed with the proposal from Weston to Bath city centre.

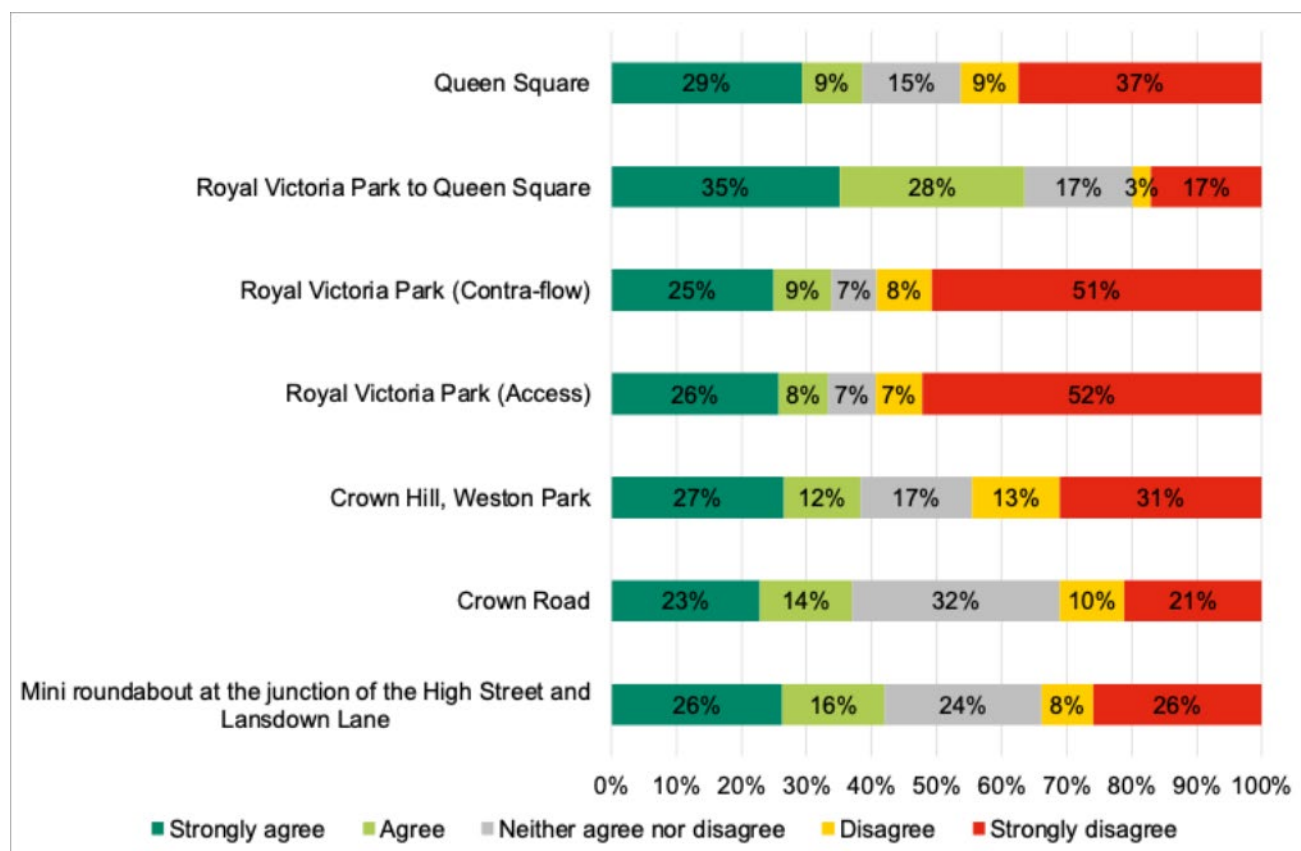
4.1.12. For this question, respondents were asked to select from options ranging from strongly agree to strongly disagree on the proposed links from Weston to Bath City Centre – a total of 864 provided a response.

- Nearly half of the respondents (48% of responses to this statement) selected that they strongly disagree with the proposals at Weston to Bath city centre;
- 244 respondents (28% of responses to this statement) selected that they strongly agree with the proposals;
- 99 noted that they disagree (11% of responses to this statement);
- 64 selecting that they agree (7% of responses to this statement); and
- 40 respondents (5% of responses to this statement) opting to neither agree nor disagree with the proposals.

To what extent do you agree or disagree with the following individual improvement ideas for the area?

4.1.13. Next respondents were asked to what extent they agreed or disagreed with the following individual improvement ideas for the area. This is shown below (*Note: Proportions with less than 5% respondents have not been labelled for legibility purposes*):

Figure 4-2 - To what extent do you agree or disagree with the following individual improvement ideas for the area? (n=863)



4.1.14. Respondents were asked to identify the extent to which they agree or disagree to seven individual improvement areas as part of the proposals for Weston to Bath City Centre. A total of 863 individuals responded to the question, providing an answer to at least one element of the improvements.

4.1.15. For proposals at Queen Square, 854 respondents provided an answer.

- 250 respondents (29% of responses to this statement) selected that they strongly agree to the proposal;
- 319 respondents (37% of responses to this statement) strongly disagree to the proposals;
- 79 respondents (9% of responses to this statement) selected agree;
- 76 respondents (9% of responses to this statement) selected that they disagree; and
- 130 respondents (15% of responses to this statement) neither agree nor disagree with the proposals at Queen Square.

4.1.16. A total of 856 respondents provided an answer to proposals at Royal Victoria Park to Queen Square.

- Over a third of respondents (35% of responses to this statement) selected that they strongly agree;

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- 146 respondents (17% of responses to this statement) selected that they strongly disagree;
- 243 respondents (28% of responses to this statement) selected that they agree;
- 24 respondents (3% of responses to this statement) selected that they disagree; and
- 142 respondents (17% of responses to this statement) noted that they neither agree nor disagree with the proposals.

4.1.17. Responses to the proposal at Royal Victoria Park (Contra-flow) were received by 857 respondents.

- 214 respondents (25% of responses to this statement) selecting that they strongly agree;
- 435 respondents (51% of responses to this statement) noting that they strongly disagree;
- 76 respondents (9% of responses to this statement) selected that they agree with the proposals;
- 72 respondents (8% of responses to this statement) selected disagree; and
- 60 respondents (7% of responses to this statement) noted they neither agree nor disagree.

4.1.18. A total of 863 respondents provided an answer to proposals at Royal Victoria Park (access).

- Over half (52% of responses to this statement) noted that they strongly disagree;
- Over a quarter (26% of responses to this statement) selected that they strongly agree;
- 65 respondents (8% of responses to this statement) selected they agree;
- 64 respondents (7% of responses to this statement) noted that they neither agree nor disagree; and
- 61 respondents (7% of responses to this statement) selected that they disagree with proposals.

4.1.19. Proposals at Crown Hill, Weston Park received responses from 845 respondents.

- 224 respondents (27% of responses to this statement) noting they strongly agree;
- 263 respondents (31% of responses to this statement) selecting that they strongly disagree;
- 99 respondents (12% of responses to this statement) agree with proposals;
- 113 respondents (13% of responses to this statement) disagree; and
- 146 respondents (17% of responses to this statement) chose that they neither agreed nor disagree.

4.1.20. Proposals at Crown Road were responded to by 843 respondents.

- 193 respondents (23% of responses to this statement) selecting that they strongly agree;
- 178 respondents (21% of responses to this statement) selected that they strongly disagree;

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- 119 respondents (14% of responses to this statement) noted that they agree;
- 84 respondents (10% of responses to this statement) selected that they disagree; and
- 269 chose that they neither agreed nor disagreed (32% of responses to this statement).

4.1.21. The proposal for a mini roundabout at the junction of the High Street and Lansdown Lane received responses from 843 respondents.

- 222 respondents (26% of responses to this statement) of which noted they strongly agree;
- 219 respondents (26% of responses to this statement) selected they strongly disagree;
- 132 respondents (16% of responses to this statement) noted that they agree;
- 66 respondents (8% of responses to this statement) selected that they disagree; and
- 204 respondents (24% of responses to this statement) selected that they neither agree nor disagree.

To what extent do you agree or disagree with the four cycling statements?

4.1.22. Respondents were then asked to what extent they agreed or disagreed with the four cycling statements.

4.1.23. A total of 864 respondents provided an answer for at least one statement within this question, however, a varying number provided responses for each statement.

- 152 respondents (18% of responses to this statement) strongly agree that these will make cycling quicker;
- 213 respondents (25% of responses to this statement) strongly agree that these proposals will make cycling safer;
- 206 respondents (24% of responses to this statement) strongly agree that these proposals will make cycling easier; and
- 182 respondents (21% of responses to this statement) strongly agreed that these proposals will encourage more people to cycle.

4.1.24. A total of 864 responses were received to the following statement “these proposals will make cycling quicker”.

- 114 respondents (13% of responses to this statement) selected that they agree;
- 163 respondents (19% of responses to this statement) disagree;
- 217 respondents (25% of responses to this statement) strongly disagree; and
- 218 respondents (25% of responses to this statement) selected that they neither agreed nor disagreed.

4.1.25. A total of 861 responses were received to the following statement “these proposals will make cycling safer”.

- 120 respondents (14% of responses to this statement) agree with the statement;

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- 139 respondents (16% of responses to this statement) disagree;
- 219 respondents (25% of responses to this statement) strongly disagree; and
- 170 respondents (20% of responses to this statement) selected that they neither agree nor disagree.

4.1.26. A total of 863 responses were received to the following statement “these proposals will make cycling easier”.

- 134 respondents (16% of responses to this statement) selected that they agree with this statement;
- Similarly, 134 respondents (16% of responses to this statement) also selected that they disagree;
- 226 respondents (26% of responses to this statement) strongly disagree; and
- 163 respondents (19% of responses to this statement) neither agree nor disagree.

4.1.27. A total of 864 responses were received to the following statement “these proposals will encourage more people to cycle”.

- 117 respondents (14% of responses to this statement) agree with the statement;
- 184 respondents (21% of responses to this statement) selected disagree;
- 288 respondents (33% of responses to this statement) strongly disagree; and
- 92 respondents (11% of responses to this statement) selected that they neither agree nor disagree.

To what extent do you agree or disagree with the four walking and wheeling statements?

4.1.28. Respondents were also asked to what extent they agreed or disagreed with four walking and wheeling statements.

4.1.29. A total of 866 respondents provided an answer for at least one statement within this question, however, a varying number provided responses for each statement.

4.1.30. A total of 864 responses were received to the following statement “these proposals will make walking and wheeling quicker”.

- 145 respondents (17% of responses to this statement) selected that they strongly agree with this statement;
- 90 respondents (10% of responses to this statement) selected that they agree;
- 155 respondents (18% of responses to this statement) disagreed;
- 275 respondents (30% of responses to this statement) strongly disagreed; and
- 217 respondents (25% of responses to this statement) selected that they neither agreed nor disagreed.

4.1.31. A total of 864 responses were received to the following statement “these proposals will make walking and wheeling safer”.

- 184 respondents (21% of responses to this statement) selected that they strongly agree with this statement;

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- 124 respondents (14% of responses to this statement) selected that they agree;
- 140 respondents (16% of responses to this statement) disagree;
- 247 respondents (29% of responses to this statement) strongly disagree; and
- 169 respondents (20% of responses to this statement) selected that they neither agreed nor disagreed.

4.1.32. A total of 866 responses were received to the following statement “these proposals will make walking and wheeling easier”.

- 170 respondents (20% of responses to this statement) selected that they strongly agree with this statement;
- 133 respondents (15% of responses to this statement) selected that they agree;
- 157 respondents (18% of responses to this statement) disagree;
- 263 respondents (30% of responses to this statement) strongly disagree; and
- 143 respondents (17% of responses to this statement) selected that they neither agree nor disagree.

4.1.33. A total of 864 responses were received to the following statement “these proposals will encourage more people to walk and wheel”.

- 168 respondents (19% of responses to this statement) strongly agree;
- 114 respondents (13% of responses to this statement) agree with this statement;
- 178 respondents (21% of responses to this statement) disagree;
- 301 respondents (35% of responses to this statement) strongly disagreed; and
- 103 respondents (12% of responses to this statement) selected that they neither agree nor disagree.

To what extent do you agree or disagree with the following statement ‘The information provided on the proposals for the Weston to Bath City Centre route is clear’

4.1.34. Finally, for the closed question analysis, respondents were asked to what extent they agreed or disagreed with the statement that ‘The information provided on the proposals for the Weston to Bath City Centre route is clear’.

4.1.35. A total of 866 respondents provided an answer to this question, of which,

- 160 respondents (18% of responses to this statement) strongly agree that the information is clear;
- 292 respondents (34% of responses to this statement) agree;
- 110 respondents (13% of responses to this statement) disagree that the information was clear;
- 94 respondents (11% of responses to this statement) strongly disagree to the statement; and
- 210 respondents (24% of responses to this statement) selected that they neither agree nor disagree.

4.2 Open-Ended Question

Could the proposals at Weston to Bath city centre be improved?

- 4.2.1. Respondents were asked one open-ended question, and these responses were coded using thematic analysis. The methodology and approach taken for this thematic analysis is set out at **Section 3.3**. Respondents were asked if they thought the proposals at Weston to Bath City Centre could be improved.
- 4.2.2. Supportive codes were applied to responses to the open-ended question 86 times. Out of these, 32 respondents expressed general support through their comments.
- 4.2.3. Apart from general supportive comments, there were location specific supportive comments from respondents. Around 13 respondents indicated 'support' of the proposals at Royal Victoria Park, and 12 respondents commented supportively that the proposal will lead to a shift to active modes or provide sustainable choices.
- 4.2.4. The next most frequent comment was complete or partial 'support' of proposals at Royal Victoria Park to Queen Square (8 respondents), followed by 'support' of the proposals at Queen Square (6 respondents).
- 4.2.5. Among the respondents, there were a few in complete or partial 'support' of the proposals at Weston High Street, Weston Road, Crown Hill and Weston Park as well.
- 4.2.6. Very few commented supportive of the Bath Experimental Traffic Restrictions Orders (ETROs) / Liveable Neighbourhood (LNs) / Low Traffic Neighbourhoods (LTNs).

Table 4-4 – Supportive Comments

Supportive Comments	Frequency
Support the Proposals generally	32
Comment supportive that the Project will lead to a shift to active modes / provide sustainable choices	12
Support the Proposals from Weston to Bath City Centre	3
Comment supportive of the Bath Experimental Traffic Restrictions Orders (ETROs) / Liveable Neighbourhood (LNs) / Low Traffic Neighbourhoods (LTNs)	2
Support the Proposals at Weston High Street (in full or in part)	5
Support the Proposals at Crown Hill, Weston Park (in full or in part)	1
Support the Proposals at Weston Road (in full or in part)	4
Support the Proposals at Royal Victoria Park (in full or in part)	13
Support the Proposals at Royal Victoria Park to Queen Square (in full or in part)	8
Support the Proposals at Queen Square (in full or in part)	6

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- 4.2.7. A total of 273 comments had suggestions from respondents. Among them, 70 respondents provided suggestions of cycling improvements / routing including additional and alternative infrastructure and routes. Many of them suggested alternatives or extending the proposed cycle path in other areas of the city.
- 4.2.8. Around 32 respondents suggested improved lighting or hard measures to improve actual and perceived safety and security, and 29 commented with suggestions for public transport / community transport improvements.
- 4.2.9. 26 respondents suggested additional pedestrian improvements such as crossing points and 19 respondents suggested segregated cycle infrastructure.
- 4.2.10. Other suggestions included removing or limiting access to on street parking, improvements to make the Proposals more inclusive by the provision of Step-Free Access, additional seating etc., improvements for motorised vehicle user, pedestrian only areas, infrastructure / enforcement / improvements to reduce traffic speeds such as speed bumps, speed cameras and provision of cycle parking, including secure cycle parking.

Table 4-5 - Suggestions

Suggestions	Frequency
Suggest provision of cycle parking (including secure cycle parking)	8
Suggest removing on street parking / limiting access to on street parking (e.g. access to residents / permit holders only)	18
Suggest pedestrian only areas (pedestrianisation)	10
Suggest public realm improvements (e.g. seating in public areas, planting, improvements to green spaces)	4
Suggest improvements to make the Proposals more inclusive (e.g. provision of Step-Free Access, additional seating)	14
Suggest considering accessibility for non-standard bikes (e.g. cargo bikes)	0
Suggest cycling improvements / routing (including alternative and additional)	70
Suggest additional pedestrian improvements (e.g. crossing points)	26
Suggest cycleways use alternative colours to denote as cycleways	3
Suggest segregated cycle infrastructure	19
Suggest provision of signage / wayfinding for pedestrians / cyclists	7
Suggest maintenance of existing walking / wheeling / cycling infrastructure	5
Suggest Travel Demand Management (TDM) measures (e.g. behaviour change, promotion of Active Travel / Park and Ride site, reduced car ownership etc)	5

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Suggestions	Frequency
Suggest improved lighting / hard measures to improve actual and perceived safety and security	32
Suggest infrastructure / enforcement / improvements to reduce traffic speeds (e.g. speed bumps, speed cameras)	9
Suggest use of the Bristol diagonal kerb	1
Suggest that traffic light phasing be altered to benefit / provide greater benefit to pedestrians and cyclists	0
Suggest improvements for motorised vehicle users	12
Suggest changes to speed limits (e.g. reduction from 30mph to 20mph)	1
Suggest Public Transport / Community Transport improvements	29

- 4.2.11. In the written responses to the consultation, stakeholders also made some comments opposing or criticising the proposals. Around 222 respondents completely or partially 'oppose' the proposal at Royal Victoria Park.
- 4.2.12. The second most frequent comment opposed the removal of parking spaces (211 respondents), followed by 110 respondents opposing the proposals generally, as they think the proposals are a waste of money, not needed, or will not be used or will be having a negative impact on driver.
- 4.2.13. 79 respondents criticised the proposals for not fully inclusive (e.g. for elderly users, users with disabilities, etc), and the existing cycling or wheeling facilities were criticised by 65 respondents through their comments.
- 4.2.14. Respondents criticised that the proposals focus too heavily on cycling or that the proposals do not focus enough on walking. In addition to this, respondents criticised the existing road conditions due to the lack of maintenance, poor surface condition, etc and criticised road closures. The contraflow cycle arrangements included in the proposal were also opposed by some respondents.

Table 4-6 – Criticisms

Criticisms	Frequency
Oppose the Proposals generally (e.g. waste of money / not needed / will not be used / negative impact on drivers)	110
Oppose the Proposals from Weston to Bath City Centre (e.g. waste of money / not needed / will not be used)	57
Oppose the Proposals at Weston High Street (in full or in part)	17
Oppose the Proposals at Crown Hill, Weston Park (in full or in part)	10
Oppose the Proposals at Weston Road (in full or in part)	16
Oppose the Proposals at Royal Victoria Park (in full or in part)	222

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Criticisms	Frequency
Oppose the Proposals at Royal Victoria Park to Queen Square (in full or in part)	3
Oppose the Proposals at Queen Square (in full or in part)	22
Oppose the removal of parking spaces (e.g. to facilitate Active Travel)	211
Criticism that the Proposals focus too heavily on cycling / Criticism that the Proposals do not focus enough on walking	44
Criticism that the Proposals are not fully inclusive (e.g. for elderly users / users with disabilities)	79
Criticism of existing pedestrian facilities (e.g. kerb depths to pavements)	3
Criticism of existing cycling / wheeling facilities	65
Criticism of the impact of the project on the historic environment / heritage	4
Criticism of Shared Use Paths (generally, or in specific areas)	4
Oppose the use of contraflow cycle arrangements	47
Criticism of road closures	37
Oppose Bath Experimental Traffic Restrictions Orders (ETROs) / Liveable Neighbourhood (LNs) / Low Traffic Neighbourhoods (LTNs)	7
Criticism of existing road conditions (e.g. lack of maintenance / poor surface condition, etc.)	23
Criticism of changes to speed limits (e.g. reduction from 30mph to 20mph)	0
Oppose centre line removal	8
Criticism that the Proposals are not ambitious enough	2
Criticism of the 2026 construction year	1

- 4.2.15. Around 112 respondents expressed concern about the impact of the Project on those who are dependent on private vehicle / public transport, especially large families and elderly users. This was followed by 60 respondents who were concerned about localised issues with the road network such as congestion, rat running, etc.
- 4.2.16. Additionally, 46 respondents raised concerns regarding the safety of the proposals and 46 respondents expressed concern around reduced access to Victoria Park. 34 respondents state that a topography of the city acts as a barrier to active travel.
- 4.2.17. Further concerns expressed by the respondents included comments around the inclusion of advisory / non-segregated cycle lanes in the proposal, poor cycling or cyclist behaviour, impact on businesses / deliveries and cost of the project to the taxpayer.

Table 4-7 - Concerns

Concerns	Frequency
Concern about poor pedestrian behaviour	0
Concerned about poor cycling / cyclist behaviour	26
Concerned that advisory / non-segregated cycle lanes are included in Proposals (e.g. safety, enforcement, etc)	28
Concern around the use of shared-space infrastructure (e.g. safety concerns)	4
Concern about ongoing maintenance of the routes / Suggest that routes need to be continually maintained	11
Concerned about poor driving / dangerous driver behaviour	19
Concerned about the impact of the Project on those who are dependent on private vehicle / public transport (e.g. large families, elderly)	112
Concerned about a localised issue with road network (e.g. congestion, rat running)	60
Concerned about the safety of floating bus stops	6
Concern about the safety of the Proposals	46
Concern about the impact on businesses / deliveries	26
Concern that the topography of the city is a barrier to active travel	34
Concern about the cost of the project to the taxpayer	23
Concern about the impact of the Project on the Royal United Hospital / other medical facilities (e.g. delays to ambulances, impact on staff / patients)	7
Concern about reduced access to Victoria Park	46
Concern about the impact on tourism	10
Concern about the inclusion of roundabouts as part of the Proposals	7

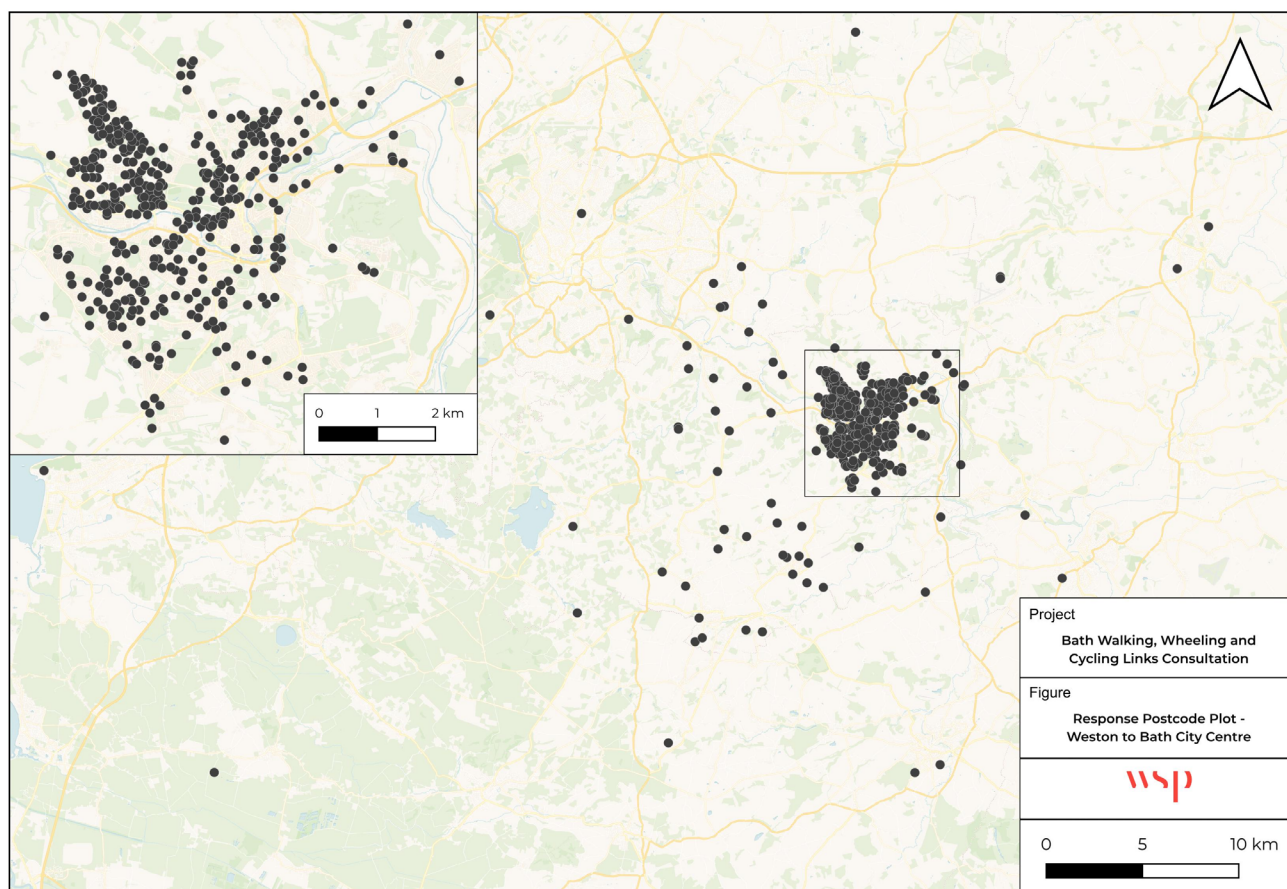
- 4.2.18. 40 respondents criticised Bath and North East Somerset Council, and this was followed by respondents expressing a need for further consultation and engagement (19 respondents).
- 4.2.19. 18 respondents suggested that the money spent on the proposals should instead be spent on other forms of transport such as public transport, private vehicles, etc.
- 4.2.20. The consultation was criticised by 15 respondents, with respondents stating that they will not be listened to nor would the consultation make any difference. 11 respondents criticised that the money spent on the proposal would be better spent on other public services like social care.
- 4.2.21. Additionally, there were comments requesting more information and criticising the questionnaire.

Table 4-8 - Other

Other codes	Frequency
Criticism of consultation (e.g. will not be listened to / will not make a difference)	15
Criticism of Bath and North East Somerset Council	40
Criticism of questionnaire	8
Criticism of the word limit in the consultation	2
Criticism of consultation materials (e.g. consultation maps, website)	1
Criticism of consultation advertising	0
Suggest that the money to be spent on the Proposals should be spent in other areas of Bath (on active travel)	2
Suggest that the money to be spent on the Proposals should be spent on other forms of transport (e.g. Public Transport, Private Vehicles)	18
Criticism that the money to be spent on the Proposals should be spent on other public services (e.g. on Social Care)	11
Request for more information	8
Not sure / confused by the proposals	3
Criticism of Net Zero / Climate Emergency / Green Agenda	0
Criticism of accessibility (e.g. lack of access for those without internet, other languages)	1
Need for further consultation and engagement	19
Request for contact	1
Non-relevant comment (out of scope)	1
No comment / nothing / nothing to add / N/A	3
Support of Bath and North East Somerset Council	0

- 4.2.22. As part of the questionnaire, respondents provided their postcode to give an indication of their approximate location relative to the proposals. The map below shows the distribution of respondents that responded to the survey on Weston to Bath City Centre proposals by their postcode location.

Figure 4-3 - Respondent Postcodes - Weston to Bath City Centre



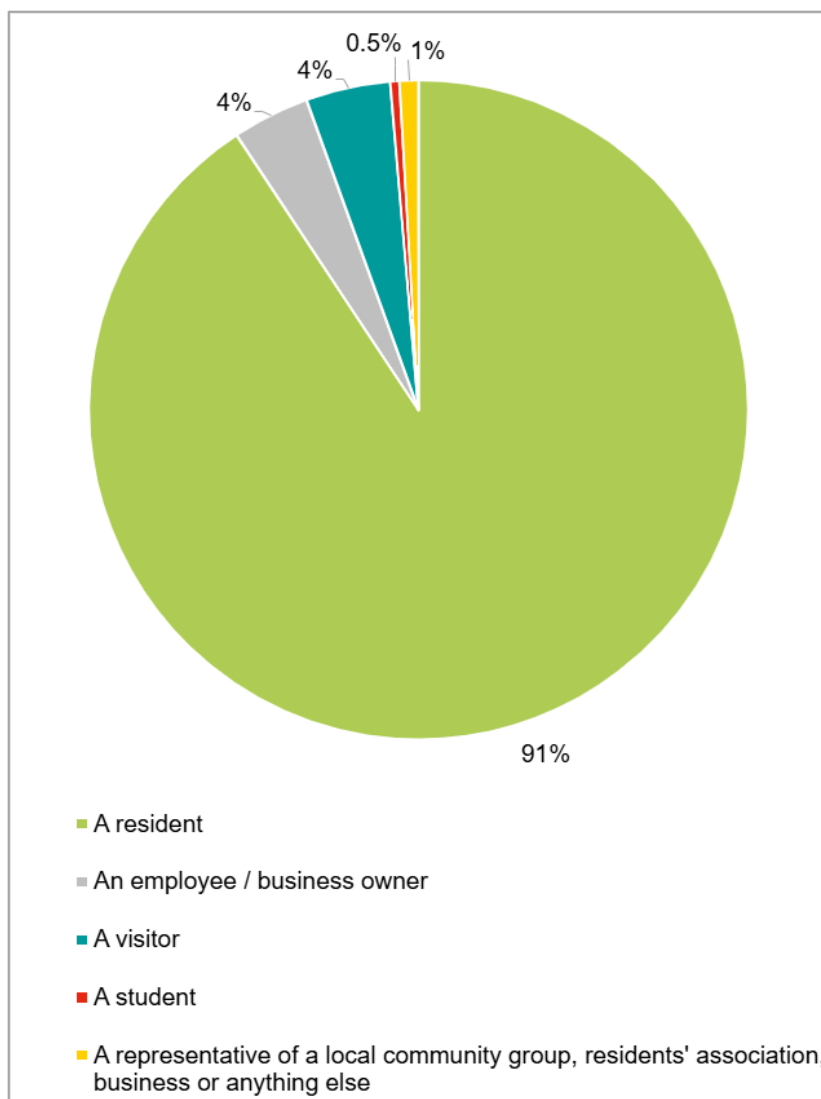
4.3 Demographics

- 4.3.1. This section provides details of the demographic profile of those that provided details in their responses to the Weston to Bath City Centre survey.

What capacity they were responding to the questionnaire?

- 4.3.2. Respondents were asked in what capacity they were responding to the questionnaire. This question had five pre-defined answers, including 'A representative of a local community group, residents' association, business or anything else' where respondents were asked to specify their organisation within an open text box.
- 4.3.3. A total of 870 respondents provided an answer to this question, of which the majority were residents (91%). An additional 36 respondents were responding as visitors (4%), 33 were responding as an employee / business owner (4%), and four were responding as students (<1%).
- 4.3.4. Eight respondents (1%) identified that they were a representative of a local community group, residents' association, business or anything else. The results are shown below.

Figure 4-4 - How are you responding to this consultation? (n=870)



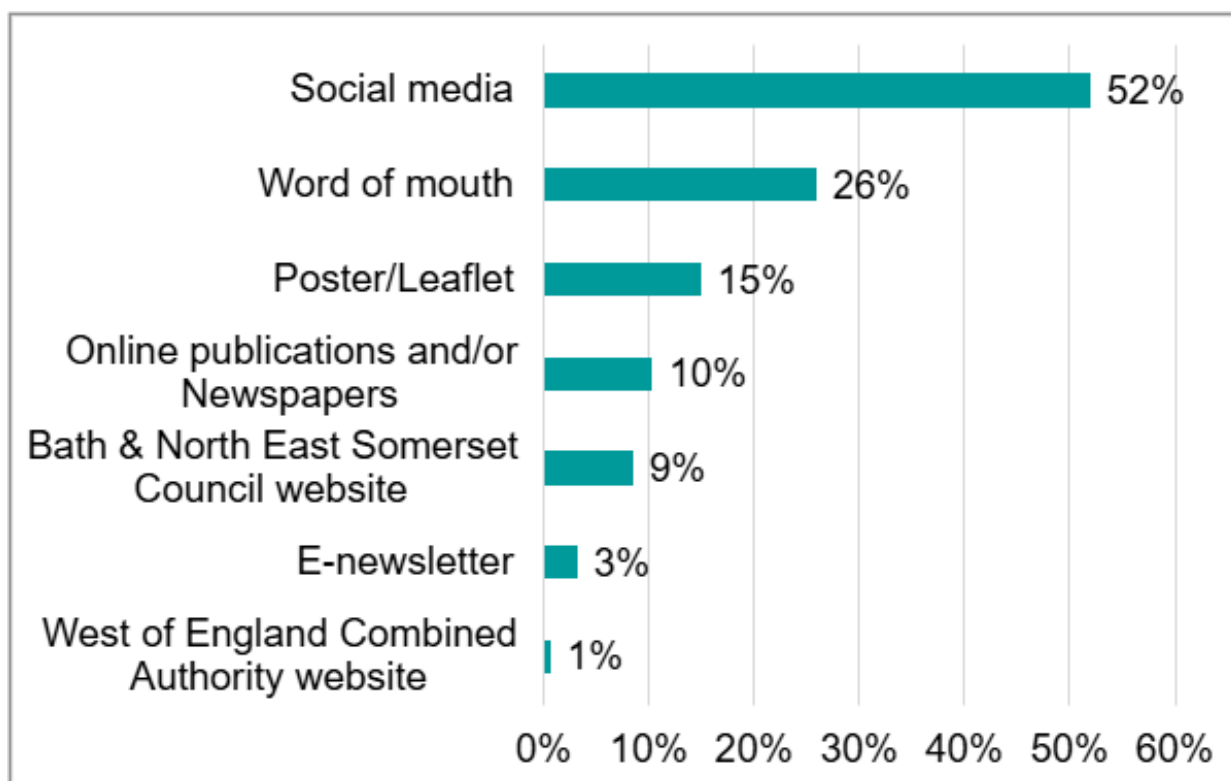
How did you find out about this consultation?

- 4.3.5. Respondents were asked how they had been made aware of the consultation. A total of 867 responses were received to this question, in which respondents could select all that applied.
- Over half of respondents (52%) selected that they had found out about the consultation via social media;
 - 225 respondents (26%) selected that they had found out about the consultation by word of mouth;
 - 130 respondents (15%) selected that they had found out about the consultation by poster / leaflet; and
 - 90 respondents (10%) selected that they had found out about the consultation by online publications and/or newspapers.

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- 4.3.6. A further 74 respondents selected that they had heard about the consultation from Bath and North East Somerset Council website (9%), 28 respondents selected E-newsletter (3%) and 6 respondents selected West of England Combined Authority website (1%).

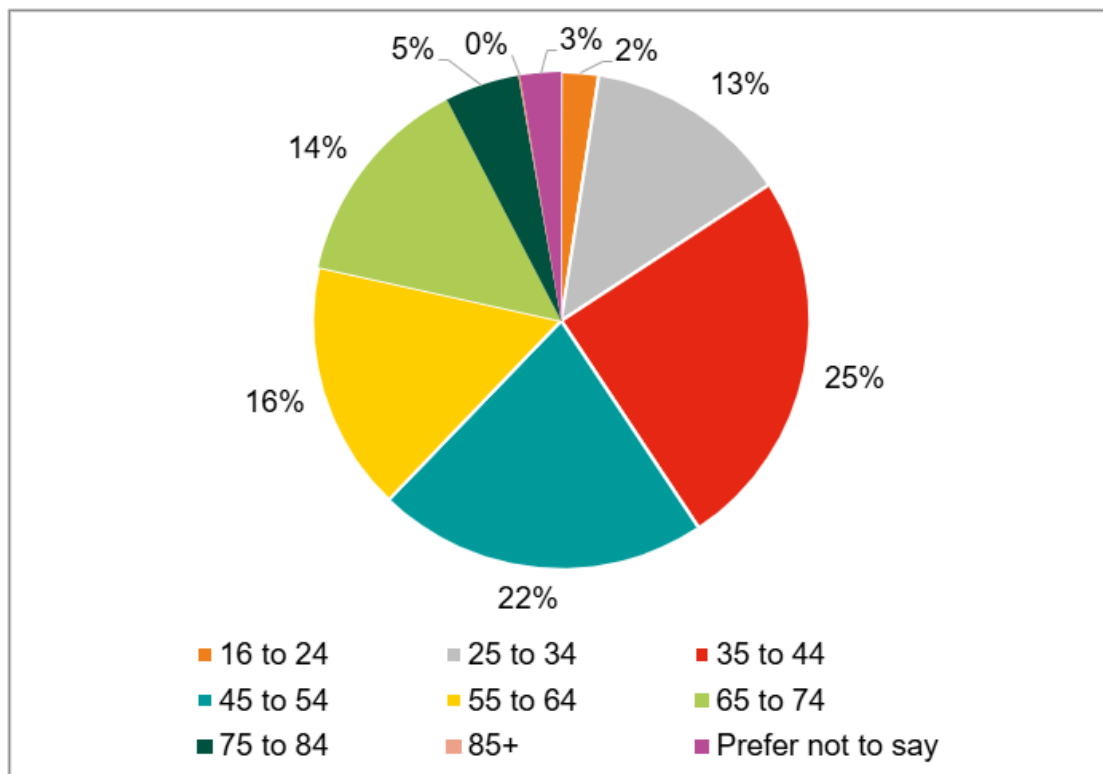
Figure 4-5 - How did you find out about this consultation? (Select all that apply) (n=867)



Age Group

- 4.3.7. Next, respondents were asked to give details of which age group they belonged to. A total of 868 respondents provided an answer to this question.
- The largest number of respondents selected age 35-44 (25%);
 - Followed by age 45-54 (22%);
 - A further 141 respondents selected age 55-64 (16%);
 - 121 selected age 65-74 (14%); and
 - 116 respondents selected age 25-34 (13%).
- 4.3.8. A smaller number of respondents selected 75-84 (5%), 16-24 (2%) and 85+ was only selected by one respondent. A total of 23 respondents selected that they would prefer not to say (3%).

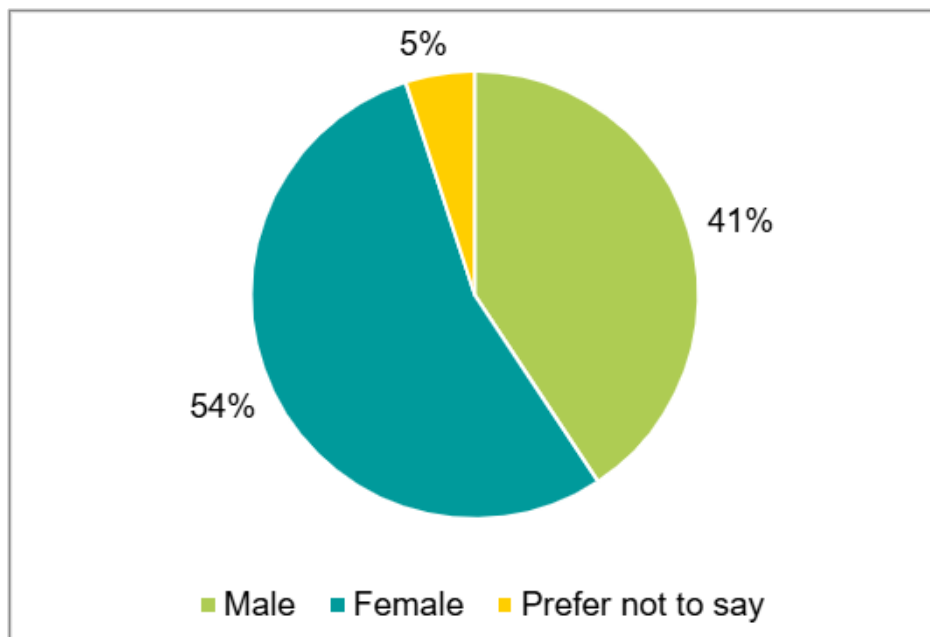
Figure 4-6 - Please tell us your age group (n=868)



Gender

- 4.3.9. Next, respondents were asked to give details of their gender – the results are shown in **Figure 4-7**.
- 4.3.10. A total of 862 respondents provided an answer to this question, of which, 467 selected female (54%) and 350 respondents selected male (41%). There were 2 respondents that selected 'other', and a further 43 respondents choosing that they would prefer not to say (5%).

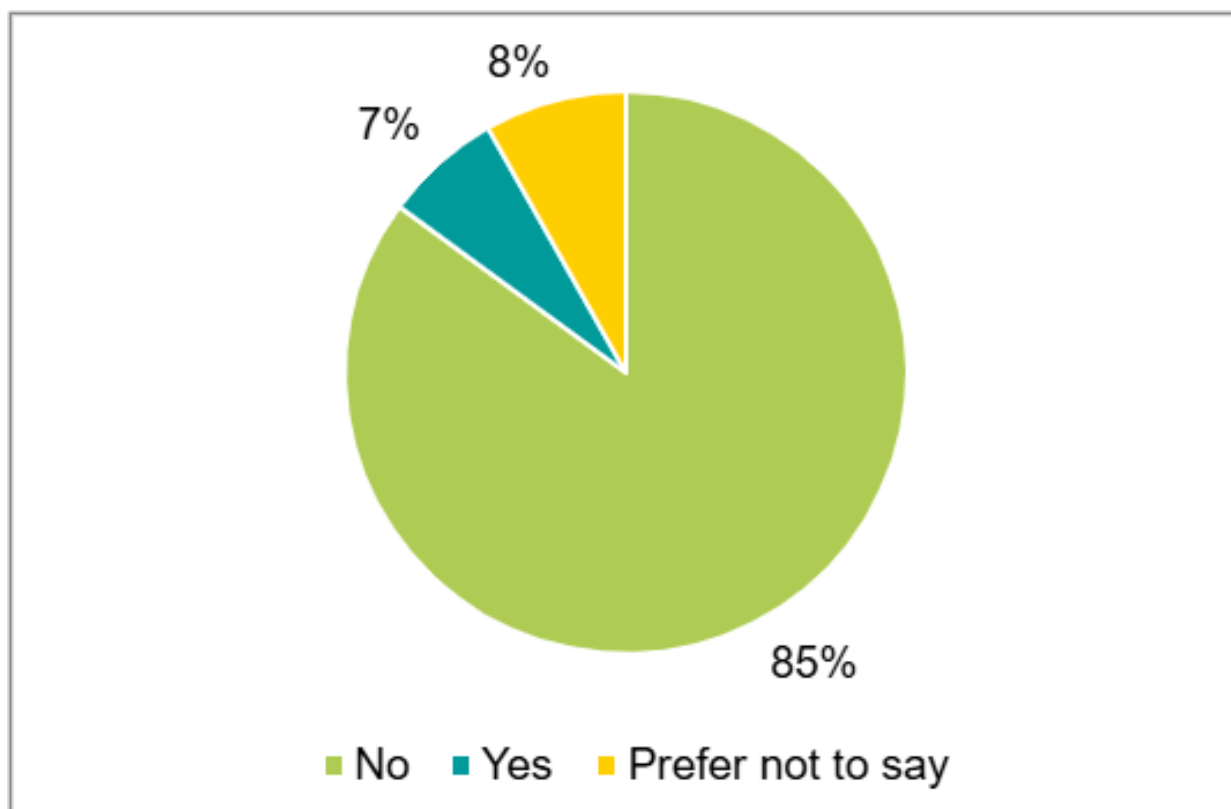
Figure 4-7 - How would you describe your gender (n=862)



Disability

- 4.3.11. Respondents were asked if they consider themselves to be disabled. A total of 856 responses were received for this question, in which majority do not consider themselves to be disabled (85%).
- 4.3.12. A further 58 selected that 'yes', that they do consider themselves to be disabled (7%), while 58 respondents chose that they would prefer not to say (8%). The results are shown below.

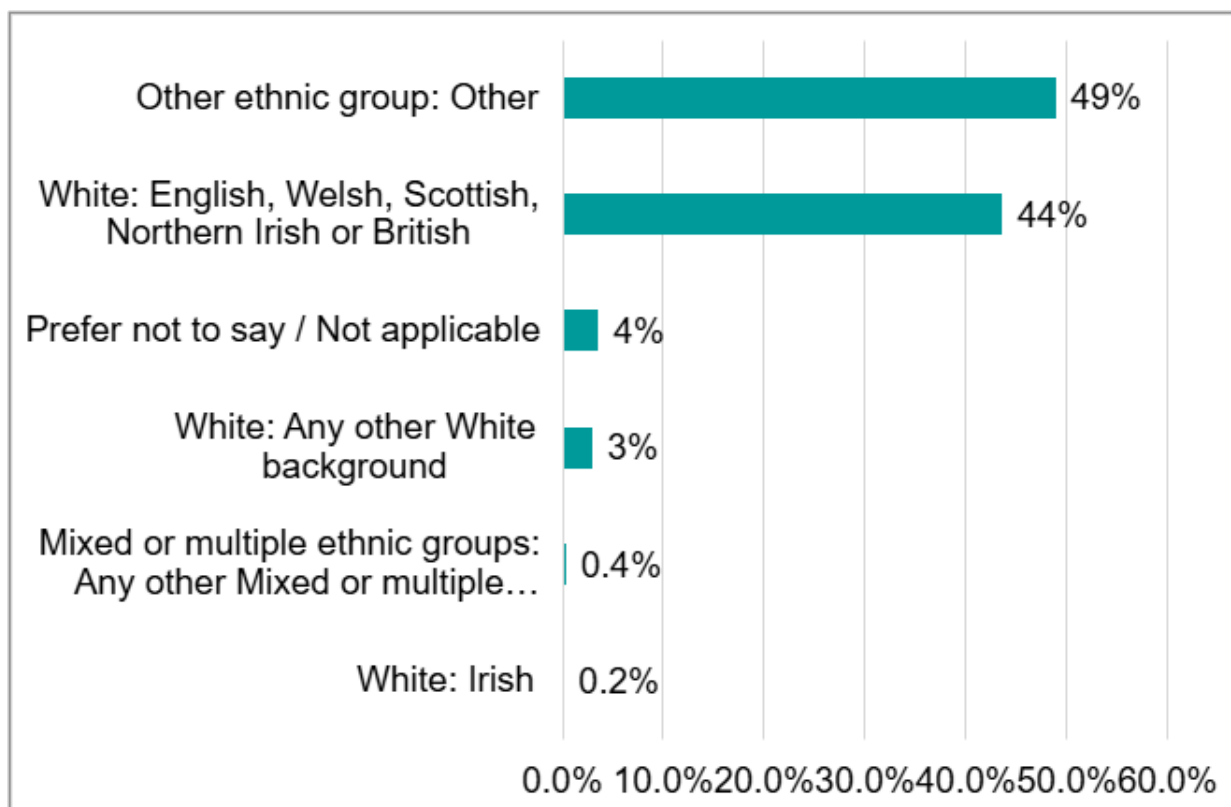
Figure 4-8 - Do you consider yourself to be disabled? (n=856)



Ethnicity

- 4.3.13. Respondents were also asked to give details of their ethnicity. This question was asked using no pre-defined list, with respondents able to provide any answer into an open text box.
- 4.3.14. During analysis, the responses were categorised based on the list of ethnicities provided by the UK Government ([List of ethnic groups - GOV.UK](#)). As respondents were able to provide any answer, the responses for this question ranged more than would be expected and a large number were not exact fits for the UK Government list. Due to this, and to avoid making assumptions, a large number of responses have been categorised into the 'Other ethnic group' category, comprising of nearly half of the responses to this question (49%).
- 4.3.15. Additionally the following was noted.
- A total of 215 respondents selected 'White: English, Welsh, Scottish, Northern Irish or British' (44%);
 - 18 respondents selected that they would prefer not to say (4%);
 - 15 selected 'White: Any other White background' (3%);
 - 2 respondents selected 'Mixed or multiple ethnic groups: Any other Mixed or multiple ethnic background' (<1%); and
 - 1 respondent noted 'White: Irish' (<1%).

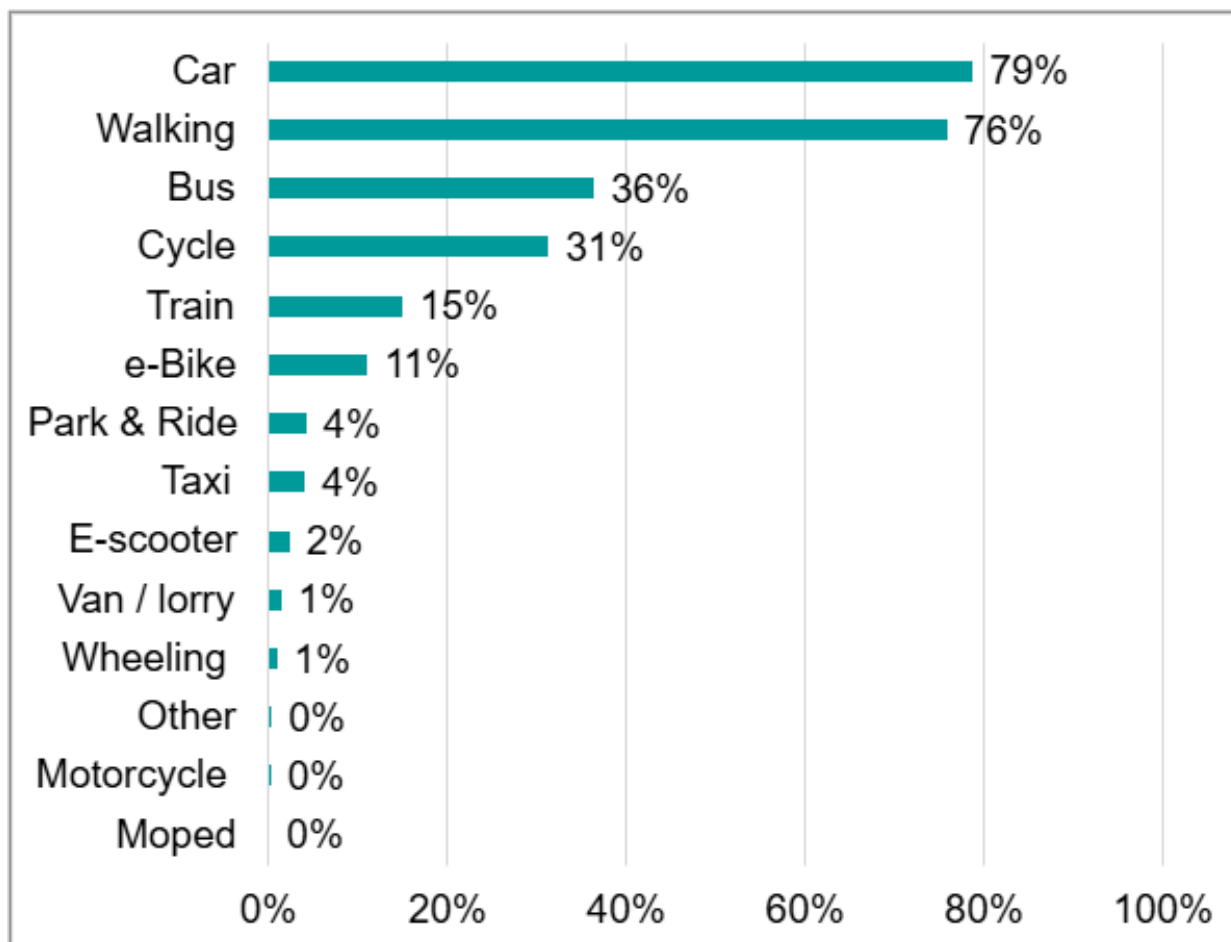
Figure 4-9 - What is your ethnicity? (n=492)



Forms of transport used

- 4.3.16. One further closed question was included within the consultation questionnaire, focussed on how respondents make journeys in Bath.
- 4.3.17. Respondents were asked which forms of transport they use most often to make journeys in Bath. A total of 869 respondents provided an answer to this question, with respondents able to select all that apply. Respondents selecting 'Other' were able to specify using an open text box.
- Car was the most popular way in which the respondents travel, with a total of 685 respondents selecting this option (79%);
 - 660 respondents chose walking (76%);
 - 317 chose bus, selected by 317 respondents (36%);
 - 273 respondents selected cycle (31%);
 - 131 respondents selecting train (15%);
 - 97 selecting e-bike (11%); and
 - Four respondents (<1%) selected other.
- 4.3.18. The results are shown below.

**Figure 4-10 - Which of the following forms of transport do you use most often?
(n=869)**



5 Links to Royal United Hospital Questionnaire

5.1 Proposals for Links to Royal United Hospital

- 5.1.1. The section provides a summary of the consultation responses received for the proposals for the Links to Royal United Hospital route. The coding methodology described in **Chapter 3** has been applied throughout this consultation analysis process. The codeframe is located in separate document **Appendix C**.
- 5.1.2. As part of the BWWCL consultation, each of the four questionnaires began with two closed questions addressing the overall scheme proposals. These were followed by route specific closed questions and two additional questions that related to cycling and walking statements. Finally, respondents were asked to evaluate the clarity of the information presented within the questionnaire.

Summary of Results

- 5.1.3. Tables 5-1 to 5-3 below sets out the results of questions on the level of agreement/disagreement with scheme proposals and perceived walking, wheeling and cycling benefits of the scheme. The information is presented as the number of responses for each option, and the percentage of responses in favour and in against for the respective question.

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Table 5-1 – Links to RUH – Summary of Results

Question	Total responses	Strongly Agree	Agree	Neither nor disagree	Disagree	Strongly Disagree	In Favour	Against	% in Favour	% Against
Agree or Disagree with changes to WWC in Bath	190	78	23	13	10	66	101	76	53%	40%
Agreement with the Links to RUH proposal	195	74	26	12	16	67	100	83	51%	43%

Table 5-2 – Links to RUH – Extent of Agreement with Cycling Statements

Question	Total responses	Strongly Agree	Agree	Neither nor disagree	Disagree	Strongly Disagree	In Favour	Against	% in Favour	% Against
Will make cycling quicker	193	49	36	35	24	49	85	73	44%	38%
Will make cycling safer	193	64	35	27	20	47	99	67	51%	35%
Will make cycling easier	192	64	39	20	25	44	103	69	54%	36%
Will encourage more people to cycle	194	63	31	12	27	61	94	88	48%	45%

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Table 5-3 – Links to RUH – Extent of Agreement with Walking and Wheeling (WW) Statements

Question	Total responses	Strongly Agree	Agree	Neither nor disagree	Disagree	Strongly Disagree	In Favour	Against	% in Favour	% Against
WW quicker	192	48	33	32	26	53	81	79	42%	41%
WW safer	192	59	32	21	30	50	91	80	47%	42%
WW easier	192	59	36	16	28	53	95	81	49%	42%
Will encourage more people to WW	193	54	34	20	25	60	88	85	46%	44%
Information is clear	193	53	61	34	22	23	114	45	59%	23%

5.1.4. The remainder of this chapter sets out the individual questions and survey results.

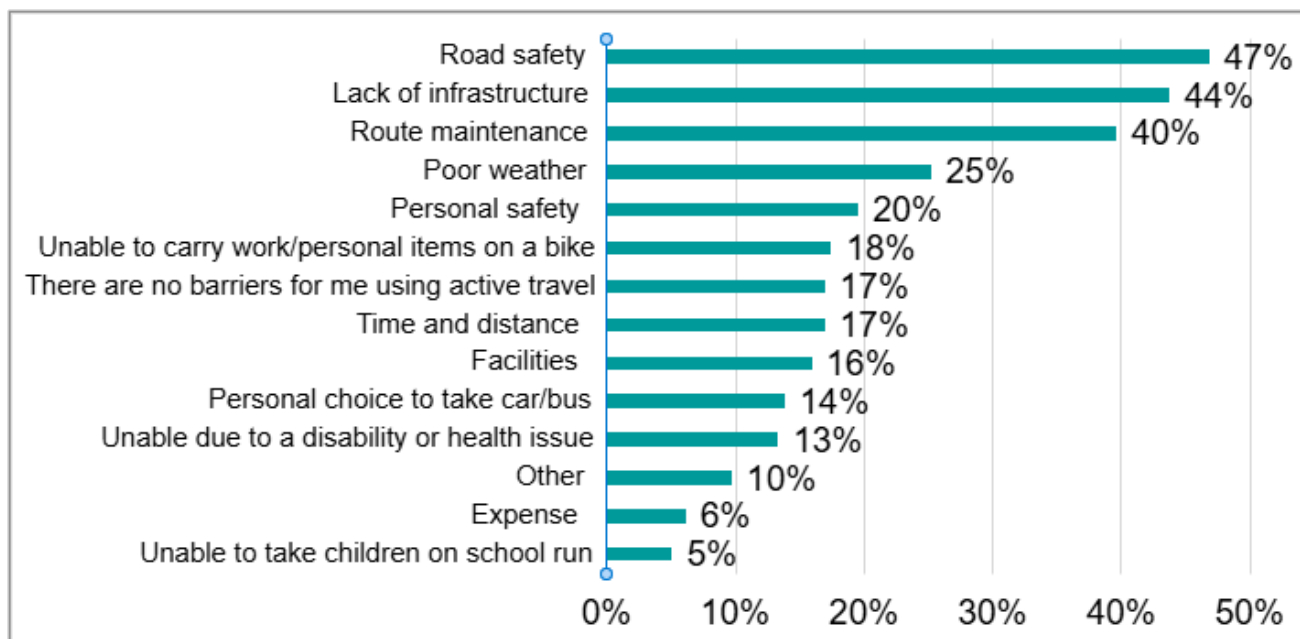
Overall, to what extent do you agree or disagree with the proposed changes to the walking, wheeling and cycling networks in Bath?

- 5.1.5. Initially, respondents were asked to indicate the extent to which they agreed or disagreed with the proposed changes to the walking, wheeling and cycling networks in Bath.
- 5.1.6. For this question, respondents could select from a scale ranging from strongly agree to strongly disagree.
- 5.1.7. A total of 190 respondents provided an answer to this question.
- 78 respondents (41% of responses to this statement) selecting that they strongly agree with the proposal;
 - 66 respondents (35% of responses to this statement) selected that they strongly disagree with the proposed changes;
 - This was followed by 23 respondents (12% of responses to this statement) who agree with proposals;
 - 10 respondents (5% of responses to this statement) noting that they disagree; and
 - 13 respondents (7% of responses to this statement) selected that they neither agree nor disagree with the proposals.

Which of the following barriers, if any, prevent you from using active travel (e.g. walking, wheeling and cycling) currently?

- 5.1.8. Next, respondents were asked to give their views on which barriers, if any, prevent them from using active travel (e.g. walking, wheeling and cycling currently?). The results are shown below.

Figure 5-1 - Which of the following barriers, if any, prevent you from using active travel (e.g. walking, wheeling and cycling) currently? (n=194)



5.1.9. For this question, the respondents could select from a range of barriers which prevent them from using active travel currently, respondents could select all options that apply. Respondents could also select 'other', with the option to expand on this through an open text box.

5.1.10. A total of 194 respondents provided an answer to this question.

- 91 respondents (47%) selecting that road safety is currently a barrier to using active travel;
- 85 respondents (44%) of the respondents identified lack of infrastructure as a barrier to active travel;
- 77 respondents (40%) identifying route maintenance as a barrier;
- 49 respondents selected poor weather (25%);
- 38 selected personal safety (20%);
- 34 respondents (18%) chose that being unable to carry work/personal items on a bike was a barrier; and
- 33 (21%) selected that there are no barrier for using active travel.

5.1.11. A further 19 respondents (10%) selected 'Other', a number of which left additional information in the open text box. Barriers that occurred frequently are listed below:

- Steep hills / topography
- Having children who are unable to cycle

Overall, to what extent do you agree or disagree with the proposed links to Royal United Hospital?

5.1.12. Respondents were then asked to what extent they agreed or disagreed with the proposed Links to Royal United Hospital.

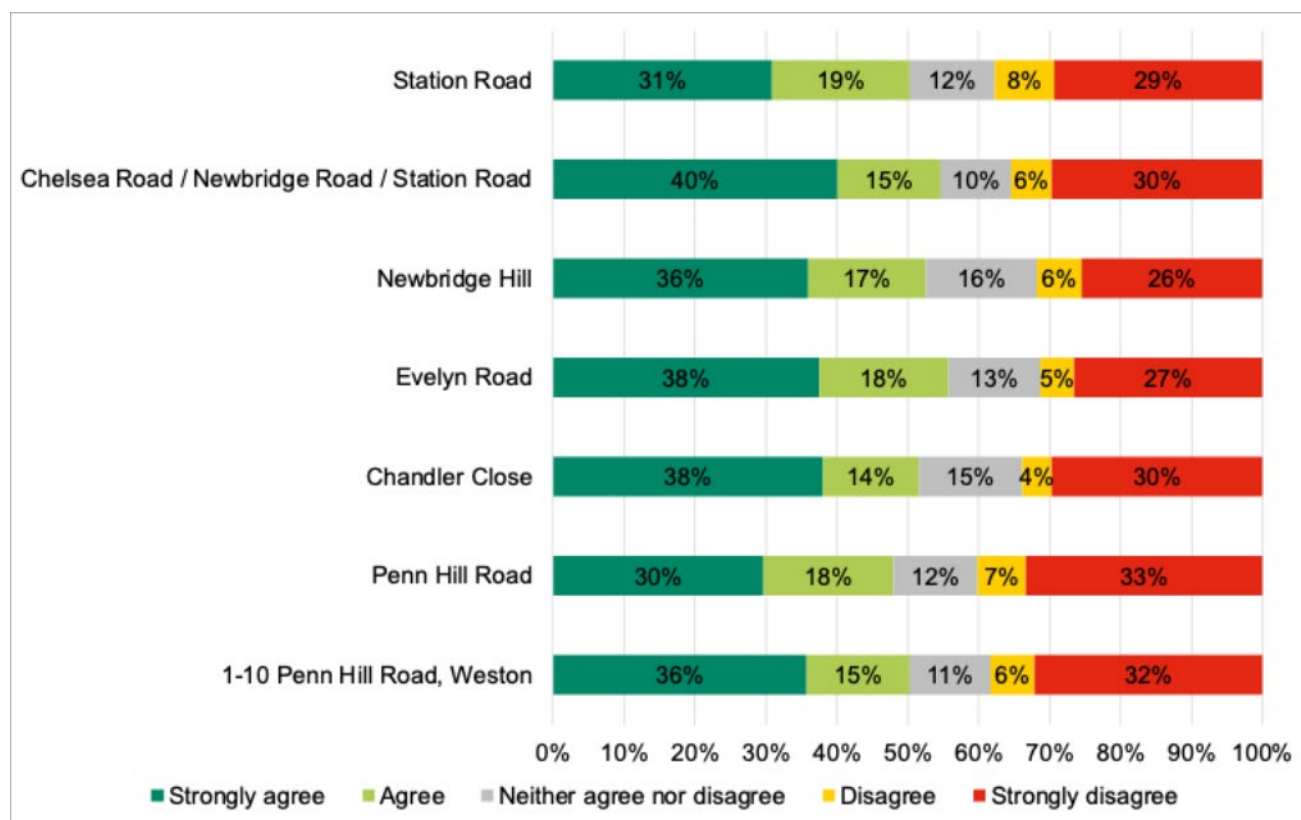
5.1.13. For this question, respondents were asked to select from options ranging from strongly agree to strongly disagree on the proposed links to Royal United Hospital - a total of 195 provided a response.

- 74 respondents (38% of responses to this statement) selected that they strongly agree to the proposals;
- 26 respondents (13% of responses to this statement) selected that they agree;
- 67 respondents (34% of responses to this statement) selected that they strongly disagree with the proposals;
- 16 respondents (8% of responses to this statement) selected that they disagree; and
- 12 respondents (6% of responses to this statement) identified that they neither agree nor disagree with the proposals.

To what extent do you agree or disagree with the following individual improvement ideas for the area?

5.1.14. Next respondents were asked to what extent they agreed or disagreed with the following individual improvement ideas for the area. This is shown below:

Figure 5-2 - To what extent do you agree or disagree with the following individual improvement ideas for the area? (n=193)



5.1.15. Respondents were asked to identify the extent they agree or disagree to seven individual improvement as part of the proposals for links to Royal United Hospital. A total of 193 individuals responded to the question, providing an answer to at least one element of the improvements.

5.1.16. For proposals at Station Road, 191 respondents provided an answer. Of these:

- 59 respondents (31% of responses to this statement) selected that they strongly agree to the proposal;
- 56 respondents (29% of responses to this statement) strongly disagree to the proposals;
- 37 respondents (19% of responses to this statement) respondents selected agree;
- 16 respondents (8% of responses to this statement) selected that they disagree; and
- 23 respondents (12% of responses to this statement) neither agree nor disagree with the proposals at Station Road.

5.1.17. For proposals at Chelsea Road / Newbridge Hill / Station Road, 192 respondents provided an answer. Of these:

- 77 respondents (40% of responses to this statement) selected that they strongly agree to the proposal;

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- 57 respondents (30% of responses to this statement) strongly disagree to the proposals;
- 28 respondents (15% of responses to this statement) respondents selected agree;
- 11 respondents (6% of responses to this statement) selected that they disagree; and
- 19 respondents (10% of responses to this statement) neither agree nor disagree with the proposals at Chelsea Road / Newbridge Hill / Station Road.

5.1.18. For proposals at Newbridge Hill, 192 respondents provided an answer. Of these:

- 69 respondents (36% of responses to this statement) selected that they strongly agree to the proposal;
- 49 respondents (26% of responses to this statement) strongly disagree to the proposals;
- 32 respondents (17% of responses to this statement) respondents selected agree;
- 12 respondents (6% of responses to this statement) selected that they disagree; and
- 30 respondents (16% of responses to this statement) neither agree nor disagree with the proposals at Newbridge Hill.

5.1.19. For proposals at Evelyn Road, 192 respondents provided an answer. Of these:

- 72 respondents (38% of responses to this statement) selected that they strongly agree to the proposal;
- 51 respondents (27% of responses to this statement) strongly disagree to the proposals;
- 35 respondents (18% of responses to this statement) respondents selected agree;
- 9 respondents (5% of responses to this statement) selected that they disagree; and
- 25 respondents (13% of responses to this statement) neither agree nor disagree with the proposals at Evelyn Road.

5.1.20. For proposals at Chandler Close, 192 respondents provided an answer. Of these:

- 73 respondents (38% of responses to this statement) selected that they strongly agree to the proposal;
- 57 respondents (30% of responses to this statement) strongly disagree to the proposals;
- 26 respondents (14% of responses to this statement) respondents selected agree;
- 8 respondents (4% of responses to this statement) selected that they disagree; and
- 28 respondents (15% of responses to this statement) neither agree nor disagree with the proposals at Chandler Close.

5.1.21. For proposals at Penn Hill Road, 192 respondents provided an answer. Of these:

- 57 respondents (30% of responses to this statement) selected that they strongly agree to the proposal;
- 63 respondents (33% of responses to this statement) strongly disagree to the proposals;
- 35 respondents (18% of responses to this statement) respondents selected agree;

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- 13 respondents (7% of responses to this statement) selected that they disagree; and
- 23 respondents (12% of responses to this statement) neither agree nor disagree with the proposals at Penn Hill Road.

5.1.22. For proposals at 1-10 Penn Hill Road, Weston, 193 respondents provided an answer. Of these:

- 69 respondents (36% of responses to this statement) selected that they strongly agree to the proposal;
- 62 respondents (32% of responses to this statement) strongly disagree to the proposals;
- 28 respondents (15% of responses to this statement) respondents selected agree;
- 12 respondents (6% of responses to this statement) selected that they disagree; and
- 22 respondents (11% of responses to this statement) neither agree nor disagree with the proposals at 1-10 Penn Hill Road, Weston.

To what extent do you agree or disagree with the four cycling statements?

5.1.23. After these closed questions that were specific to Links to Royal United Hospital, respondents were asked to what extent they agreed or disagreed with four cycling statements.

5.1.24. A total of 194 respondents answered this question, however, the number who response to each statement varied.

5.1.25. A total of 193 responses were received to the following statement “these proposals will make cycling quicker”.

- 49 respondents (25% of responses to this statement) strongly agree;
- 36 respondents (19% of responses to this statement) agree;
- 49 respondents (25% of responses to this statement) strongly disagree;
- 24 respondents (12% of responses to this statement) selecting that they disagree; and
- 35 respondents (18% of responses to this statement) selected they neither agree nor disagree.

5.1.26. A total of 193 responses were received to the following statement “these proposals will make cycling safer”.

- 64 respondents (33% of responses to this statement) strongly agree;
- 35 respondents (18% of responses to this statement) agree;
- 47 respondents (24% of responses to this statement) strongly disagree;
- 20 respondents (10% of responses to this statement) selecting that they disagree; and
- 27 respondents (27% of responses to this statement) selected they neither agree nor disagree.

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5.1.27. A total of 192 responses were received to the following statement “these proposals will make cycling easier”.

- 64 respondents (33% of responses to this statement) strongly agree;
- 39 respondents (20% of responses to this statement) agree;
- 44 respondents (23% of responses to this statement) strongly disagree;
- 25 respondents (13% of responses to this statement) disagree; and
- 20 respondents (10% of responses to this statement) selected they neither agree nor disagree.

5.1.28. A total of 194 responses were received to the following statement “these proposals will encourage more people to cycle”.

- 63 respondents (32% of responses to this statement) strongly agree;
- 31 respondents (16% of responses to this statement) agree;
- 61 respondents (31% of responses to this statement) strongly disagree;
- 27 respondents (14% of responses to this statement) disagree; and
- 12 respondents (6% of responses to this statement) selected they neither agree nor disagree.

To what extent do you agree or disagree with the four walking and wheeling statements?

5.1.29. Respondents were also asked to what extent they agreed or disagreed with four walking and wheeling statements.

5.1.30. A total of 193 respondents answered this question, however, the number of responses for each statement varied.

5.1.31. A total of 193 responses were received to the following statement “these proposals will encourage more people to walk and wheel”.

- 54 respondents (28% of responses to this statement) strongly agree;
- 34 respondents agree (18% of responses to this statement) agree;
- 60 respondents (31% of responses to this statement) strongly disagree;
- 25 respondents (13% of responses to this statement) disagree; and
- 20 respondents (10% of responses to this statement) selected they neither agree nor disagree.

5.1.32. A total of 192 responses were received to the following statement “these proposals will make walking and wheeling easier”.

- 59 respondents (31% of responses to this statement) strongly agree;
- 36 respondents (19% of responses to this statement) agree;
- 53 respondents (28% of responses to this statement) strongly disagree;
- 28 respondents (15% of responses to this statement) selecting that they disagree; and

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- 16 respondents (8% of responses to this statement) selected they neither agree nor disagree.

To what extent do you agree or disagree with the following statement 'The information provided on the proposals for the Links to Royal United Hospital is clear'

5.1.33. Finally, respondents were asked to what extent they agreed or disagreed with the statement that 'The information provided on the proposals for the Links to Royal United Hospital is clear'.

5.1.34. A total of 193 respondents provided an answer to this question, of which:

- 53 respondents (27% of responses to this statement) strongly agree that the information is clear;
- 61 respondents (32% of responses to this statement) agree;
- 22 respondents (11% of responses to this statement) disagree that the information was clear;
- 23 respondents (12% of responses to this statement) strongly disagree to the statement; and
- 34 respondents (18% of responses to this statement) selected that they neither agree nor disagree.

5.2 Open-Ended Question

Could the proposal of the Links to Royal United Hospital be improved?

- 5.2.1. Respondents were asked one open-ended question, and these responses were coded using thematic analysis. Respondents were asked if they thought the proposals for Links to Royal United Hospital could be improved.
- 5.2.2. The results indicated that only 14 respondents made comments in 'support' of the overall scheme. Out of these, six comments were in general 'support' of the proposal.
- 5.2.3. Additionally, some respondents were in complete or partial 'support' of specific components proposed at RUH to River Avon towpath at Fieldings Road bridge (5 respondents) and Weston High Street to the RUH (3 respondents).

Table 5-4 – Supportive Comments

Supportive Comments	Frequency
Support the Proposals generally	6
Comment supportive that the Project will lead to a shift to active modes / provide sustainable choices	0
Support the Links to Royal United Hospital	0
Comment supportive of the Bath Experimental Traffic Restrictions Orders (ETROs) / Liveable Neighbourhood (LNs) / Low Traffic Neighbourhoods (LTNs)	0

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Supportive Comments	Frequency
Support the Proposals at Weston High Street to the RUH (in full or in part)	3
Support the Proposals at RUH to River Avon towpath at Fieldings Road bridge (in full or in part)	5

- 5.2.4. Requests and suggestions were put forward by respondents to this open-ended question.
- 5.2.5. Around 32 respondents made comments suggesting cycling improvements (including additional and alternative infrastructure and routes). Many of these suggestions were for alternate cycling improvements or suggestions to extend the proposed cycle path to other areas of the city.
- 5.2.6. Additionally, around 15 respondents suggested public transport or community transport improvements, followed by 12 respondents suggesting segregated cycle infrastructure.
- 5.2.7. Around 7 respondents suggested additional pedestrian improvements such as crossing points, and 6 respondents suggested improved lighting or hard measures to improve actual and perceived safety and security.
- 5.2.8. Other suggestions included maintenance of existing walking or wheeling or cycling infrastructure, road maintenance improvements and Travel Demand Management (TDM) measures.

Table 5-5 - Suggestions

Suggestions	Frequency
Suggest provision of cycle parking (including secure cycle parking)	3
Suggest removing on street parking / limiting access to on street parking (e.g. access to residents / permit holders only)	3
Suggest pedestrian only areas (pedestrianisation)	0
Suggest public realm improvements (e.g. seating in public areas, planting, improvements to green spaces)	1
Suggest improvements to make the Proposals more inclusive (e.g. provision of Step-Free Access, additional seating)	1
Suggest considering accessibility for non-standard bikes (e.g. cargo bikes)	1
Suggest cycling improvements / routing (including alternative and additional)	32
Suggest additional pedestrian improvements (e.g. crossing points)	7
Suggest cycleways use alternative colours to denote as cycleways	1
Suggest segregated cycle infrastructure	12
Suggest provision of signage / wayfinding for pedestrians / cyclists	2
Suggest maintenance of existing walking / wheeling / cycling infrastructure	5

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Suggestions	Frequency
Suggest Travel Demand Management (TDM) measures (e.g. behaviour change, promotion of active travel / Park and Ride site, reduced car ownership etc)	4
Suggest improved lighting / hard measures to improve actual and perceived safety and security	6
Suggest infrastructure / enforcement / improvements to reduce traffic speeds (e.g. speed bumps, speed cameras)	3
Suggest use of the Bristol diagonal kerb	1
Suggest that traffic light phasing be altered to benefit / provide greater benefit to pedestrians and cyclists	1
Suggest improvements for motorised vehicle users	2
Suggest changes to speed limits (e.g. reduction from 30mph to 20mph)	0
Suggest Public Transport / Community Transport improvements	15
Suggest that Fieldings Road Bridge is widened to accommodate both pedestrians and cyclists	3
Suggest road maintenance improvements	5

- 5.2.9. In the written responses to the consultation, stakeholders also made some comments opposing or criticising the proposals.
- 5.2.10. Around 30 respondents generally ‘opposed’ the proposals, arguing that it would be a waste of money, they are not needed, will not be used or would impact negatively on drivers. Around 17 respondents opposed the proposals at Weston High Street to the RUH.
- 5.2.11. 13 respondents criticised the proposals for not being fully inclusive, particularly for elderly users and those with disabilities, and similarly 13 respondents opposed the removal of parking spaces. Additionally, around 11 respondents opposed the links to Royal United Hospital, deeming them a waste of money, unnecessary, and unlikely to be used.
- 5.2.12. Respondents also criticised the existing cycling or wheeling facilities and expressed that the proposals focus too heavily on cycling or that the proposals do not focus enough on walking.
- 5.2.13. In addition to this, proposals at RUH to River Avon towpath at Fieldings Road bridge was also opposed by many. Contraflow cycle arrangements included in the proposal were also opposed by the respondents.

Table 5-6 – Criticism

Criticisms	Frequency
Oppose the Proposals generally (e.g. waste of money / not needed / will not be used / negative impact on drivers)	30
Oppose the Links to Royal United Hospital (e.g. waste of money / not needed / will not be used)	11
Oppose the Proposals at Weston High Street to the RUH (in full or in part)	17
Oppose the Proposals at RUH to River Avon towpath at Fieldings Road bridge (in full or in part)	10
Oppose the removal of parking spaces (e.g. to facilitate Active Travel)	13
Criticism that the Proposals focus too heavily on cycling / Criticism that the Proposals do not focus enough on walking	8
Criticism that the Proposals are not fully inclusive (e.g. for elderly users / users with disabilities)	13
Criticism of existing pedestrian facilities (e.g. kerb depths to pavements)	1
Criticism of existing cycling / wheeling facilities	9
Criticism of the impact of the project on the historic environment / heritage	0
Criticism of Shared Use Paths (generally, or in specific areas)	5
Oppose the use of contraflow cycle arrangements	6
Criticism of road closures	0
Oppose Bath Experimental Traffic Restrictions Orders (ETROs) / Liveable Neighbourhood (LNs) / Low Traffic Neighbourhoods (LTNs)	2
Criticism of existing road conditions (e.g. lack of maintenance / poor surface condition, etc.)	4
Criticism of changes to speed limits (e.g. reduction from 30mph to 20mph)	0
Oppose centre line removal	3
Criticism that the Proposals are not ambitious enough	0
Criticism that cycling / walking to the Royal United Hospital is unrealistic	5

- 5.2.14. 19 respondents expressed concern about the safety of the proposals, followed by 13 respondents who were concerned about a localised issues with the road network such as congestion and rat running.

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- 5.2.15. 12 respondents raised concern about the impact of the project on those who are dependent on private vehicle / public transport, especially large families and elderly. 11 respondents expressed concern at the inclusion of advisory / non-segregated cycle lanes in the proposal.
- 5.2.16. Nine respondents were concerned that the topography of the city is a barrier to active travel.
- 5.2.17. Further concerns expressed by the respondents include cost of the project to the taxpayer and the impact of the project on the Royal United Hospital or other medical facilities such as delays to ambulances, impact on staff or patient.

Table 5-7 - Concerns

Concerns	Frequency
Concern about poor pedestrian behaviour	0
Concerned about poor cycling / cyclist behaviour	2
Concerned that advisory / non-segregated cycle lanes are included in Proposals (e.g. safety, enforcement, etc)	11
Concern around the use of shared-space infrastructure (e.g. safety concerns)	3
Concern about ongoing maintenance of the routes / Suggest that routes need to be continually maintained	0
Concerned about poor driving / dangerous driver behaviour	3
Concerned about the impact of the Project on those who are dependent on private vehicle / public transport (e.g. large families, elderly)	12
Concerned about a localised issue with road network (e.g. congestion, rat running)	13
Concerned about the safety of floating bus stops	0
Concern about the safety of the Proposals	19
Concern about the impact on businesses / deliveries	1
Concern that the topography of the city is a barrier to active travel	9
Concern about the cost of the project to the taxpayer	5
Concern about the impact of the Project on the Royal United Hospital / other medical facilities (e.g. delays to ambulances, impact on staff / patients)	4

- 5.2.18. Bath and North East Somerset Council was criticised by eight respondents, with five respondents suggesting that the money spent on the proposals should be spent on other forms of transport such as public transport or private vehicles.
- 5.2.19. Around 3 respondents requested for more information. Additionally, 2 respondents criticised that the money to be spent on the proposals should instead be spent on other public services such as social care.

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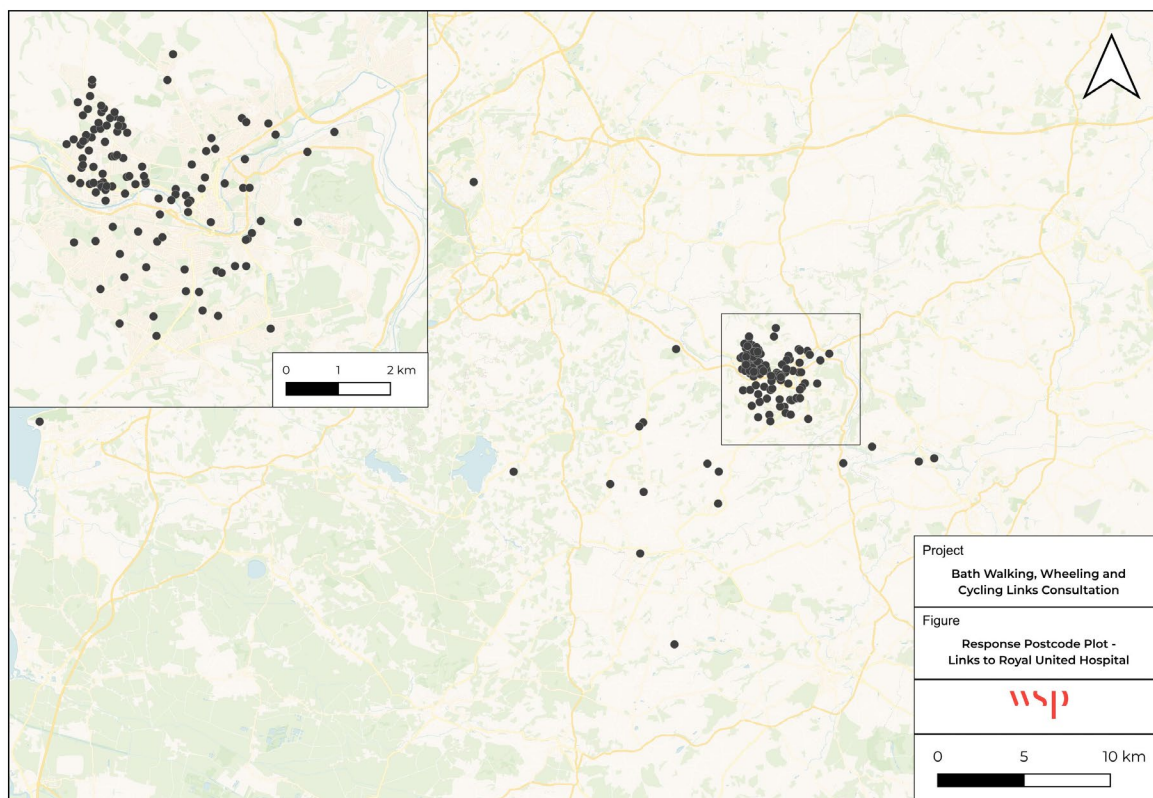
- 5.2.20. Two respondents criticised the consultation, stating that respondents will not be listened to or that the consultation would not make a difference.
- 5.2.21. There was just one respondent criticising the questionnaire, word limit in consultation, consultation materials such as consultation maps and website, net zero or climate emergency or green agenda, accessibility due to lack of access for citizens without internet, language issues etc and who are not sure or confused by the proposal.

Table 5-8 - Other

Other codes	Frequency
Criticism of consultation (e.g. will not be listened to / will not make a difference)	2
Criticism of Bath and North East Somerset Council	8
Criticism of questionnaire	1
Criticism of the word limit in the consultation	1
Criticism of consultation materials (e.g. consultation maps, website)	1
Criticism of consultation advertising	0
Suggest that the money to be spent on the Proposals should be spent in other areas of Bath (on active travel)	0
Suggest that the money to be spent on the Proposals should be spent on other forms of transport (e.g. Public Transport, Private Vehicles)	5
Criticism that the money to be spent on the Proposals should be spent on other public services (e.g. on Social Care)	2
Request for more information	3
Not sure / confused by the proposals	1
Criticism of Net Zero / Climate Emergency / Green Agenda	1
Criticism of accessibility (e.g. lack of access for those without internet, other languages)	1
Need for further consultation and engagement	1
Request for contact	0
Non-relevant comment (out of scope)	1
No comment / nothing / nothing to add / N/A	0
Support of Bath and North East Somerset Council	0

- 5.2.22. As part of the questionnaire, respondents provided their postcode to give an indication of their approximate location relative to the proposals. The map below shows the distribution of respondents that gave a view on the Links to Royal United Hospital proposals by their postcode location.

Figure 5-3 - Respondent Postcodes - Links to Royal United Hospital



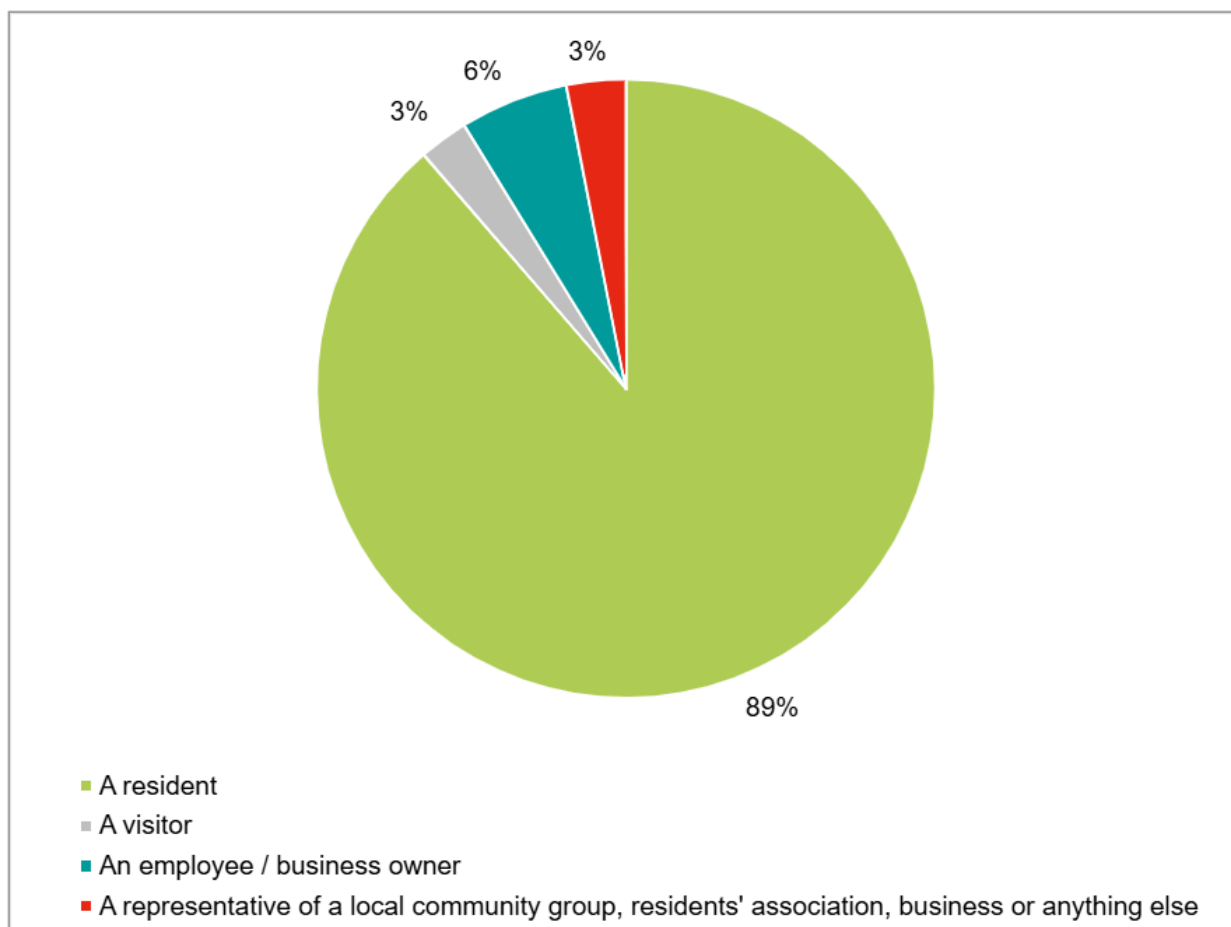
5.3 Demographics

- 5.3.1. This section provides details of the demographic profile of those that provided details in their response to the Links to Royal United Hospital survey.

What capacity they were responding to the questionnaire?

- 5.3.2. Respondents were asked in what capacity they were responding to the questionnaire. This question had five pre-defined answers, including 'A representative of a local community group, residents' association, business or anything else' where respondents were asked to specify their organisation within an open text box.
- 5.3.3. A total of 194 respondents provided an answer to this question, of which the majority were residents (89%). An additional five respondents were responding as visitors (3%) and 11 were responding as an employee / business owner (6%).
- 5.3.4. Six respondents (3%) identified that they were a representative of a local community group, residents' association, business or anything else. The results are shown below.

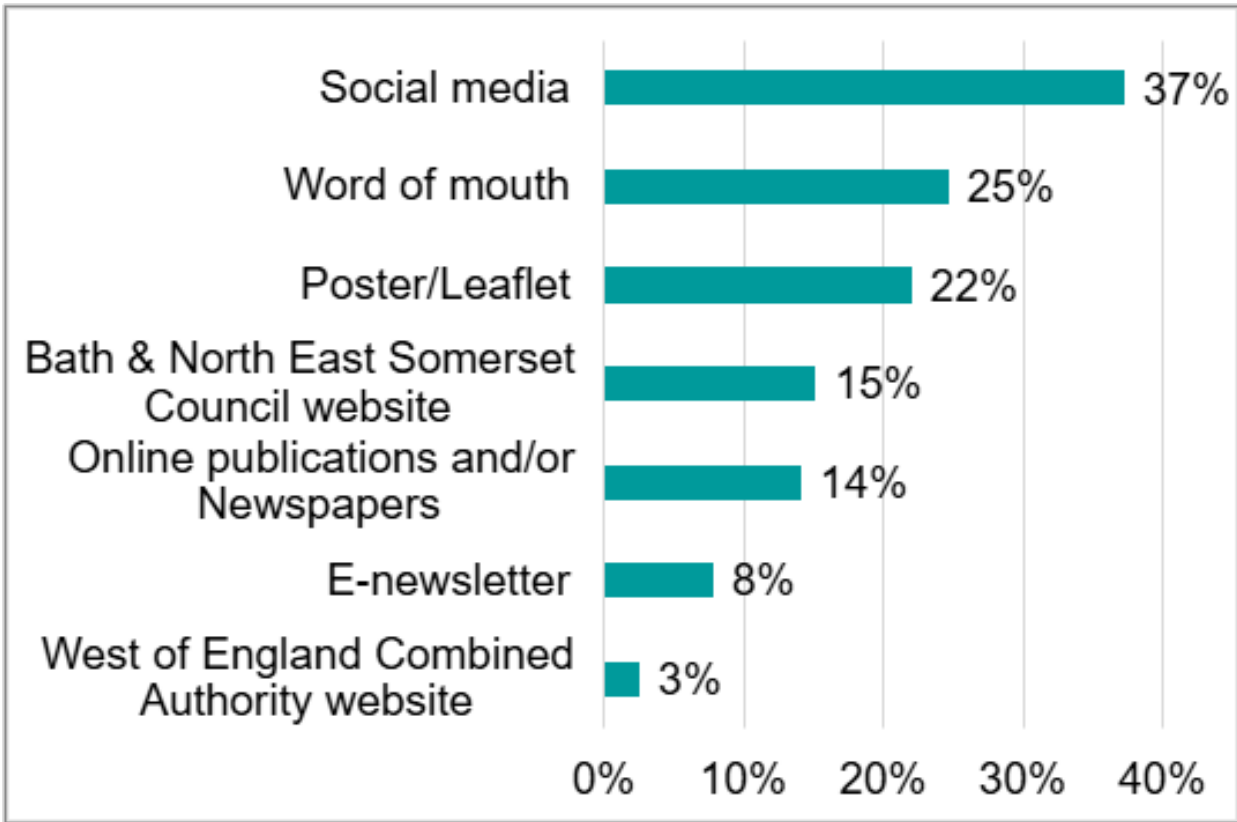
Figure 5-4 - How are you responding to this consultation? (n=194)



How did you find out about this consultation?

- 5.3.5. Respondents were asked how they had been made aware of the consultation. A total of 190 responses were received to this question, in which respondents could select all that applied.
- 71 respondents (37% of responses to this statement) selected that they had found out about the consultation via social media;
 - 47 respondents (25% of responses to this statement) selected that they had found out about the consultation by word of mouth;
 - 42 respondents (22% of responses to this statement) selected that they had found out about the consultation by poster/leaflet; and
 - 29 respondents (15% of responses to this statement) selected that they had found out about the consultation by Bath and North East Somerset Council website.
- 5.3.6. A further 27 respondents selected that they had heard about the consultation from Online publications and/or Newspapers (14%), 15 respondents selected E-newsletter (8%), and 5 respondents selected West of England Combined Authority website (3%).

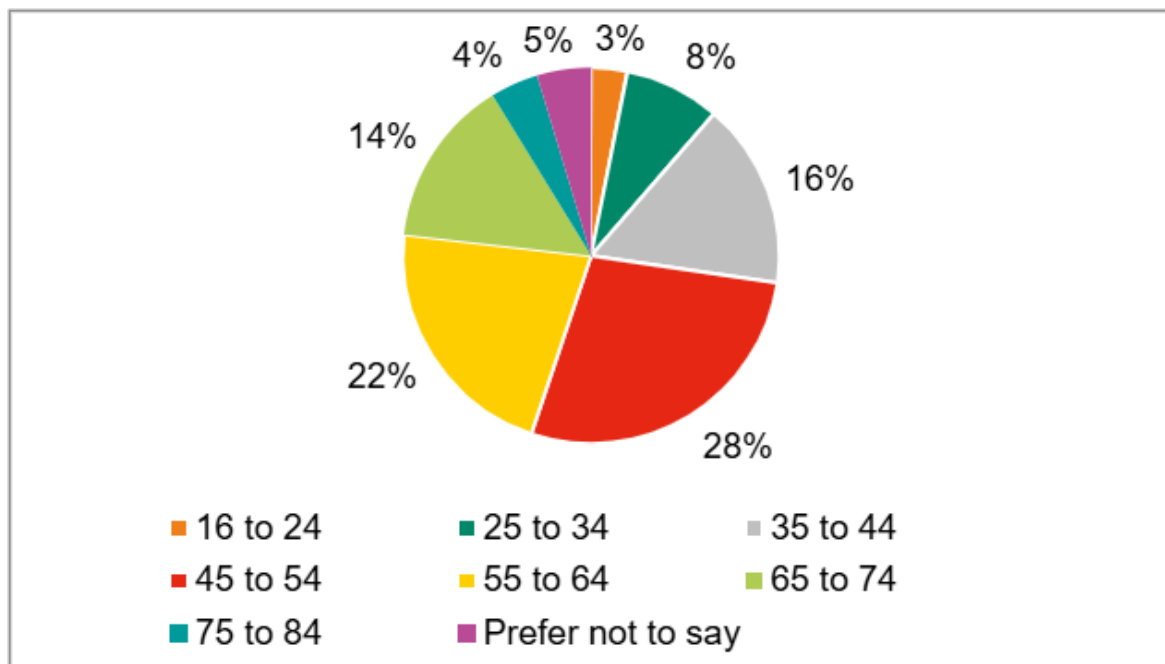
Figure 5-5 - How did you find out about this consultation? (Select all that apply) (n=190)



Age Group

- 5.3.7. Next, respondents were asked to give details of which age group they belonged to (**Figure 5-6**). A total of 19 respondents provided an answer to this question. The largest number of respondents selected age 45-54 (28%), followed by age 55-64 (22%). A further 31 respondents selected age 35-44 (16%), 28 selected age 65-74 (14%), and 16 respondents selected age 25-34 (8%).
- 5.3.8. A smaller number of respondents selected 75-84 (8; 4%) and 16-24 (6; 3%). A total of 9 respondents selected that they would prefer not to say (5%).

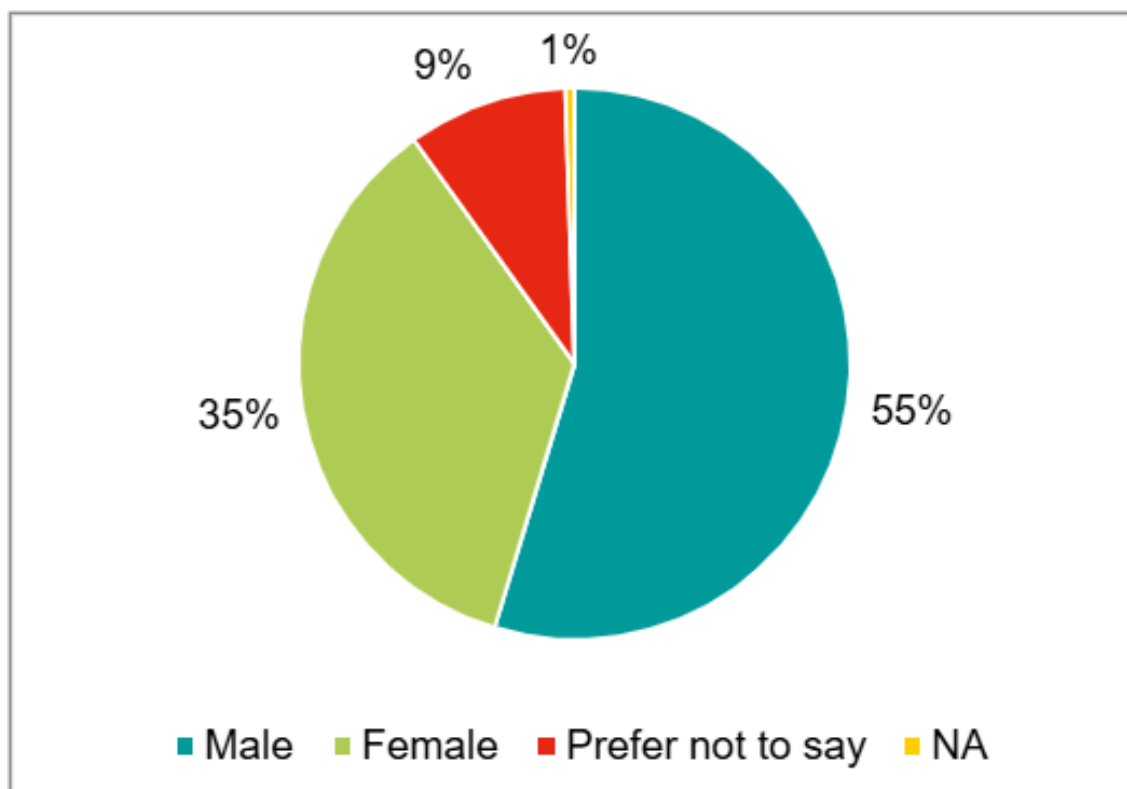
Figure 5-6 - Please tell us your age group (n=194)



Gender

- 5.3.9. Next, respondents were asked to give details of their gender – the results are shown in **Figure 5-7**. A total of 192 respondents provided an answer to this question, of which, 105 selected male (55%) and 68 respondents selected female (35%). There were 18 respondents selecting that they would prefer not to say (9%), and one respondent who selected 'other'.

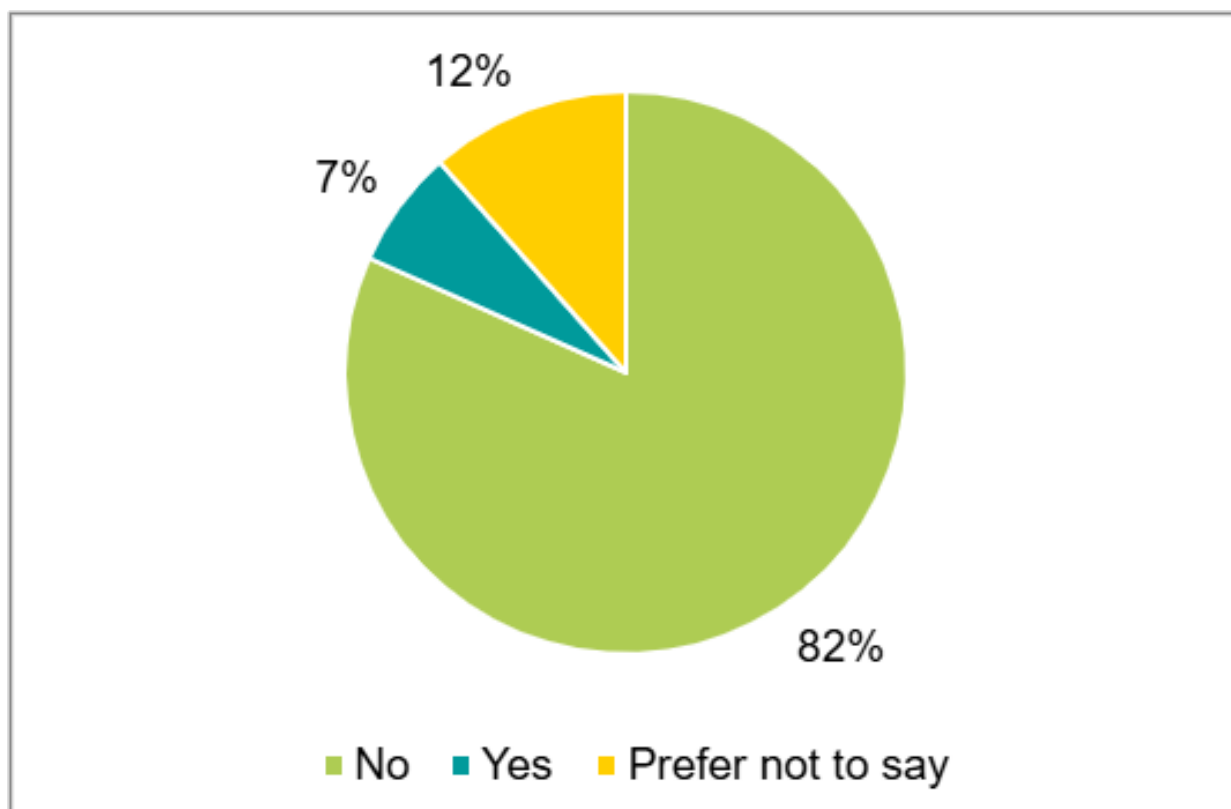
Figure 5-7 - How would you describe your gender? (n=192)



Disability

- 5.3.10. Respondents were then asked if they consider themselves to be disabled. A total of 191 responses were received for this question, in which majority do not consider themselves to be disabled (82%).
- 5.3.11. A further 13 selected that 'yes', that they do consider themselves to be disabled (7%), while 22 respondents chose that they would prefer not to say (12%). Results are shown below.

Figure 5-8 - Do you consider yourself to be disabled? (n=191)



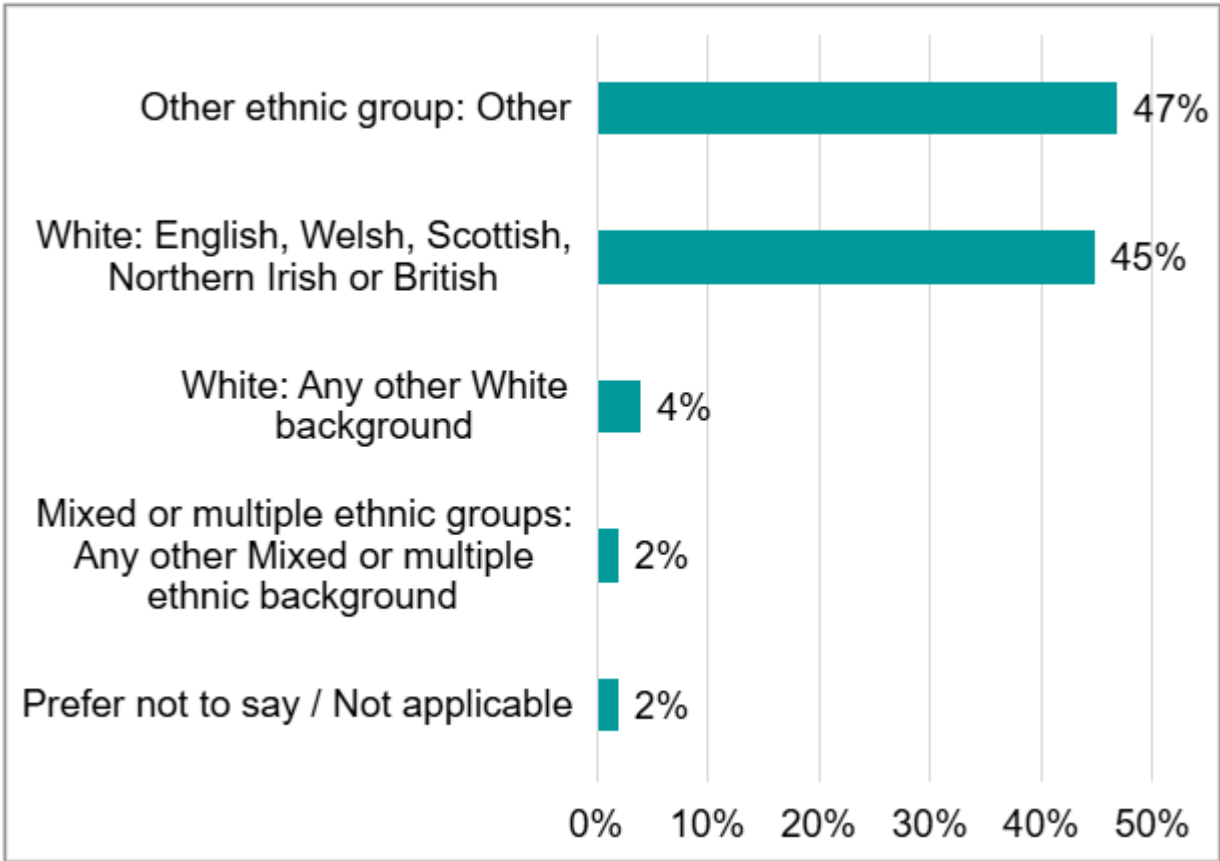
Ethnicity

- 5.3.12. Respondents were also asked to give details of their ethnicity (**Figure 5-9**). This question was asked using no pre-defined list, respondents were able to provide any answer into an open text box.
- 5.3.13. A total of 98 respondents provided an answer.
- 5.3.14. During analysis, the responses were categorised based on the list of ethnicities provided by the UK Government ([List of ethnic groups - GOV.UK](#)). As respondents were able to provide any answer, the responses for this question ranged more than would be expected and a large number were not exact fits for the UK Government list. Due to this, and to avoid making assumptions, a large number of responses have been categorised into the 'Other ethnic group' category, comprising of nearly half of the responses to this question (47%).

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5.3.15. Additionally, a total of 44 respondents selected ‘White: English, Welsh, Scottish, Northern Irish or British’ (44%), 4 respondents selected ‘White: Any other White background’ (4%), 2 selected ‘Mixed or multiple ethnic groups: Any other Mixed or multiple ethnic background’ (2%), 2 respondents that they would prefer not to say (2%).

Figure 5-9 - What is your ethnicity? (n=98)



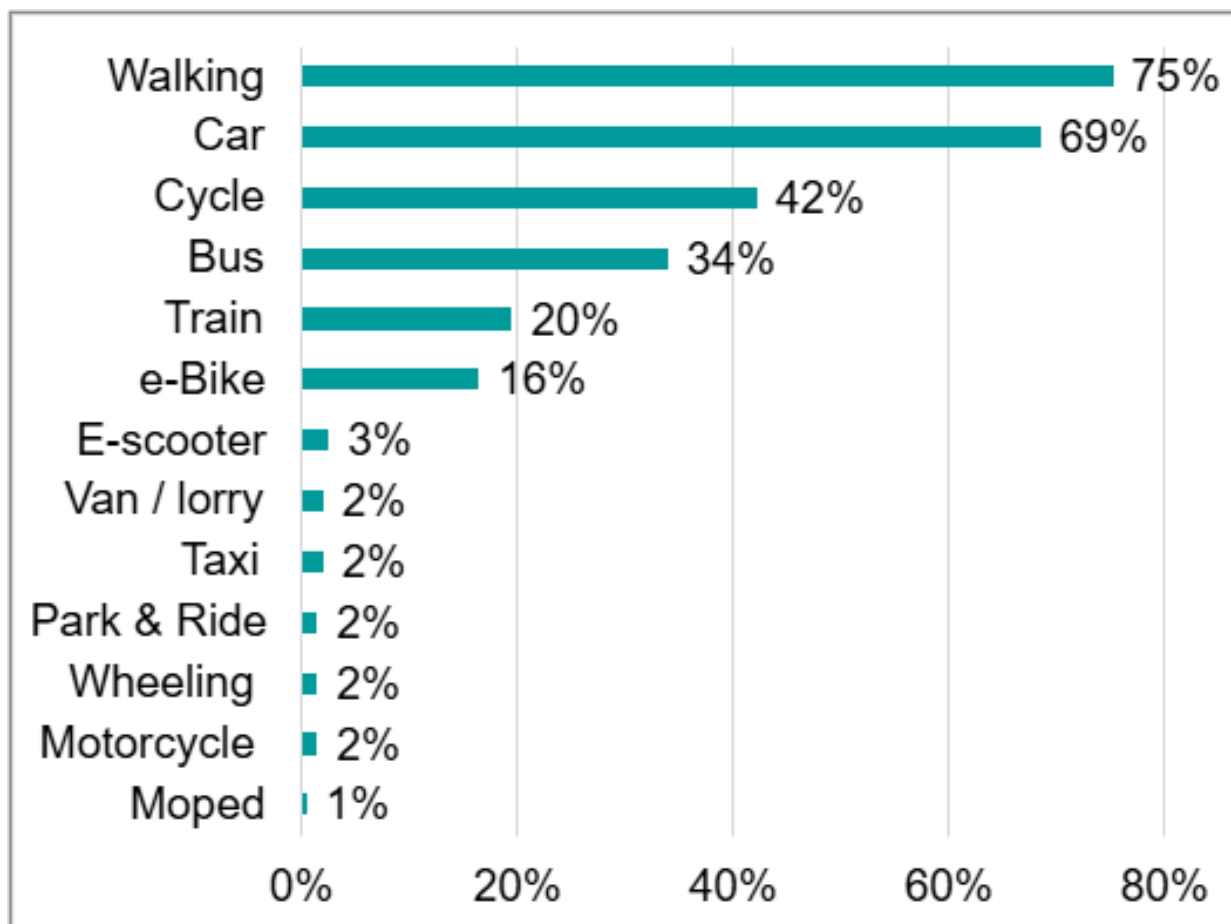
Forms of transport used

5.3.16. One further closed question was included within the consultation questionnaire, focussed on how respondents make journeys in Bath. A total of 194 respondents provided an answer to this question, with respondents able to select all that apply. Respondents selecting ‘Other’ were able to specify using an open text box.

- Walking was the most popular way in which the respondents travel, with a total of 146 respondents selecting this option (75%);
- This was followed by car, selected by 133 respondents (69%);
- 82 respondents selected cycle (42%);
- A total of 66 respondents selecting bus (34%);
- 38 respondents selecting train (20%); and
- 32 selecting e-bike (16%).

5.3.17. The results are shown below.

**Figure 5-10 - Which of the following forms of transport do you use most often?
(n=194)**



6 Oldfield School to Newbridge Hill

6.1 Proposals for Oldfield School to Newbridge Hill

- 6.1.1. The section provides a summary of the consultation responses received for the proposals for the Oldfield School to Newbridge Hill route. The coding methodology described in Chapter 3 has been applied throughout this consultation analysis process. The codeframe is located in separate document **Appendix C**.
- 6.1.2. As part of the BWWCL consultation, each of the four questionnaires began with two closed questions addressing the overall scheme proposals. These were followed by route specific closed questions and two additional ones that related to cycling and walking statements. Finally, respondents were asked to evaluate the clarity of the information presented within the questionnaire.

Summary of Results

Tables 6-1 to 6-3 below sets out the results of questions on the level of agreement/disagreement with scheme proposals and perceived walking, wheeling and cycling benefits of the scheme. The information is presented as the number of responses for each option, and the percentage of responses in favour and in against for the respective question.

Bath Walking Wheeling and Cycling Links

Table 6-1 – Oldfield School to Newbridge Hill – Summary of Results

Question	Total responses	Strongly Agree	Agree	Neither nor disagree	Disagree	Strongly Disagree	In Favour	Against	% in Favour	% Against
Agree or Disagree with changes to WWC in Bath	338	80	31	16	25	186	111	211	33%	62%
Agreement with the Oldfield School to Newbridge Hill proposal	347	74	30	15	27	201	104	228	30%	66%

Table 6-2 – Oldfield School to Newbridge Hill – Extent of Agreement with Cycling Statements

Question	Total responses	Strongly Agree	Agree	Neither nor disagree	Disagree	Strongly Disagree	In Favour	Against	% in Favour	% Against
Will make cycling quicker	347	54	36	69	68	120	90	188	26%	54%
Will make cycling safer	346	75	34	55	54	128	109	182	32%	53%
Will make cycling easier	347	72	48	49	63	115	120	178	35%	51%
Will encourage more people to cycle	347	71	34	28	71	143	105	214	30%	62%

Bath Walking Wheeling and Cycling Links

Table 6-3 – Oldfield School to Newbridge Hill – Extent of Agreement with Walking and Wheeling (WW) Statements

Question	Total responses	Strongly Agree	Agree	Neither nor disagree	Disagree	Strongly Disagree	In Favour	Against	% in Favour	% Against
WW quicker	345	51	35	63	59	137	86	196	25%	57%
WW safer	344	70	31	55	54	134	101	188	29%	55%
WW easier	342	61	44	46	62	129	105	191	31%	56%
Will encourage more people to WW	345	61	35	43	58	148	96	206	28%	60%
Information is clear	348	69	74	62	66	77	143	143	41%	41%

6.1.3. The remainder of this chapter sets out the individual questions and survey results.

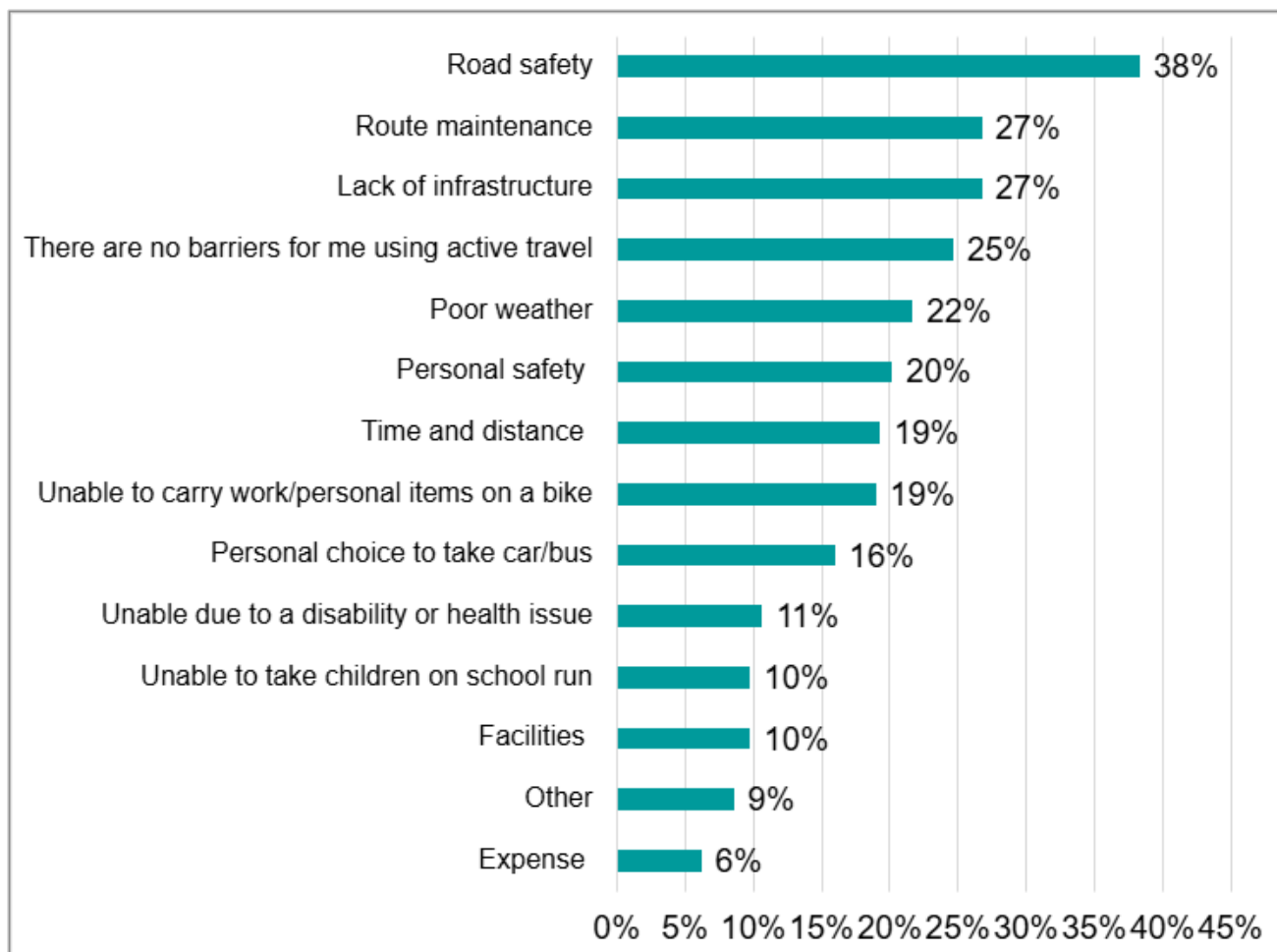
Overall, to what extent do you agree or disagree with the proposed changes to the walking, wheeling and cycling networks in Bath?

- 6.1.4. Initially, respondents were asked to indicate the extent to which they agreed or disagreed with the proposed changes to the walking, wheeling and cycling networks in Bath. For this question, respondents could select from a scale ranging from strongly agree to strongly disagree.
- 6.1.5. A total of 338 respondents provided an answer to this question, with 186 respondents (55%) selecting that they strongly disagree to the proposal.
- 6.1.6. A total of 80 respondents (24%) selected that they strongly agree to the proposal. This was followed by 31 respondents (9%) who agree with proposals and 25 respondents (7%) noting that they disagree.
- 6.1.7. A total of 16 respondents (5%) selected that they neither agree nor disagree with the proposals.

Which of the following barriers, if any, prevent you from using active travel (e.g. walking, wheeling and cycling) currently?

- 6.1.8. Next, respondents were asked to give their views on which barriers, if any, prevent you from using active travel (e.g. walking, wheeling and cycling currently?). The results are shown below for those respondents providing an answer to the Oldfield School to Newbridge Hill survey.

Figure 6-1 - Which of the following barriers, if any, prevent you from using active travel (e.g. walking, wheeling and cycling) currently? (n=336)



- 6.1.9. For this question, the respondents could select from a range of barriers which prevent them from using active travel currently, respondents could select all options that apply. Respondents could also select 'other', with the option to expand on this through an open text box.
- 6.1.10. A total of 336 respondents provided an answer to this question, with 129 respondents (38%) selecting that road safety is currently a barrier to using active travel.
- 90 respondents (27% of responses to this question) identified lack of infrastructure as a barrier to active travel;
 - 90 respondents (27% of responses to this question) noted route maintenance as a barrier;
 - 83 respondents (25% of responses to this question) selecting that there are no barriers to using active travel;
 - 73 respondents (22% of responses to this question) selected poor weather as a barrier; and
 - 68 respondents (20% of responses to this question) selected personal safety.

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6.1.11. 65 respondents (19%) noted that time and distance are a barrier for them, and a further 64 respondents (19%) selected that being unable to carry work / personal items on a bike is currently a barrier to active travel. 29 respondents (9%) selected 'Other'. A summary of the open text responses is provided below:

- Poor cyclist behaviour resulting in unsafe walking conditions
- Poor driver behaviour
- Location of destination

Overall, to what extent do you agree or disagree with the proposed Oldfield School to Newbridge Hill route?

6.1.12. Respondents were then asked to what extent they agreed or disagreed with the Oldfield School to Newbridge Hill route.

6.1.13. For this question, respondents were asked to select from options ranging from strongly agree to strongly disagree on the proposed links from Oldfield School to Newbridge Hill – a total of 347 respondents provided an answer.

6.1.14. Over half of the respondents (58%) selected that they strongly disagree to the proposals from Oldfield School to Newbridge Hill.

6.1.15. A total of 74 respondents (21%) selected that they strongly agree. A further 30 noted that they agree (9%), with 27 selecting that they disagree (8%). 15 respondents (4%) identified that they neither agree nor disagree with the proposals.

To what extent do you agree or disagree with the following individual improvement ideas for the area?

6.1.16. Next respondents were asked to what extent they agreed or disagreed with the following individual improvement ideas for the area.

6.1.17. Respondents were asked to identify the extent they agree or disagree to seven individual improvement as part of the proposals for Oldfield School to Newbridge Hill. A total of 346 individuals responded to the question, providing an answer to at least one element of the improvements.

6.1.18. For proposals at Newbridge Hill (Raised tables), 346 respondents provided an answer. Of these:

- 86 respondents (25% of responses to this statement) selected that they strongly agree with this individual scheme element;
- 122 respondents (35% of responses to this statement) strongly disagree;
- 32 respondents (9% of responses to this statement), selected that they agree;
- 45 respondents (13% of responses to this statement) selected that they disagree with the proposal; and
- 61 respondents (18% of responses to this statement) chose that they neither agree nor disagree with this individual scheme element.

6.1.19. For proposals at Newbridge Hill (Segregated cycle track at Chelsea Rd), 346 respondents provided an answer. Of these:

- 83 respondents (24% of responses to this statement) selected that they strongly agree with this individual scheme element;
- 196 respondents (57% of responses to this statement) strongly disagree;
- 22 respondents (6% of responses to this statement) selected that they agree;
- 28 respondents (8% of responses to this statement) selected that they disagree with the proposal; and
- 17 respondents (5% of responses to this statement) chose that they neither agree nor disagree with this individual scheme element.

6.1.20. For proposals at Newbridge Hill (Parallel crossing), 342 respondents provided an answer. Of these:

- 81 (24% of responses to this statement), selected that they strongly agree with this individual scheme element;
- 103 respondents (30% of responses to this statement) strongly disagree;
- 48 respondents (14% of responses to this statement) selected that they agree;
- 36 respondents (11% of responses to this statement) selected that they disagree with the proposal; and
- 74 respondents (22% of responses to this statement) chose that they neither agree nor disagree with this individual scheme element.

6.1.21. For proposals at Newbridge Hill (Segregated cycle tracks at Old Newbridge Hill), 345 respondents provided an answer. Of these:

- 86 respondents (25% of responses to this statement), selected that they strongly agree with this individual scheme element;
- 201 respondents (58% of responses to this statement) strongly disagree;
- 21 respondents (6% of responses to this statement) selected that they agree;
- 28 respondents (8% of responses to this statement) selected that they disagree with the proposal; and
- 9 respondents (3% of responses to this statement) chose that they neither agree nor disagree with this individual scheme element.

6.1.22. For proposals at Newbridge Hill (Pavement widening), 344 respondents provided an answer. Of these:

- 101 respondents (29% of responses to this statement) selected that they strongly agree with this individual scheme element;
- 123 respondents (36% of responses to this statement) strongly disagree;
- 40 respondents (12% of responses to this statement) selected that they agree;
- 31 respondents (9% of responses to this statement) selected that they disagree with the proposal; and

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- 49 respondents (14% of responses to this statement) chose that they neither agree nor disagree with this individual scheme element.

6.1.23. For proposals at Kelston Road (speed limit), 345 respondents provided an answer. Of these:

- 140 respondents (41% of responses to this statement) selected that they strongly agree with this individual scheme element;
- 72 respondents (21% of responses to this statement) strongly disagree;
- 62 respondents (18% of responses to this statement) selected that they agree;
- 32 respondents (9% of responses to this statement) selected that they disagree with the proposal; and
- 39 respondents (11% of responses to this statement) chose that they neither agree nor disagree with this individual scheme element.

6.1.24. For proposals at Kelston Road (segregated cycle tracks), 345 respondents provided an answer. Of these:

- 88 respondents (26% of responses to this statement) selected that they strongly agree with this individual scheme element;
- 199 respondents (58% of responses to this statement) strongly disagree;
- 22 respondents (6% of responses to this statement) selected that they agree;
- 20 respondents (6% of responses to this statement) selected that they disagree with the proposal; and
- 16 respondents (5% of responses to this statement) chose that they neither agree nor disagree with this individual scheme element.

6.1.25. For proposals at Kelston Road (toucan crossing), 342 respondents provided an answer. Of these:

- 92 respondents (27% of responses to this statement) selected that they strongly agree with this individual scheme element;
- 70 respondents (20% of responses to this statement) strongly disagree;
- 61 respondents (18% of responses to this statement) selected that they agree;
- 24 respondents (7% of responses to this statement) selected that they disagree with the proposal; and
- 95 respondents (28% of responses to this statement) chose that they neither agree nor disagree with this individual scheme element.

To what extent do you agree or disagree with the four cycling statements?

6.1.26. Respondents were next asked to what extent they agreed or disagreed with four cycling statements.

6.1.27. A total of 347 respondents provided an answer for at least one of the statements within this question, however, a varying number provided responses for each statement.

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6.1.28. A total of 347 responses were received to the following statement “these proposals will make cycling quicker”.

- 54 respondents (16% of responses to this statement) strongly agree;
- 36 respondents (10% of responses to this statement) agree;
- 120 respondents (35% of responses to this statement) strongly disagree;
- 68 respondents (20% of responses to this statement) selecting that they disagree; and
- 69 respondents (20% of responses to this statement) selected they neither agree nor disagree.

6.1.29. A total of 346 responses were received to the following statement “these proposals will make cycling safer”.

- 75 respondents (22% of responses to this statement) strongly agree;
- 34 respondents (10% of responses to this statement) agree;
- 128 respondents (37% of responses to this statement) strongly disagree;
- 54 respondents (16% of responses to this statement) selecting that they disagree; and
- 55 respondents (16% of responses to this statement) selected they neither agree nor disagree.

6.1.30. A total of 347 respondents provided an answer to the following statement “these proposals will make cycling easier”. Of these:

- 72 respondents (21% of responses to this statement) strongly agree;
- 48 respondents (14% of responses to this statement) selected that they agree;
- 115 respondents (33% of responses to this statement) strongly disagree;
- 63 respondents selected disagree (18% of responses to this statement); and
- 49 respondents (14% of responses to this statement) selected that they neither agree nor disagree.

6.1.31. A total of 347 responses were received to the following statement “these proposals will encourage more people to cycle”. Of these:

- 71 respondents (20% of responses to this statement) strongly agree;
- 34 respondents (10% of responses to this statement) agree;
- 143 respondents (41% of responses to this statement) strongly disagree;
- 71 respondents (20% of responses to this statement) disagree; and
- 28 respondents (8% of responses to this statement) selected that they neither agree nor disagree.

To what extent do you agree or disagree with the four walking and wheeling statements?

6.1.32. Respondents were also asked to what extent they agreed or disagreed with four walking and wheeling statements.

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- 6.1.33. A total of 345 respondents provided an answer for at least one of the statements within this question, however, a varying number provided responses for each statement.
- 6.1.34. A total of 345 responses were received to the following statement “these proposals will make walking and wheeling quicker”. Of these:
- 51 respondents (15% of responses to this statement) selected that they strongly agree;
 - 35 respondents (10% of responses to this statement) selected agree;
 - 137 respondents (40% of responses to this statement) selected that they strongly disagree;
 - 59 respondents (17% of responses to this statement) selected disagree; and
 - 63 respondents (18% of responses to this statement) selected that they neither agree nor disagree.
- 6.1.35. A total of 344 responses were received to the following statement “these proposals will make walking and wheeling safer”. Of these:
- 70 respondents (20% of responses to this statement) selected that they strongly agree;
 - 31 respondents (9% of responses to this statement) selected agree;
 - 134 respondents (39% of responses to this statement) selected that they strongly disagree;
 - 54 respondents (16% of responses to this statement) selected agree; and
 - 55 respondents (16% of responses to this statement) selected that they neither agree nor disagree.
- 6.1.36. A total of 342 respondents provided an answer to the following statement “these proposals will make walking and wheeling easier”. Of these:
- 61 respondents (18% of responses to this statement) strongly agree;
 - 44 respondents (13% of responses to this statement) selected that they agree;
 - 129 respondents (38% of responses to this statement) strongly disagree;
 - 62 respondents (18% of responses to this statement) selected disagree; and
 - 46 respondents (13% of responses to this statement) selected that they neither agree nor disagree.
- 6.1.37. A total of 345 responses were received to the following statement “these proposals will encourage more people to walk and wheel”. Of these:
- 61 respondents (18% of responses to this statement) strongly agree;
 - 35 respondents (10% of responses to this statement) agree;
 - 148 respondents (43% of responses to this statement) strongly disagree;
 - 58 respondents (17% of responses to this statement) disagree; and
 - 43 respondents (12% of responses to this statement) selected that they neither agree nor disagree.

To what extent do you agree or disagree with the following statement- ‘the information provided on the proposals for the Oldfield School to Newbridge Hill route is clear?’

- 6.1.38. Finally, for the closed question analysis, respondents were asked to what extent they agreed or disagreed with the statement that ‘The information provided on the proposals for the Oldfield School to Newbridge Hill route is clear’.
- 6.1.39. A total of 348 respondents provided an answer to this question, of which:
- 69 respondents (20% of responses to this statement) strongly agree that the information is clear;
 - 74 respondents (21% of responses to this statement) agree;
 - 66 respondents (19% of responses to this statement) disagree that the information was clear;
 - 77 respondents (22% of responses to this statement) strongly disagree to the statement; and
 - 62 respondents (18% of responses to this statement) selected that they neither agree nor disagree.

6.2 Open-Ended Question

Could the proposals for the Oldfield School to Newbridge Hill route be improved?

- 6.2.1. Respondents were asked one open-ended question, and these responses were coded using thematic analysis. Respondents were asked if they thought the proposals for the Oldfield School to Newbridge Hill route could be improved. Seven indicated support for the overall scheme as it will lead to a shift to active modes and provide sustainable choices.
- 6.2.2. Six respondents to the questionnaire were in general ‘support’ of the proposals. Additionally, some were in complete or partial ‘support’ of specific components proposed at Kelston Road (7 respondents), Newbridge Hill (4 respondents), and from Oldfield School to Newbridge Hill (1 respondents).

Table 6-4 – Supportive Comments

Supportive Comments	Frequency
Support the Proposals generally	6
Comment supportive that the Project will lead to a shift to active modes / provide sustainable choices	7
Support the Proposals from Oldfield School to Newbridge Hill	1
Comment supportive of the Bath Experimental Traffic Restrictions Orders (ETROs) / Liveable Neighbourhood (LNs) / Low Traffic Neighbourhoods (LTNs)	0
Support the Proposals at Kelston Road (in full or in part)	7

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Supportive Comments	Frequency
Support the Proposals at Newbridge Hill (in full or in part)	4

- 6.2.3. In the written responses to the consultation, requests and suggestions were also put forward by the respondents.
- 6.2.4. Around 27 respondents made comments suggesting reduction of speed limits from 30mph to 20mph. Respondents suggested improvements in public and community transport systems (23 respondents), with 19 respondents suggesting other improvements for controlling motorised vehicles like speed reduction infrastructure and enforcement.
- 6.2.5. 22 respondents to the questionnaire suggested cycling improvements including additional and alternative infrastructure and routes. Many of these suggestions were for alternate cycling improvements or suggestions to extend the proposed cycle path to other areas of the city. Similarly, 15 respondents suggested additional pedestrian improvements like crossing points, bollards, etc.
- 6.2.6. Some other improvements suggested by respondents included the provision of more public realm improvements like seating in public areas, planting and improvements to green spaces. Respondents also suggested the provision of segregated cycle infrastructure.

Table 6-5 - Suggestions

Suggestions	Frequency
Suggest provision of cycle parking (including secure cycle parking)	1
Suggest removing on street parking / limiting access to on street parking (e.g. access to residents / permit holders only)	2
Suggest pedestrian only areas (pedestrianisation)	0
Suggest public realm improvements (e.g. seating in public areas, planting, improvements to green spaces)	13
Suggest improvements to make the Proposals more inclusive (e.g. provision of Step-Free Access, additional seating)	0
Suggest considering accessibility for non-standard bikes (e.g. cargo bikes)	0
Suggest cycling improvements / routing (including alternative and additional)	22
Suggest additional pedestrian improvements (e.g. crossing points)	15
Suggest cycleways use alternative colours to denote as cycleways	3
Suggest segregated cycle infrastructure	10
Suggest provision of signage / wayfinding for pedestrians / cyclists	6
Suggest maintenance of existing walking / wheeling / cycling infrastructure	5

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Suggestions	Frequency
Suggest Travel Demand Management (TDM) measures (e.g. behaviour change, promotion of Active Travel / Park and Ride site, reduced car ownership etc)	0
Suggest improved lighting / hard measures to improve actual and perceived safety and security	6
Suggest infrastructure / enforcement / improvements to reduce traffic speeds (e.g. speed bumps, speed cameras)	19
Suggest use of the Bristol diagonal kerb	1
Suggest that traffic light phasing be altered to benefit / provide greater benefit to pedestrians and cyclists	1
Suggest improvements for motorised vehicle users	7
Suggest changes to speed limits (e.g. reduction from 30mph to 20mph)	27
Suggest Public Transport / Community Transport improvements	23

- 6.2.7. In the written responses to the consultation, stakeholders made comments opposing or criticising the proposals.
- 6.2.8. Many respondents (134 respondents) to the questionnaire 'oppose' the removal of parking spaces to facilitate Active Travel improvements, while 128 respondents 'oppose' the proposal generally due to the perception that it may not make a difference and will result in money wasted. 43 respondents completely or partially 'oppose' the specific components proposed at Newbridge Hill.
- 6.2.9. 47 respondents criticised that the proposals are not fully inclusive of all users, neglecting some users (including elderly and disabled users). Similarly, some 23 respondents criticised the existing road conditions due to lack of maintenance and poor surface condition.
- 6.2.10. There were some other respondents who completely or partially 'oppose' the specific components proposed at Kelston Road, and some who criticised the reduction in speed limit from 30mph to 20mph.

Table 6-6 – Criticisms

Criticisms	Frequency
Oppose the Proposals generally (e.g. waste of money / not needed / will not be used / negative impact on drivers)	128
Oppose the Proposals from Oldfield School to Newbridge Hill (e.g. waste of money / not needed / will not be used)	0
Oppose the Proposals at Kelston Road (in full or in part)	21
Oppose the Proposals at Newbridge Hill (in full or in part)	43
Oppose the removal of parking spaces (e.g. to facilitate Active Travel)	134

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Criticisms	Frequency
Criticism that the Proposals focus too heavily on cycling / Criticism that the Proposals do not focus enough on walking	1
Criticism that the Proposals are not fully inclusive (e.g. for elderly users / users with disabilities)	47
Criticism of existing pedestrian facilities (e.g. kerb depths to pavements)	3
Criticism of existing cycling / wheeling facilities	5
Criticism of the impact of the project on the historic environment / heritage	1
Criticism of Shared Use Paths (generally, or in specific areas)	0
Oppose the use of contraflow cycle arrangements	9
Criticism of road closures	1
Oppose Bath Experimental Traffic Restrictions Orders (ETROs) / Liveable Neighbourhood (LNs) / Low Traffic Neighbourhoods (LTNs)	0
Criticism of existing road conditions (e.g. lack of maintenance / poor surface condition, etc.)	23
Criticism of changes to speed limits (e.g. reduction from 30mph to 20mph)	10
Oppose centre line removal	0
Criticism that the Proposals are not ambitious enough	1
Criticism that Newbridge and St Mary's Primary Schools have been ignored / not been considered fully	0

- 6.2.11. Many respondents to the questionnaire expressed concern around the safety of the proposals. Around 101 respondents stated they were concerned about the safety of the proposals, while 34 respondents were particularly concerned around the usage of shared use infrastructure.
- 6.2.12. It is also noted that 65 respondents expressed concern regarding the impact of the scheme on the Royal United Hospital and other medical facilities as it may result in delays to ambulances and may impact both staff and patients negatively.
- 6.2.13. Around 31 respondents expressed concern regarding the impact of the scheme on schools on the route like Newbridge Primary School, St Mary's Primary School and Oldfield School indicating that the scheme may negatively affect the journeys made by parents and school children.
- 6.2.14. 63 respondents expressed concern regarding localised issues with the road network, including rat running of vehicles via neighbourhood streets causing traffic congestion, which may further impact negatively towards private vehicle users.

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- 6.2.15. Some respondents expressed concern regarding the impact of the Project on those who are dependent on private vehicle and public transport including large families and elderly people. There concerns raised around the impact of the scheme on businesses and delivery services, along with poor cyclist behaviour on the route.

Table 6-7 - Concerns

Concerns	Frequency
Concern about poor pedestrian behaviour	1
Concerned about poor cycling / cyclist behaviour	20
Concerned that advisory / non-segregated cycle lanes are included in Proposals (e.g. safety, enforcement, etc)	0
Concern around the use of shared-space infrastructure (e.g. safety concerns)	34
Concern about ongoing maintenance of the routes / Suggest that routes need to be continually maintained	0
Concerned about poor driving / dangerous driver behaviour	16
Concerned about the impact of the Project on those who are dependent on private vehicle / public transport (e.g. large families, elderly)	29
Concerned about a localised issue with road network (e.g. congestion, rat running)	63
Concerned about the safety of floating bus stops	5
Concern about the safety of the Proposals	101
Concern about the impact on businesses / deliveries	24
Concern that the topography of the city is a barrier to active travel	11
Concern about the cost of the project to the taxpayer	20
Concern about the impact of the Project on the Royal United Hospital / other medical facilities (e.g. delays to ambulances, impact on staff / patients)	65
Concern about the impact of the scheme on schools on the route (e.g. Newbridge Primary School; St Mary's Primary School; Oldfield School)	31

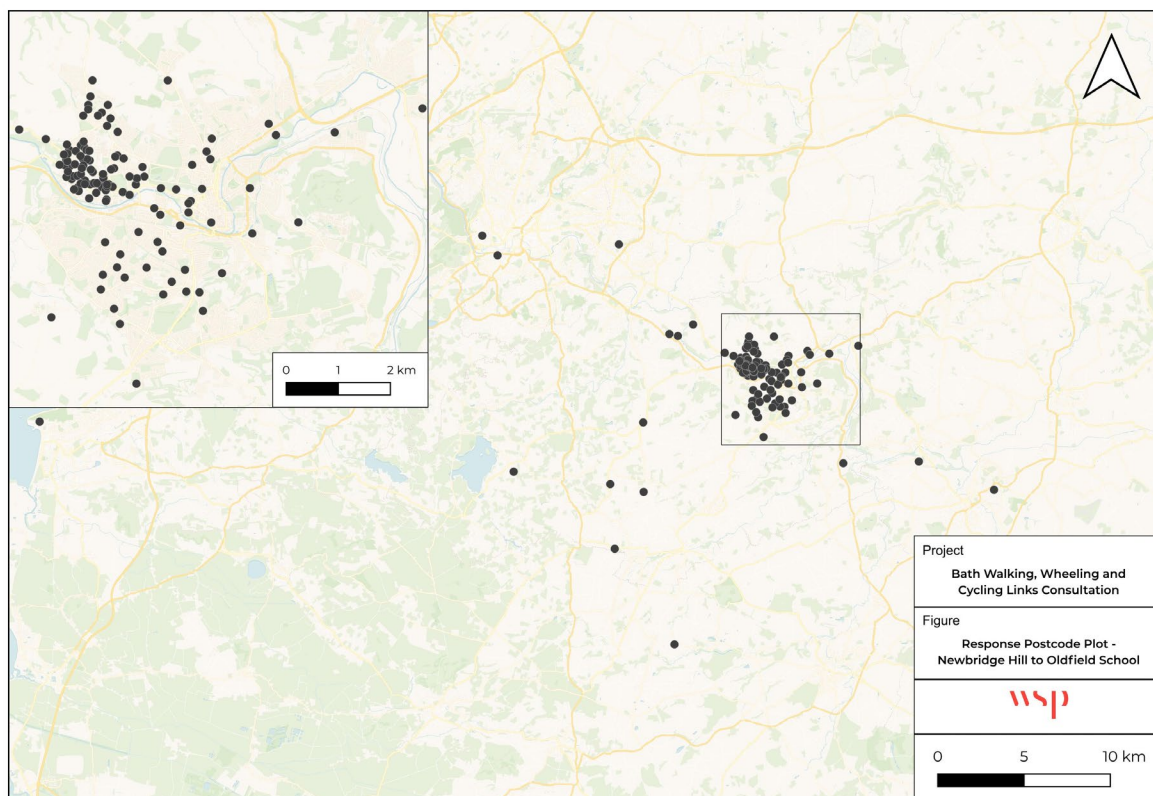
- 6.2.16. Many respondents to the questionnaire commented on other issues.
- 6.2.17. 19 respondents criticised the consultation process, stating that their comments would not make a difference, and 16 respondents criticised the Bath and North East Somerset Council, with 18 respondents suggesting that the money to be spent on the proposals should be spent elsewhere like on public transport and private vehicles. 15 respondents criticised the consultation advertising, with 13 respondents suggesting that the money should be spent on other public services like social care, and 12 respondents requested further information regarding proposals.

Table 6-8 - Other

Other codes	Frequency
Criticism of consultation (e.g. will not be listened to / will not make a difference)	19
Criticism of Bath and North East Somerset Council	16
Criticism of questionnaire	11
Criticism of the word limit in the consultation	1
Criticism of consultation materials (e.g. consultation maps, website)	3
Criticism of consultation advertising	15
Suggest that the money to be spent on the Proposals should be spent in other areas of Bath (on active travel)	0
Suggest that the money to be spent on the Proposals should be spent on other forms of transport (e.g. Public Transport, Private Vehicles)	18
Criticism that the money to be spent on the Proposals should be spent on other public services (e.g. on Social Care)	13
Request for more information	12
Not sure / confused by the proposals	0
Criticism of Net Zero / Climate Emergency / Green Agenda	0
Criticism of accessibility (e.g. lack of access for those without internet, other languages)	0
Need for further consultation and engagement	0
Request for contact	0
Non-relevant comment (out of scope)	1
No comment / nothing / nothing to add / N/A	0
Support of Bath and North East Somerset Council	0

6.2.18. As part of the questionnaire, respondents provided their postcode to give an indication of their approximate location relative to the proposals. The map below shows the distribution of respondents that gave a view on the proposals by their postcode location.

Figure 6-2 - Respondent Postcodes - Oldfield School to Newbridge Hill



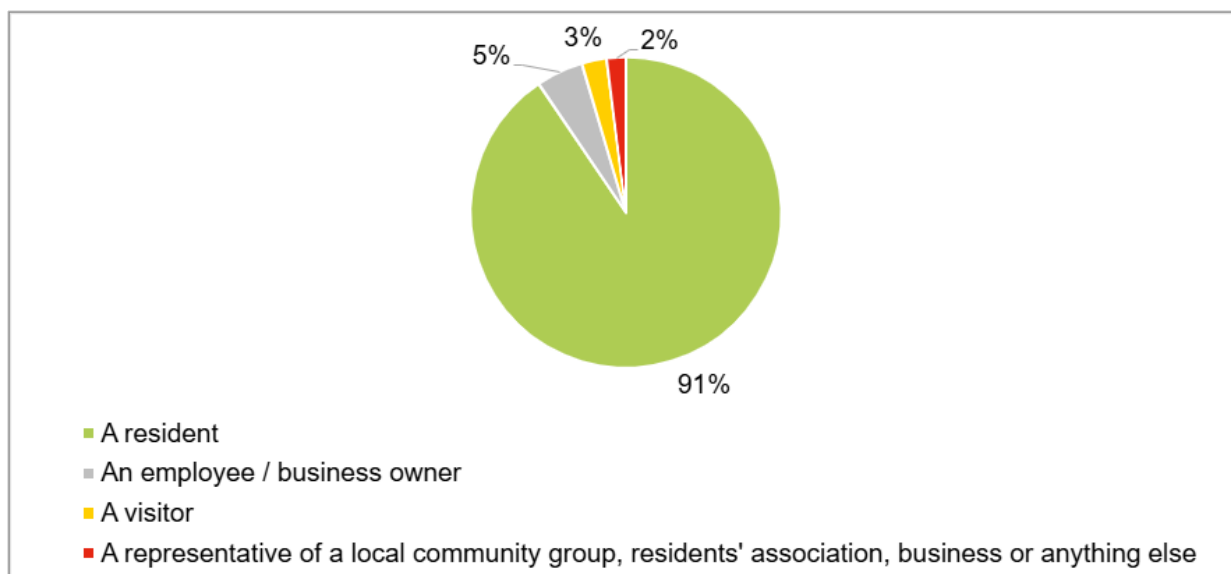
6.3 Demographics

- 6.3.1. This section provides details of the demographic profile of those who provided details in their responses to the Oldfield School to Newbridge Hill survey. This is key as it gives a sense of who has responded during the consultation period.

What capacity they were responding to the questionnaire?

- 6.3.2. Respondents were asked in what capacity they were responding to the questionnaire. This question had five pre-defined answers, including 'A representative of a local community group, residents' association, business or anything else' where respondents were asked to specify their organisation within an open text box.
- 6.3.3. A total of 348 respondents provided an answer to this question, of which the majority were residents (91%). An additional 17 respondents were responding as an employee / business owner (5%) and nine responded as visitors (3%). Seven respondents (2%) identified that they were a representative of a local community group, residents' association, business or anything else. The results are shown below.

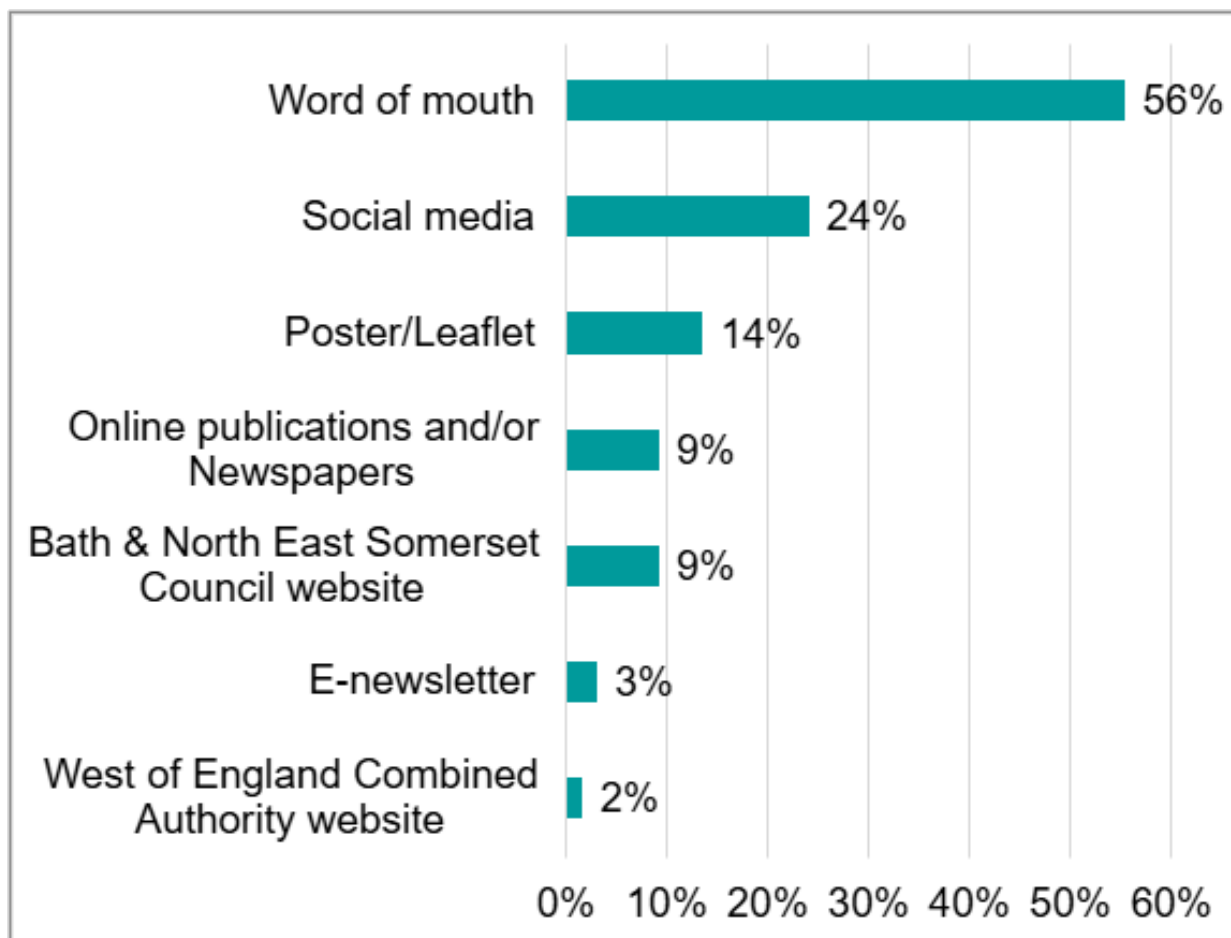
Figure 6-3 - How are you responding to this consultation (n=348)



How did you find out about this consultation?

- 6.3.4. Respondents were asked how they had been made aware of the consultation. A total of 344 responses were received to this question, in which respondents could select all that applied.
- 191 respondents (56% of responses to this statement) selected that they had found out about the consultation via word of mouth;
 - 83 respondents (24% of responses to this statement) selected that they had found out about the consultation via social media;
 - 47 respondents (14% of responses to this statement) selected poster / leaflet; and
 - 32 respondents (9% of responses to this statement) selected online publications and/or newspapers.
- 6.3.5. A further 32 respondents selected that they had heard about the consultation from Bath and North East Somerset Council website (9%), 11 respondents selected E-newsletter (3%) and six respondents selected West of England Combined Authority website (2%).

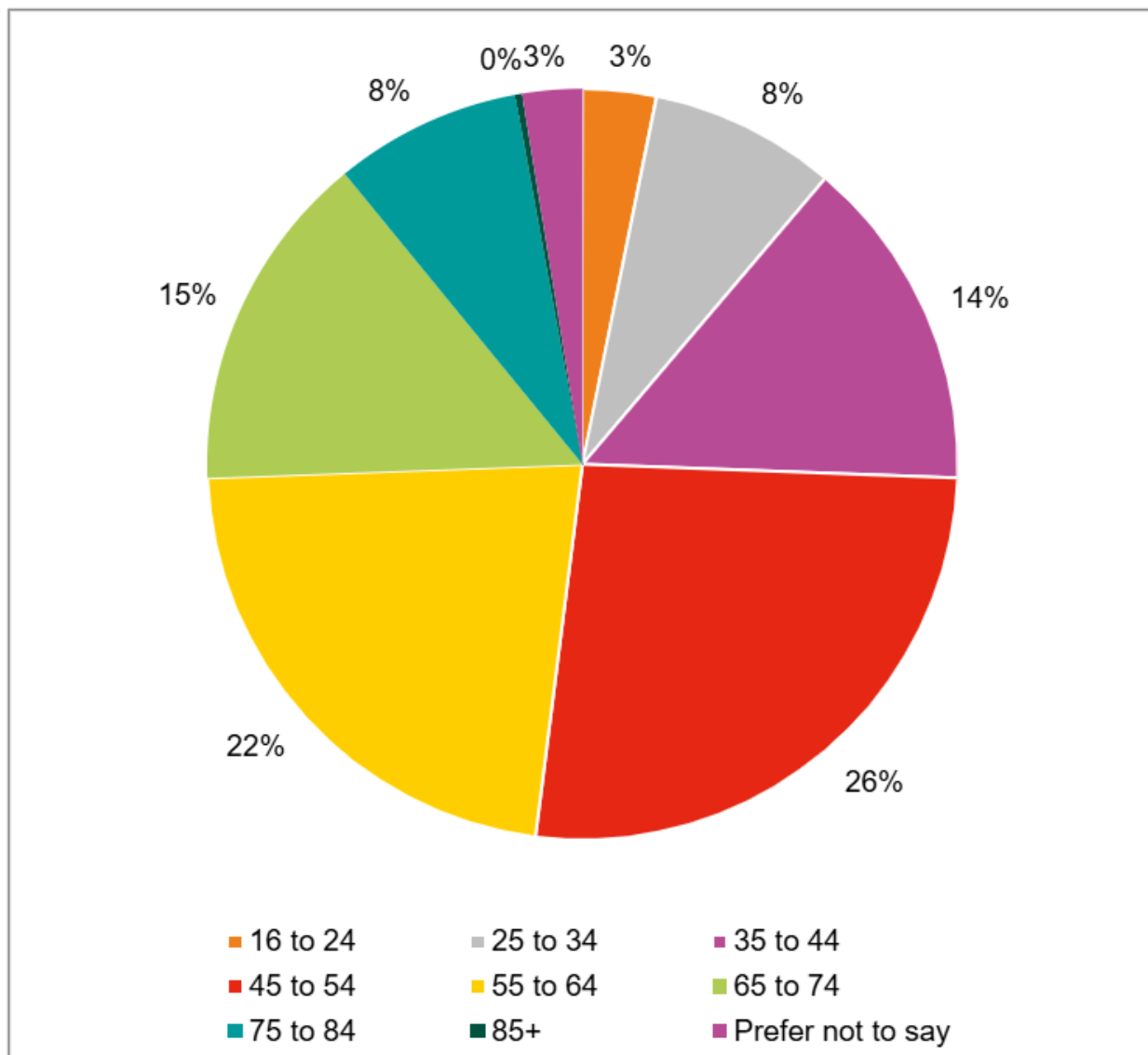
Figure 6-4 - How did you find out about this consultation? (Select all that apply) (n=344)



Age group

- 6.3.6. Next, respondents were asked to give details of which age group they belonged to (**Figure 6-5**). A total of 348 respondents provided an answer to this question. The largest number of respondents selected age 45-54 (26%), followed by age 55-64 (22%). A further 51 respondents selected age 65-74 (15%), 50 selected age 35-44 (14%), and 28 respondents selected age 25-34 (8%).
- 6.3.7. Additionally, 21 respondents selected 75-84 (8%), 11 respondents selected 16-24 (3%) and 85+ was selected by one respondent.
- 6.3.8. A total of nine respondents selected that they would prefer not to say (3%).

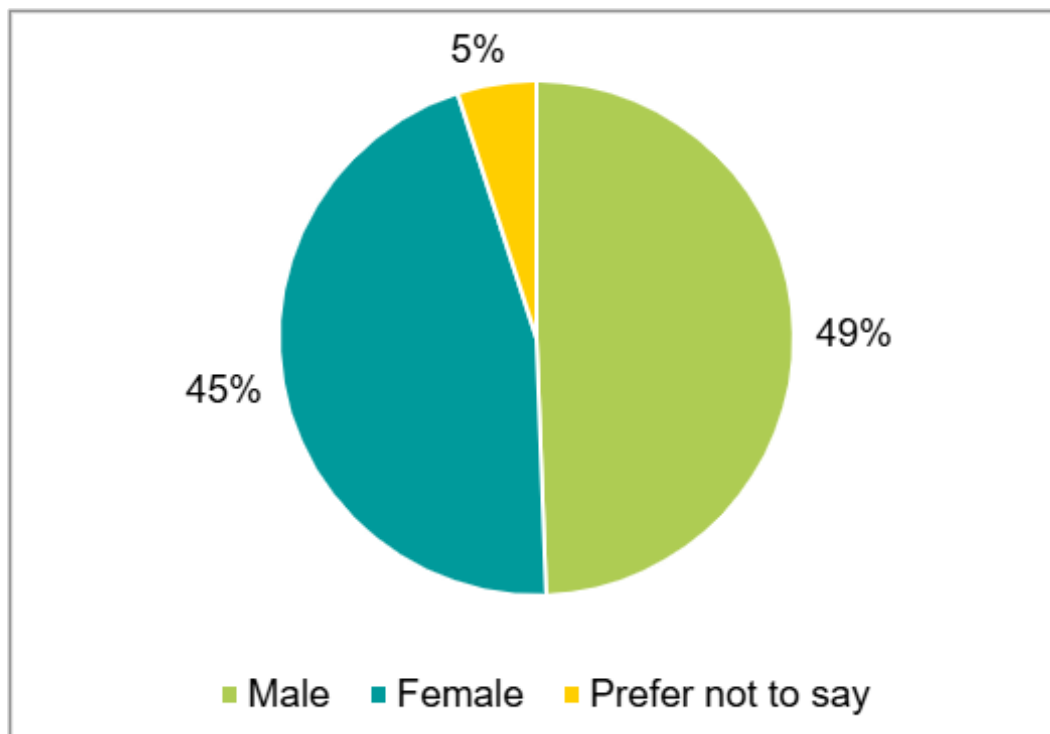
Figure 6-5 - Please tell us your age group (n=348)



Gender

- 6.3.9. Next, respondents were asked to give details of their gender – the results are shown in **Figure 6-6**.
- 6.3.10. A total of 343 respondents provided an answer to this question, of which, 169 selected male (49%) and 156 respondents selected female (45%). An additional 17 respondents chose that they would prefer not to say (17%). One respondent selected other (<1%).

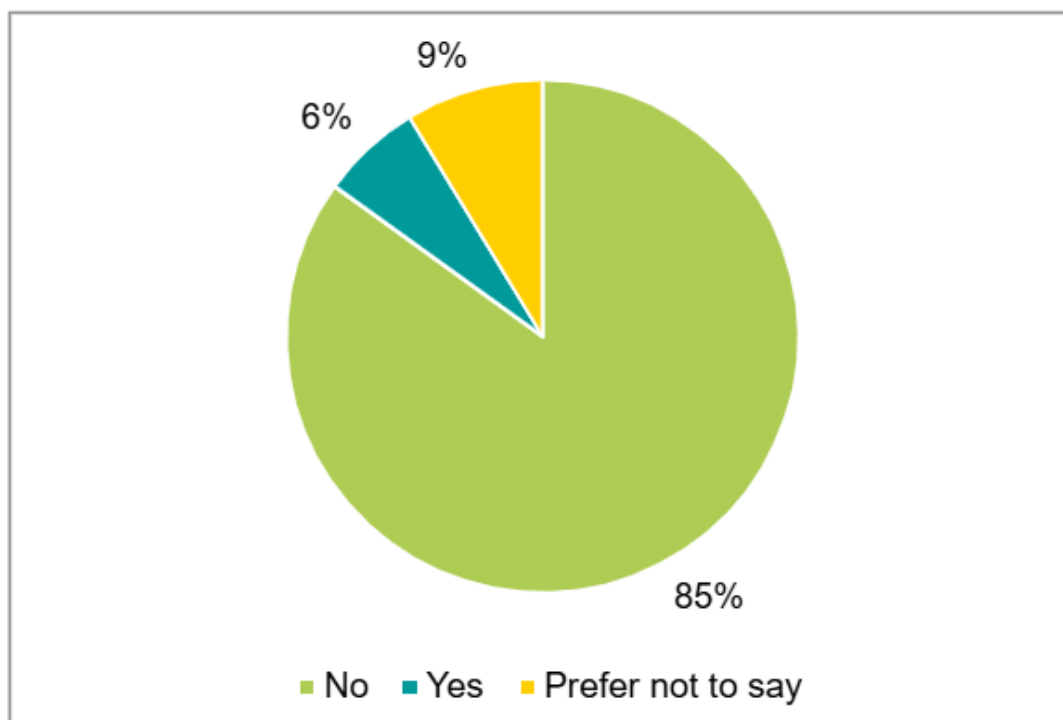
Figure 6-6 - How would you describe your gender? (n=343)



Disability

- 6.3.11. Respondents were then asked if they consider themselves to be disabled. A total of 345 responses were received for this question, in which majority do not consider themselves to be disabled (85%).
- 6.3.12. A further 22 selected that 'yes', that they do consider themselves to be disabled (6%), while 30 respondents chose that they would prefer not to say (9%). The results are shown below.

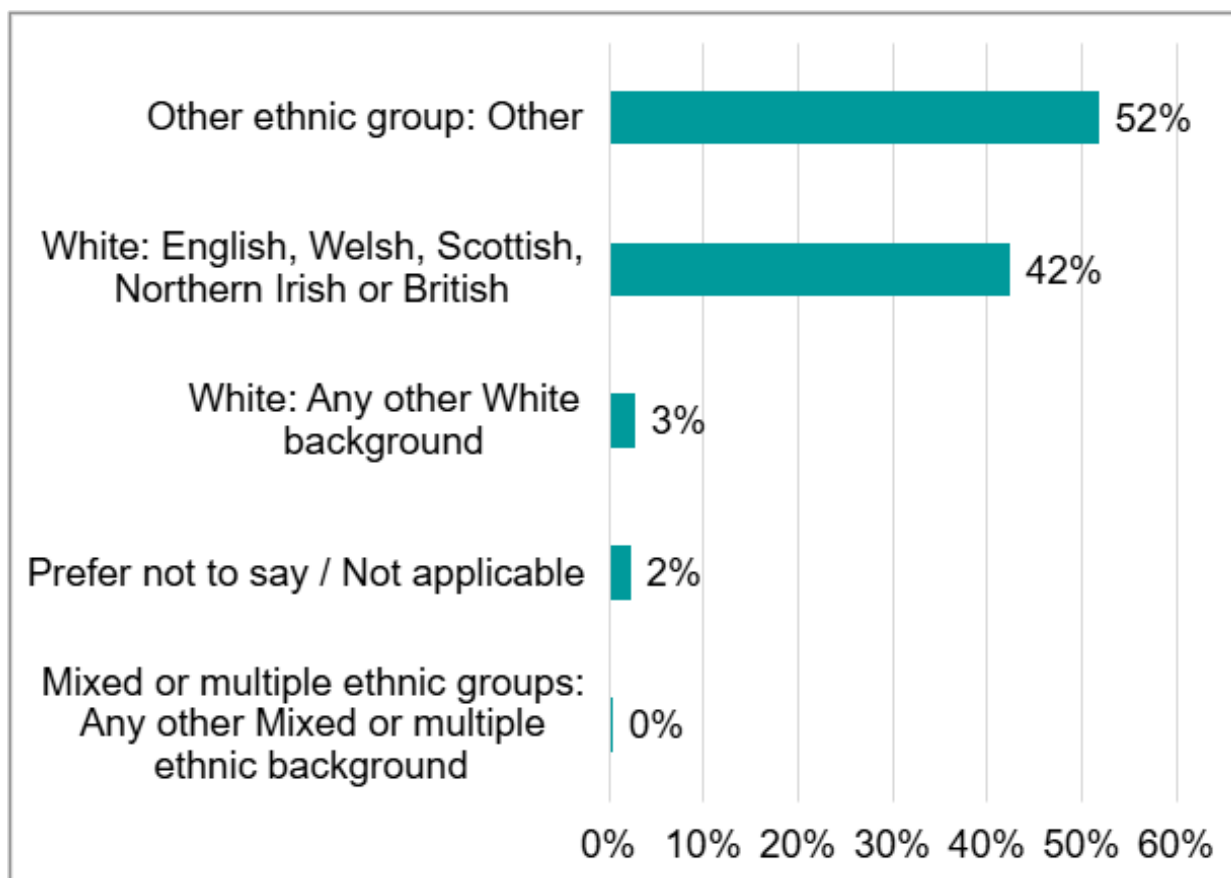
Figure 6-7 - Do you consider yourself to be disabled? (n=345)



Ethnicity

- 6.3.13. Respondents were asked to give details of their ethnicity. This question was asked using no pre-defined list, respondents were able to provide any answer into an open text box. A total of 212 responses were received.
- 6.3.14. During analysis, the responses were categorised based on the list of ethnicities provided by the UK Government ([List of ethnic groups - GOV.UK](#)). As respondents were able to provide any answer, the responses for this question ranged more than would be expected and a large number were not exact fits for the UK Government list. Due to this, and to avoid making assumptions, a large number of responses have been categorised into the 'Other ethnic group' category, comprising of half of the responses to this question (42%).
- 6.3.15. Additionally, a total of 90 respondents selected 'White: English, Welsh, Scottish, Northern Irish or British' (42%), six respondents selected White: Any other White background (3%), 5 selected that they would prefer not to say (2%), and one respondents selected 'Mixed or multiple ethnic groups: Any other Mixed or multiple ethnic background' (<1%).

Figure 6-8 - What is your ethnicity? (n=212)



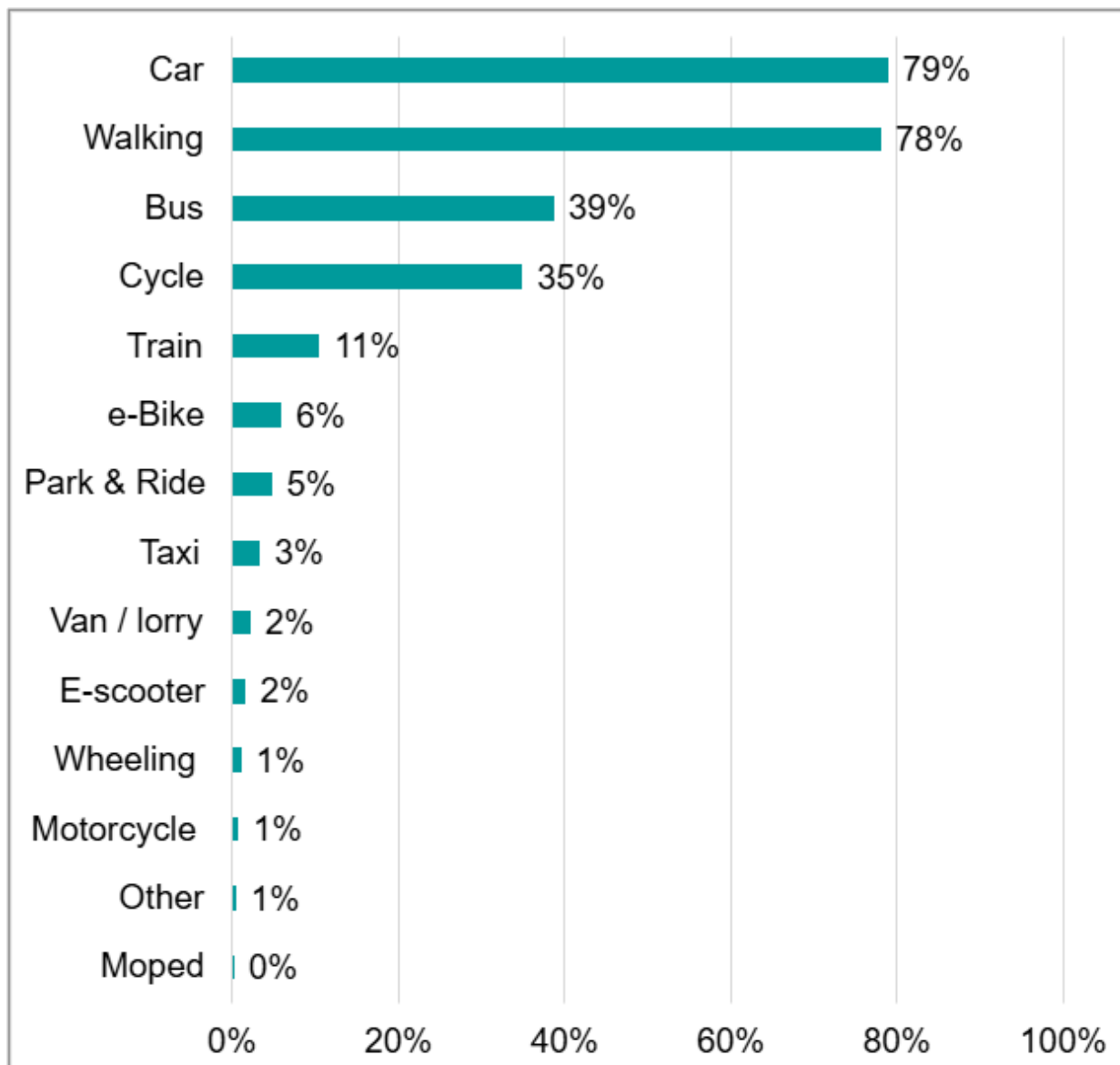
Forms of transport used

6.3.16. One further closed question was included within the consultation questionnaire, focussed on how respondents make journeys in Bath. A total of 348 respondents provided an answer to this question, with respondents able to select all that apply. Respondents selecting 'Other' were able to specify using an open text box.

- Car was the most popular way in which the respondents travel, with a total of 275 respondents selecting this option (79%);
- This was followed by walking, selected by 272 respondents (78%);
- 135 respondents selected bus (39%);
- 122 respondents selected cycle (35%);
- 37 respondents selecting train (11%);
- 21 selecting e-bike (6%); and
- Two respondents (1%) selected other.

6.3.17. The results are presented below.

Figure 6-9 - Which of the following forms of transport do you use most often? (n=348)



7 City Centre to the Kennet and Avon Canal

7.1 Proposals for City Centre to the Kennet and Avon canal

- 7.1.1. The section provides a summary of the consultation responses received for the proposals for the city centre to the Kennet and Avon canal route. The coding methodology described in **Chapter 3** has been applied throughout this consultation analysis process. The codeframe is located in separate document **Appendix C**.
- 7.1.2. As part of the BWWCL consultation, each of the four questionnaires began with two closed questions addressing the overall scheme proposals. These were followed by route specific closed questions and two additional ones that related to cycling and walking statements. Finally, respondents were asked to evaluate the clarity of the information presented within the questionnaire.

Summary of Results

- 7.1.3. Tables 7-1 to 7-3 below sets out the results of questions on the level of agreement/disagreement with scheme proposals and perceived walking, wheeling and cycling benefits of the scheme. The information is presented as the number of responses for each option, and the percentage of responses in favour and in against for the respective question.

Bath Walking Wheeling and Cycling Links

Table 7-1 – City Centre to Kennet and Avon Canal– Summary of Results

Question	Total responses	Strongly Agree	Agree	Neither nor disagree	Disagree	Strongly Disagree	In Favour	Against	% in Favour	% Against
Agree or Disagree with changes to WWC in Bath	225	120	29	10	15	51	149	66	66%	29%
Agreement with the Kennet and Avon Canal proposal	228	120	25	13	16	54	145	70	64%	31%

Table 7-2 – City Centre to Kennet and Avon Canal– Extent of Agreement with Cycling Statements

Question	Total responses	Strongly Agree	Agree	Neither nor disagree	Disagree	Strongly Disagree	In Favour	Against	% in Favour	% Against
Will make cycling quicker	228	68	52	49	19	40	120	59	53%	26%
Will make cycling safer	227	103	44	30	12	38	147	50	65%	22%
Will make cycling easier	227	102	49	20	23	33	151	56	67%	25%
Will encourage more people to cycle	228	88	51	20	20	49	139	69	61%	30%

Bath Walking Wheeling and Cycling Links

Table 7-3 – City Centre to Kennet and Avon Canal– Extent of Agreement with Walking and Wheeling (WW) Statements

Question	Total responses	Strongly Agree	Agree	Neither nor disagree	Disagree	Strongly Disagree	In Favour	Against	% in Favour	% Against
WW quicker	228	67	44	48	20	49	111	69	49%	30%
WW safer	227	95	48	18	16	50	143	66	63%	29%
WW easier	227	88	50	20	22	47	138	69	61%	30%
Will encourage more people to WW	229	84	49	21	23	52	133	75	58%	33%
Information is clear	230	82	71	43	13	21	153	34	67%	15%

7.1.4. The remainder of this chapter sets out the individual questions and survey results.

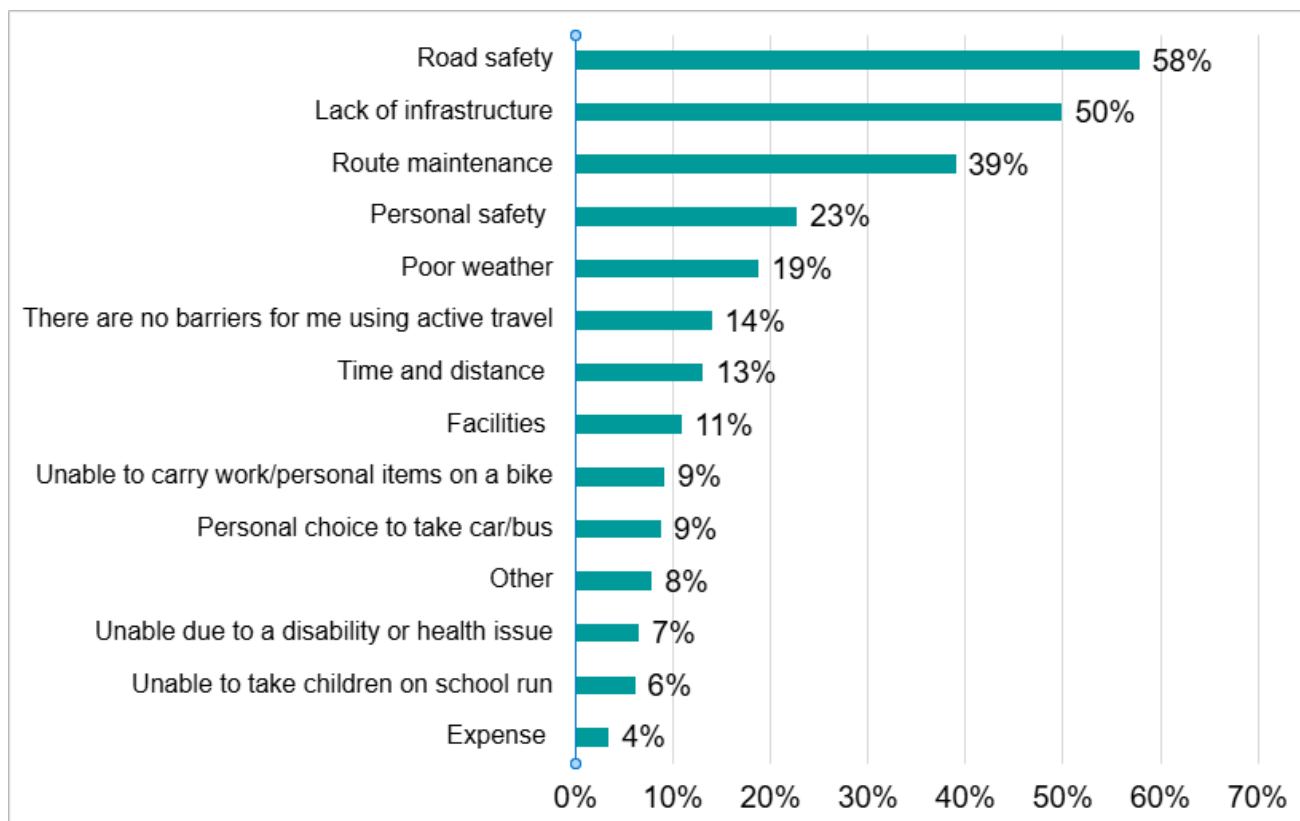
Overall, to what extent do you agree or disagree with the proposed changes to the walking, wheeling and cycling networks in Bath?

- 7.1.5. Initially, respondents were asked to indicate the extent to which they agreed or disagreed with the proposed changes to the walking, wheeling and cycling networks in Bath.
- 7.1.6. For this question, respondents could select from a scale ranging from strongly agree to strongly disagree.
- 7.1.7. A total of 225 respondents provided an answer to this question, with 120 respondents (53%) selecting that they strongly agree to the proposal, and an additional 29 respondents selecting that they agree (13%).
- 7.1.8. A total of 51 respondents (23%) selected that they strongly disagree to the proposal, and 15 respondents (7%) selected that they disagree.
- 7.1.9. A total of 10 respondents (4%) selected that they neither agree nor disagree with the proposals.

Which of the following barriers, if any, prevent you from using active travel (e.g. walking, wheeling and cycling) currently?

- 7.1.10. Next, respondents were asked to give their views on which barriers, if any, prevent you from using active travel (e.g. walking, wheeling and cycling currently?). The results are shown in **Figure 7-1** for those responding to the City Centre to Kennet and Avon Canal survey.

Figure 7-1 - Which of the following barriers, if any, prevent you from using active travel (e.g. walking, wheeling and cycling) currently? (n=228)



7.1.11. For this question, the respondents could select from a range of barriers which prevent them from using active travel currently, respondents could select all options that apply. Respondents could also select 'other', with the option to expand on this through an open text box.

7.1.12. A total of 228 respondents provided an answer to this question.

- 132 respondents (58% of responses to this question) selecting that road safety is currently a barrier to using active travel;
- 114 respondents (50% of responses to this question) identified lack of infrastructure as a barrier to active travel;
- 89 respondents (39% of responses to this question) identifying route maintenance as a barrier;
- 52 respondents (23% of responses to this question) selecting personal safety as a barrier;
- 43 respondents (19% of responses to this question) selecting poor weather.
- 32 respondents (14% of responses to this question) noted that there are no barriers for them using active travel; and
- 30 respondents (13% of responses to this question) selected that time, and distance is currently a barrier to active travel.

Bath Walking Wheeling and Cycling Links

7.1.13. 18 respondents (8% of responses to this question)) selected ‘Other’. Of these, a number of respondents used the open text box to identify that hills / topography are a barrier to active travel, with other respondents identifying narrow roads and dangerous driving as barriers.

Overall, to what extent do you agree or disagree with the proposed City Centre to Kennet and Avon Canal route?

7.1.14. Respondents were then asked to what extent they agreed or disagreed with the city centre to the Kennet and Avon canal route.

7.1.15. For this question, respondents were asked to select from options ranging from strongly agree to strongly disagree on the proposed links from the city centre to Kennet and Avon Canal – a total of 228 respondents provided an answer.

7.1.16. Over half of the respondents (53%) selected that they strongly agree to the proposals from the city centre to Kennet and Avon Canal. An additional 25 selected that they agree (11%).

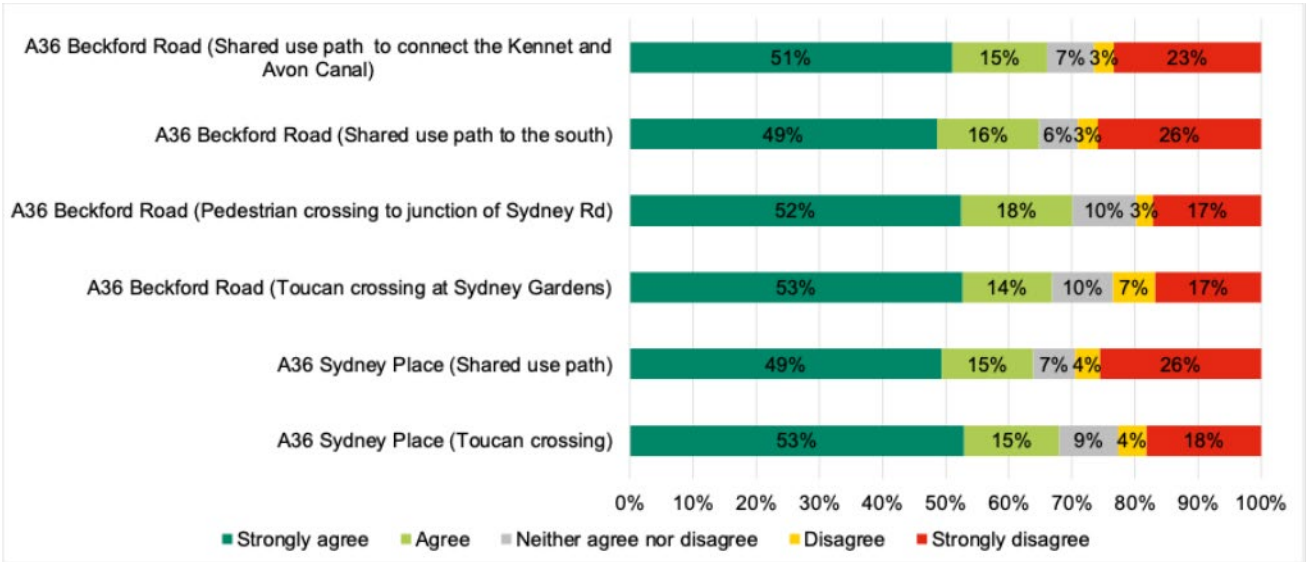
7.1.17. A total of 54 respondents (24%) selected that they strongly disagree, and 16 noted that they disagree (7%).

7.1.18. 13 respondents (6%) identified that they neither agree nor disagree with the proposals.

To what extent do you agree or disagree with the following individual improvement ideas for the area?

7.1.19. Next respondents were asked to what extent they agreed or disagreed with the following individual improvement ideas for the area. This is shown below.

Figure 7-2 - To what extent do you agree or disagree with the following individual improvement ideas for the area? (n=227)



Bath Walking Wheeling and Cycling Links

- 7.1.20. Respondents were asked to identify the extent they agree or disagree to seven individual improvements as part of the proposals for the city centre to Kennet and Avon Canal. A total of 227 individuals responded to the question, providing an answer to at least one element of the improvements.
- 7.1.21. For proposals at A36 Beckford Road (Shared use path to connect the Kennet and Avon Canal), 227 respondents provided an answer. Of these:
- 116 respondents (51% of responses to this statement) selected that they strongly agree with this individual scheme element;
 - 34 respondents (15% of responses to this statement) selected that they agree;
 - 53 respondents (23% of responses to this statement) strongly disagree;
 - 7 respondents (3% of responses to this statement) selected that they disagree with the proposal; and
 - 17 respondents (7% of responses to this statement) chose that they neither agree nor disagree with this individual scheme element.
- 7.1.22. For proposals at A36 Beckford Road (Shared use path to the south), 224 respondents provided an answer. Of these:
- 109 respondents (49% of responses to this statement) selected that they strongly agree with this individual scheme element;
 - 36 respondents (16% of responses to this statement) selected that they agree;
 - 58 respondents (26% of responses to this statement) strongly disagree;
 - 7 respondents (3% of responses to this statement) selected that they disagree; and
 - 14 respondents (6% of responses to this statement) chose that they neither agree nor disagree with this individual scheme element.
- 7.1.23. For proposals at A36 Beckford Road (Pedestrian crossing to junction of Sydney Road), 227 respondents provided an answer. Of these:
- 119 respondents (52% of responses to this statement) selected that they strongly agree with this individual scheme element;
 - 40 respondents (18% of responses to this statement) selected that they agree;
 - 39 respondents (17% of responses to this statement) strongly disagree;
 - 6 respondents (3% of responses to this statement) selected that they disagree with the proposal; and
 - 23 respondents (10% of responses to this statement) chose that they neither agree nor disagree with this individual scheme element.
- 7.1.24. For proposals at A36 Beckford Road (Toucan crossing at Sydney Gardens), 226 respondents provided an answer. Of these:
- 119 respondents (53% of responses to this statement) selected that they strongly agree with this individual scheme element;
 - 32 respondents (14% of responses to this statement) selected that they agree;
 - 38 respondents (17% of responses to this statement) strongly disagree;

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- 15 respondents (7% of responses to this statement) selected that they disagree with the proposal; and
- 22 respondents (10% of responses to this statement) chose that they neither agree nor disagree with this individual scheme element.

7.1.25. For proposals at A36 Sydney Place (Shared use path), 227 respondents provided an answer. Of these:

- 112 respondents (49% of responses to this statement) selected that they strongly agree with this individual scheme element;
- 33 respondents (15% of responses to this statement) selected that they agree;
- 58 respondents (26% of responses to this statement) strongly disagree;
- 9 respondents (4% of responses to this statement) selected that they disagree with the proposal; and
- 15 respondents (7% of responses to this statement) chose that they neither agree nor disagree with this individual scheme element.

7.1.26. For proposals at A36 Sydney Place (Toucan crossing), 225 respondents provided an answer. Of these:

- 119 respondents (53% of responses to this statement) selected that they strongly agree with this individual scheme element;
- 34 respondents (15% of responses to this statement) selected that they agree;
- 41 respondents (18% of responses to this statement) strongly disagree;
- 10 respondents (4% of responses to this statement) selected that they disagree with the proposal; and
- 21 respondents (9% of responses to this statement) chose that they neither agree nor disagree with this individual scheme element.

To what extent do you agree or disagree with the four cycling statements?

7.1.27. After these closed questions that were specific to the Kennet and Avon canal route, respondents were asked to what extent they agreed or disagreed with four cycling statements.

7.1.28. A total of 228 respondents provided an answer for at least one of the statements within this question, however, a varying number provided responses for each statement.

7.1.29. A total of 228 responses were received to the following statement “these proposals will make cycling quicker”.

- 68 respondents (30% of responses to this statement) strongly agree;
- 52 respondents (23% of responses to this statement) agree;
- 40 respondents (18% of responses to this statement) strongly disagree;
- 19 respondents (8% of responses to this statement) selecting that they disagree; and
- 49 respondents (21% of responses to this statement) selected they neither agree nor disagree.

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7.1.30. A total of 227 responses were received to the following statement “these proposals will make cycling safer”.

- 103 respondents (45% of responses to this statement) strongly agree;
- 44 respondents (19% of responses to this statement) agree;
- 38 respondents (17% of responses to this statement) strongly disagree;
- 12 respondents (5% of responses to this statement) selecting that they disagree; and
- 30 respondents (13% of responses to this statement) selected they neither agree nor disagree.

7.1.31. A total of 227 responses were received to the following statement “these proposals will make cycling easier”. Of these.

- 102 respondents (45% of responses to this statement) strongly agree with the statement;
- 49 respondents (22% of responses to this statement) agree;
- 33 respondents (15% of responses to this statement) strongly disagree with the statement;
- 23 respondents (9% of responses to this statement) disagree; and
- 20 respondents (9% of responses to this statement) selected that they neither agree nor disagree with the statement.

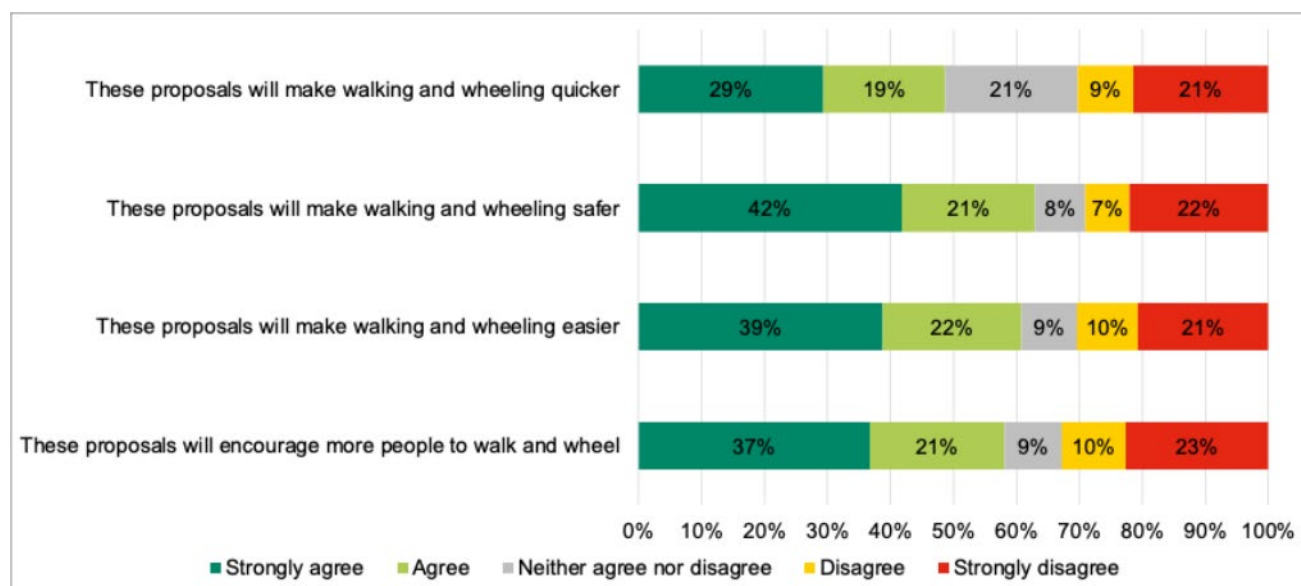
7.1.32. A total of 228 responses were received to the following statement “these proposals will encourage more people to cycle”. Of these.

- 88 respondents (39% of responses to this statement) strongly agree;
- 49 respondents (21% of responses to this statement) strongly disagree;
- 51 respondents (22% of responses to this statement) agree;
- 20 respondents (9% of responses to this statement) disagree; and
- 20 respondents (9% of responses to this statement) selected that they neither agree nor disagree with the statement.

To what extent do you agree or disagree with the four walking and wheeling statements?

7.1.33. Respondents were also asked to what extent they agreed or disagreed with four walking and wheeling statements.

Figure 7-3 - To what extent do you agree or disagree with the following walking and wheeling statements? (n=229)



- 7.1.34. A total of 229 respondents provided an answer for at least one of the statements within this question, however, a varying number provided responses for each statement.
- 7.1.35. A total of 228 responses were received to the following statement “these proposals will make walking and wheeling quicker”. Of these:
- 67 respondents (29% of responses to this statement) selected that they strongly agree with the statement;
 - 44 respondents (19% of responses to this statement) selected that they agree;
 - 49 respondents (21% of responses to this statement) selected that they strongly disagree with the statement;
 - 20 respondents (9% of responses to this statement) selected disagree; and
 - 48 respondents (21% of responses to this statement) selected that they neither agree nor disagree with the statement.
- 7.1.36. A total of 227 responses were received to the following statement “these proposals will make walking and wheeling safer”. Of these:
- 95 respondents (42% of responses to this statement) selected that they strongly agree with the statement;
 - 48 respondents (21% of responses to this statement) selected that they agree;
 - 50 respondents (22% of responses to this statement) selected that they strongly disagree with the statement;
 - 16 respondents (7% of responses to this statement) selected disagree; and
 - 18 respondents (8% of responses to this statement) selected that they neither agree nor disagree with the statement.

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7.1.37. A total of 227 responses were received to the following statement “these proposals will make walking and wheeling easier”. Of these,

- 88 respondents (39% of responses to this statement) strongly agree with the statement;
- 50 respondents (22% of responses to this statement) agree;
- 47 respondents (21% of responses to this statement) strongly disagree with the statement;
- 22 respondents (10% of responses to this statement) disagree; and
- 20 respondents (9% of responses to this statement) selected that they neither agree nor disagree with the statement.

7.1.38. A total of 229 responses were received to the following statement “these proposals will encourage more people to walk and wheel”. Of these:

- 84 respondents (37% of responses to this statement) strongly agree;
- 52 respondents (23% of responses to this statement) strongly disagree;
- 49 respondents (21% of responses to this statement) agree;
- 23 respondents (10% of responses to this statement) disagree; and
- 21 respondents (9% of responses to this statement) selected that they neither agree nor disagree with the statement.

To what extent do you agree or disagree with the following statement ‘The information provided on the proposals for the City Centre to Kennet and Avon Canal route is clear’

7.1.39. Finally, for the closed question analysis, respondents were asked to what extent they agreed or disagreed with the statement that ‘The information provided on the proposals for the city centre to the Kennet and Avon canal route is clear’.

7.1.40. A total of 230 respondents provided an answer to this question, of which:

- 82 respondents (36% of responses to this statement) strongly agree that the information is clear;
- 71 respondents (31% of responses to this statement) agree;
- 13 respondents (6% of responses to this statement) disagree that the information was clear;
- 21 respondents (9% of responses to this statement) strongly disagree to the statement;
- 43 respondents (19% of responses to this statement) selected that they neither agree nor disagree.

7.2 Open-Ended Question

Could the proposals for the city centre to the Kennet and Avon canal route be improved?

- 7.2.1. Respondents were asked one open-ended question, and these responses were coded using thematic analysis. Respondents were asked if they thought the proposals for the city centre to the Kennet and Avon canal route could be improved. It is noted that through their comments, five respondents to the questionnaire expressed support to the Bath Experimental Traffic Restrictions Orders (ETROs), Liveable Neighbourhood (LNs) and Low Traffic Neighbourhoods (LTNs) schemes.
- 7.2.2. Seven comments were supportive that the project will lead to either a shift to active modes or provide sustainable choices, and respondents were in general 'support' of the proposals. Additionally, some were in complete or partial 'support' of specific components proposed at A36 Sydney Place (6 respondents), Great Pulteney Street (5 respondents), and Bath City Centre to the Kennet and Avon Canal (4 respondents).

Table 7-4 – Supportive Comments

Supportive Comments	Frequency
Support the Proposals generally	12
Comment supportive that the Project will lead to a shift to active modes / provide sustainable choices	8
Support the Proposals from Bath City Centre to the Kennet and Avon Canal	4
Comment supportive of the Bath Experimental Traffic Restrictions Orders (ETROs) / Liveable Neighbourhood (LNs) / Low Traffic Neighbourhoods (LTNs)	5
Support the Proposals at Great Pulteney Street (in full or in part)	3
Support the Proposals at the A36 Sydney Place (in full or in part)	7
Support the Proposals at the A36 Beckford Road (in full or in part)	6

- 7.2.3. In the written responses to the consultation, a few requests and suggestions were put forward by the respondents.
- 7.2.4. Around 28 respondents to the questionnaire made comments suggesting cycling improvements including additional and alternative infrastructure and routes. Many of these suggestions were for alternate cycling improvements or suggestions to extend the proposed cycle path to other areas of the city. Similarly, around 15 respondents suggested additional pedestrian improvements such as crossing points, bollards, etc.

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- 7.2.5. Eight respondents suggested that the proposals should be made more inclusive by providing step-free access and additional seating. Also, eight respondents suggested provision of signages and wayfinding signs for pedestrians and cyclists, and similarly eight respondents suggested other improvements for controlling motorised vehicles like speed reduction infrastructure and enforcement.
- 7.2.6. Other suggestions included public realm improvements (e.g. seating in public areas, planting, improvements to green spaces), segregated cycle infrastructure and the removal of on street parking spaces.

Table 7-5 - Suggestions

Suggestions	Frequency
Suggest provision of cycle parking (including secure cycle parking)	3
Suggest removing on street parking / limiting access to on street parking (e.g. access to residents / permit holders only)	4
Suggest pedestrian only areas (pedestrianisation)	2
Suggest public realm improvements (e.g. seating in public areas, planting, improvements to green spaces)	5
Suggest improvements to make the Proposals more inclusive (e.g. provision of Step-Free Access, additional seating)	8
Suggest considering accessibility for non-standard bikes (e.g. cargo bikes)	1
Suggest cycling improvements / routing (including alternative and additional)	28
Suggest additional pedestrian improvements (e.g. crossing points)	15
Suggest cycleways use alternative colours to denote as cycleways	2
Suggest segregated cycle infrastructure	5
Suggest provision of signage / wayfinding for pedestrians / cyclists	8
Suggest maintenance of existing walking / wheeling / cycling infrastructure	3
Suggest Travel Demand Management (TDM) measures (e.g. behaviour change, promotion of Active Travel / Park and Ride site, reduced car ownership etc)	0
Suggest improved lighting / hard measures to improve actual and perceived safety and security	2
Suggest infrastructure / enforcement / improvements to reduce traffic speeds (e.g. speed bumps, speed cameras)	8
Suggest use of the Bristol diagonal kerb	0
Suggest that traffic light phasing be altered to benefit / provide greater benefit to pedestrians and cyclists	3

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Suggestions	Frequency
Suggest improvements for motorised vehicle users	2
Suggest changes to speed limits (e.g. reduction from 30mph to 20mph)	4
Suggest Public Transport / Community Transport improvements	2
Suggest extending the Proposals to include Pulteney Bridge	0
Suggest that the Proposals are rerouted to redirect cyclists away from Pulteney Bridge	1

- 7.2.7. In the written responses to the consultation, stakeholders also commented opposing or criticism of the proposals.
- 7.2.8. Around 34 respondents to the questionnaire generally opposed the proposals, while 28 respondents completely or partially 'oppose' the specific components proposed at A36 Sydney Place (11 respondents), A36 Beckford Road (nine respondents) and Great Pulteney Street (eight respondents).
- 7.2.9. Six respondents indicated that the proposals neglect other users (e.g. elderly and disabled users, etc) and commented that the proposal are not fully inclusive of all. Similarly, some respondents also criticised the proposals for being too heavily focused on cycling and not enough on walking.

Table 7-6 – Criticisms

Criticisms	Frequency
Oppose the Proposals generally (e.g. waste of money / not needed / will not be used / negative impact on drivers)	34
Oppose the Proposals from Bath City Centre to the Kennet and Avon Canal (e.g. waste of money / not needed / will not be used)	2
Oppose the Proposals at Great Pulteney Street (in full or in part)	8
Oppose the Proposals at the A36 Sydney Place (in full or in part)	11
Oppose the Proposals at the A36 Beckford Road (in full or in part)	9
Oppose the removal of parking spaces (e.g. to facilitate Active Travel)	2
Criticism that the Proposals focus too heavily on cycling / Criticism that the Proposals do not focus enough on walking	4
Criticism that the Proposals are not fully inclusive (e.g. for elderly users / users with disabilities)	6
Criticism of existing pedestrian facilities (e.g. kerb depths to pavements)	1
Criticism of existing cycling / wheeling facilities	1
Criticism of the impact of the project on the historic environment / heritage	3

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Criticisms	Frequency
Criticism of Shared Use Paths (generally, or in specific areas)	2
Oppose the use of contraflow cycle arrangements	1
Criticism of road closures	4
Oppose Bath Experimental Traffic Restrictions Orders (ETROs) / Liveable Neighbourhood (LNs) / Low Traffic Neighbourhoods (LTNs)	0
Criticism of existing road conditions (e.g. lack of maintenance / poor surface condition, etc.)	1
Criticism of changes to speed limits (e.g. reduction from 30mph to 20mph)	0
Oppose centre line removal	0
Criticism that the Proposals are not ambitious enough	1

- 7.2.10. Many respondents to the questionnaire expressed concerns around safety of the proposals. 26 respondents were particularly concerned around the usage of shared use infrastructure, while 17 respondents stated they were concerned about the safety of the proposals.
- 7.2.11. It is also noted that nine respondents expressed concerned regarding the impact of the scheme on those who are dependent on private vehicle or public transport (including large families or elderly people).
- 7.2.12. Eight respondents expressed concern regarding the challenging topography of the city, which may act as a barrier to walking, wheeling and cycling after scheme implementation.
- 7.2.13. Six respondents expressed concern regarding localised issues with the road network, and respondents expressed around poor cyclist, pedestrian and driver behaviour on the streets and overall cost of the project to taxpayers.

Table 7-7 - Concerns

Concerns	Frequency
Concern about poor pedestrian behaviour	4
Concerned about poor cycling / cyclist behaviour	5
Concerned that advisory / non-segregated cycle lanes are included in Proposals (e.g. safety, enforcement, etc)	0
Concern around the use of shared-space infrastructure (e.g. safety concerns)	26
Concern about ongoing maintenance of the routes / Suggest that routes need to be continually maintained	2
Concerned about poor driving / dangerous driver behaviour	4

Bath Walking Wheeling and Cycling Links

Concerns	Frequency
Concerned about the impact of the Project on those who are dependent on private vehicle / public transport (e.g. large families, elderly)	9
Concerned about a localised issue with road network (e.g. congestion, rat running)	6
Concerned about the safety of floating bus stops	0
Concern about the safety of the Proposals	17
Concern about the impact on businesses / deliveries	0
Concern that the topography of the city is a barrier to active travel	8
Concern about the cost of the project to the taxpayer	5
Concern about the impact of the Project on the Royal United Hospital / other medical facilities (e.g. delays to ambulances, impact on staff / patients)	1
Concerned about the "right-turn pocket" junction on Great Pulteney Street	6

- 7.2.14. Around eight respondents to the questionnaire criticised the Bath and North East Somerset Council and three respondents suggested that the money to be spent on the proposals should be spent elsewhere like public transport and private vehicles. Similarly, three respondents suggested that the money should be spent on other public services like social care.
- 7.2.15. Three respondents requested further information on the proposals and two criticised the questionnaire. Respondents also criticised the consultation process in general, stating that the comments made by them will not make any difference in the scheme implementation.

Table 7-8 - Other

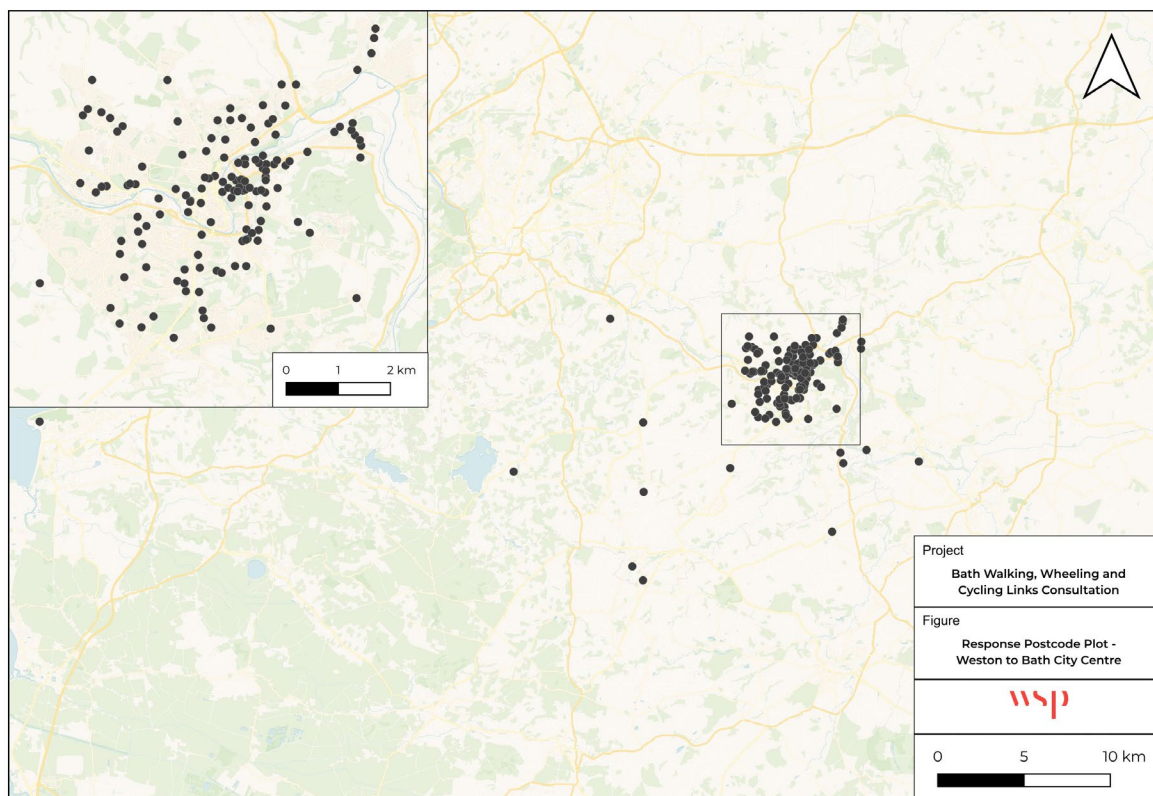
Other codes	Frequency
Criticism of consultation (e.g. will not be listened to / will not make a difference)	1
Criticism of Bath and North East Somerset Council	8
Criticism of questionnaire	2
Criticism of the word limit in the consultation	0
Criticism of consultation materials (e.g. consultation maps, website)	1
Criticism of consultation advertising	0
Suggest that the money to be spent on the Proposals should be spent in other areas of Bath (on Active Travel)	0

Bath Walking Wheeling and Cycling Links

Other codes	Frequency
Suggest that the money to be spent on the Proposals should be spent on other forms of transport (e.g. Public Transport, Private Vehicles)	3
Criticism that the money to be spent on the Proposals should be spent on other public services (e.g. on Social Care)	3
Request for more information	3
Not sure / confused by the proposals	0
Criticism of Net Zero / Climate Emergency / Green Agenda	1
Criticism of accessibility (e.g. lack of access for those without internet, other languages)	0
Need for further consultation and engagement	0
Request for contact	0
Non-relevant comment (out of scope)	1
No comment / nothing / nothing to add / N/A	0
Support of Bath and North East Somerset Council	0

- 7.2.16. As part of the questionnaire, respondents provided their postcode to give an indication of their approximate location relative to the proposals. The map (**Figure 7-4**) shows the distribution of respondents that gave a view on the proposals by their postcode location.

Figure 7-4 - Respondent Postcodes - City centre to Kennet and Avon Canal



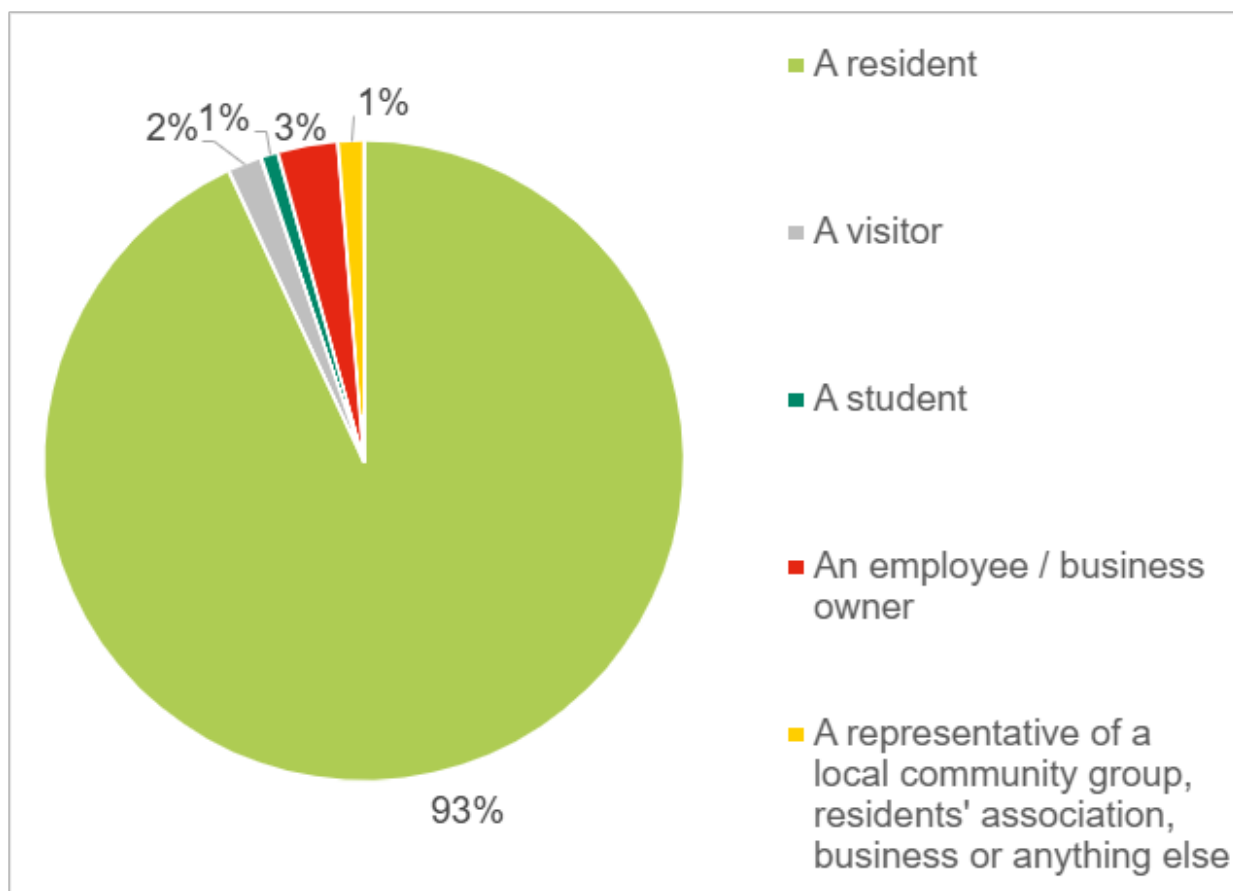
7.3 Demographics

- 7.3.1. This section provides details of the demographic profile of those that provided details in their responses to the city centre to the Kennet and Avon Canal.

In what capacity were they responding to the questionnaire?

- 7.3.2. Respondents were asked in what capacity they were responding to the questionnaire. This question had five pre-defined answers, including 'A representative of a local community group, residents' association, business or anything else' where respondents were asked to specify their organisation within an open text box.
- 7.3.3. A total of 230 respondents provided an answer to this question, of which the majority were residents (93%). An additional four respondents were responding as visitors (2%), seven were responding as an employee / business owner (3%), and two were responding as students (1%).
- 7.3.4. Three respondents (1%) identified that they were a representative of a local community group, residents' association, business or anything else. The results are shown below.

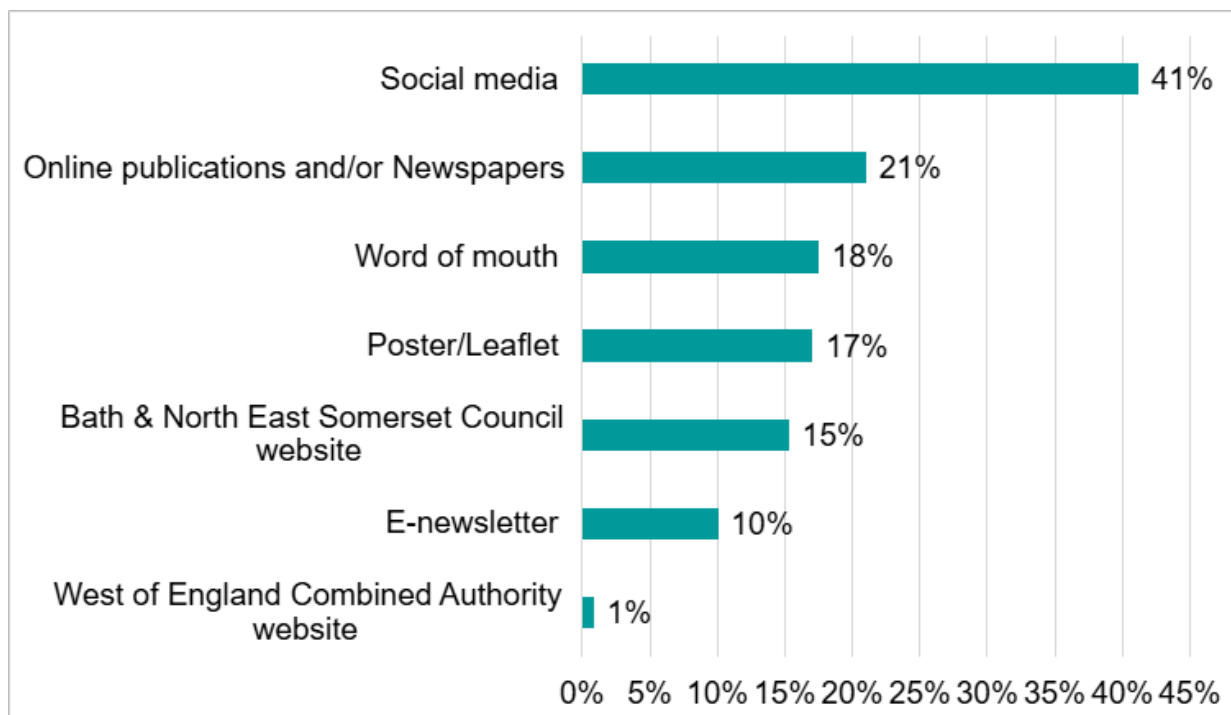
Figure 7-5 - How are you responding to this consultation? (n=230)



How Did you Find out About this Consultation?

- 7.3.5. Respondents were asked how they had been made aware of the consultation. A total of 228 responses were received to this question, in which respondents could select all that applied.
- 94 respondents (41% of responses to this question) selected that they had found out about the consultation via social media;
 - 48 respondents (21% of responses to this question), selected that they had found out about the consultation by online publications and/or Newspapers;
 - 40 respondents (18% of responses to this question) selected that they had found out about the consultation via word of mouth; and
 - 39 respondents (17% of responses to this question) selected that they had found out about the consultation via poster/leaflet.
- 7.3.6. A further 35 respondents selected that they had heard about the consultation from Bath and North East Somerset Council website (15%), 23 respondents selected E-newsletter (10%) and 2 respondents selected West of England Combined Authority website (1%).

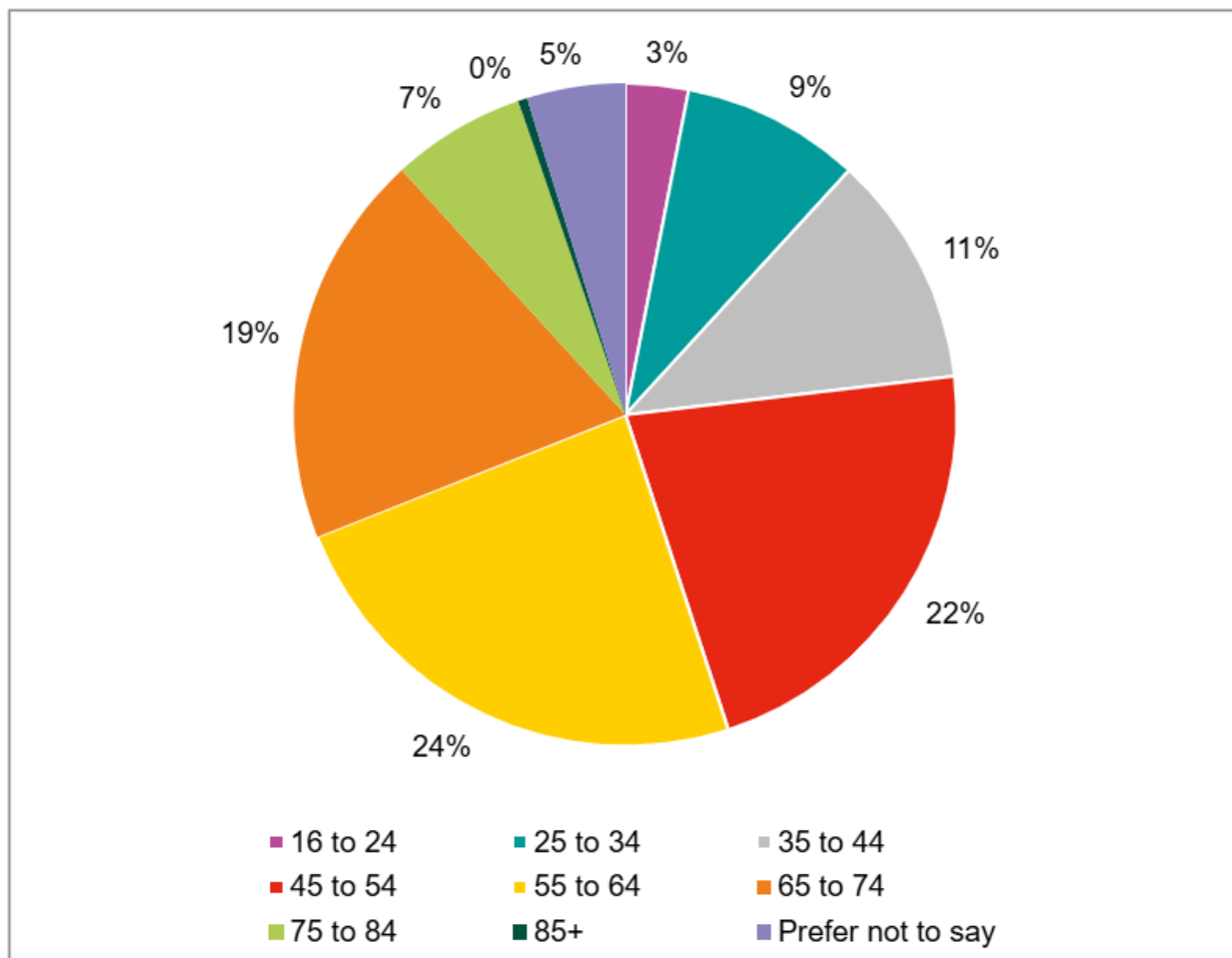
Figure 7-6 - How did you find out about this consultation? (Select all that apply) (n= 228)



Age group

- 7.3.7. Next, respondents were asked to give details of which age group they belonged to (**Figure 7-7**). A total of 229 respondents provided an answer to this question. The largest number of respondents selected age 55-64 (24%), followed by age 45-54 (22%). A further 44 respondents selected age 65-74 (19%), 26 selected age 35-44 (11%), and 20 respondents selected age 25-34 (9%).
- 7.3.8. A smaller number of respondents selected 75-84 (7%), 16-24 (7; 3%) and 85+ was only selected by one respondent. A total of 11 respondents selected that they would prefer not to say (5%).

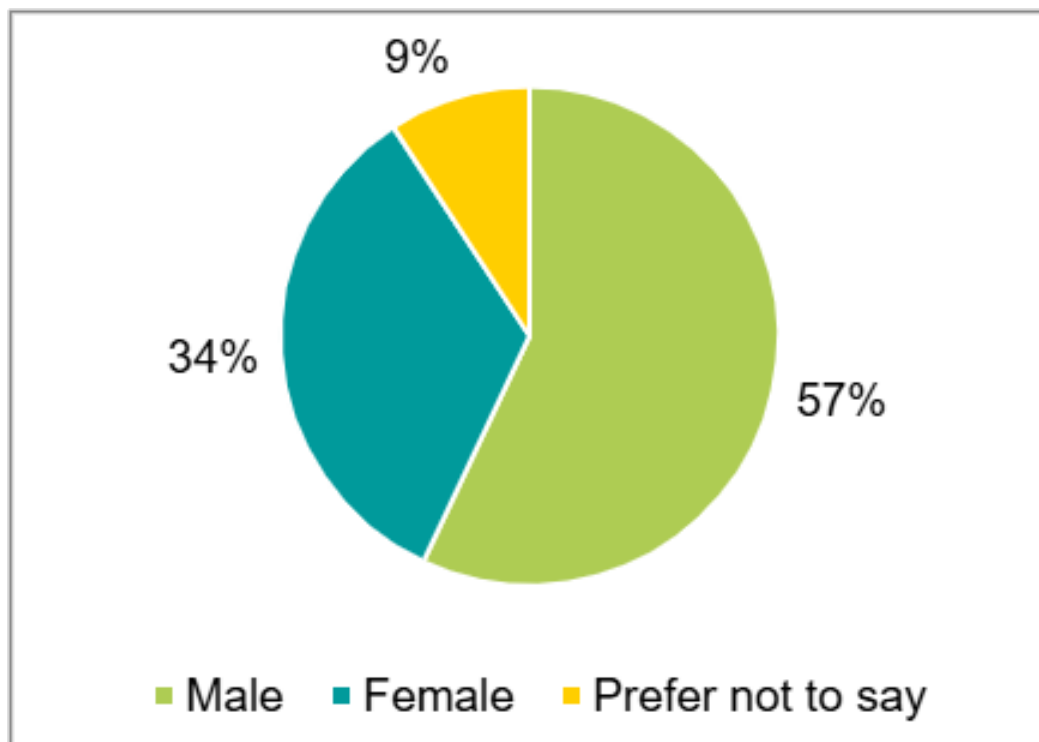
Figure 7-7 - Please tell us your age group (n=229)



Gender

- 7.3.9. Next, respondents were asked to give details of their gender – the results are shown in **Figure 7-8**.
- 7.3.10. A total of 288 respondents provided an answer to this question, of which, 130 selected male (57%) and 77 respondents selected female (34%). An additional 21 respondents chose that they would prefer not to say (9%).

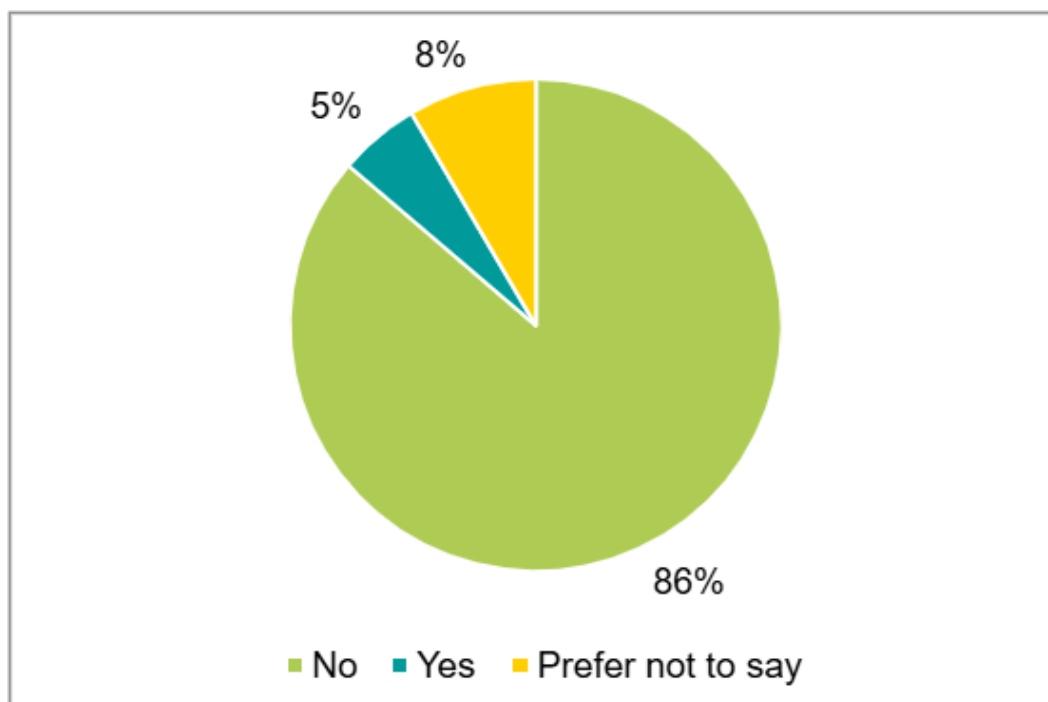
Figure 7-8 - How would you describe your gender? (n=228)



Disability

- 7.3.11. Respondents were also asked if they consider themselves to be disabled. A total of 225 responses were received for this question, in which majority do not consider themselves to be disabled (86%).
- 7.3.12. A further 12 selected that 'yes', that they do consider themselves to be disabled (5%), while 19 respondents chose that they would prefer not to say (8%).

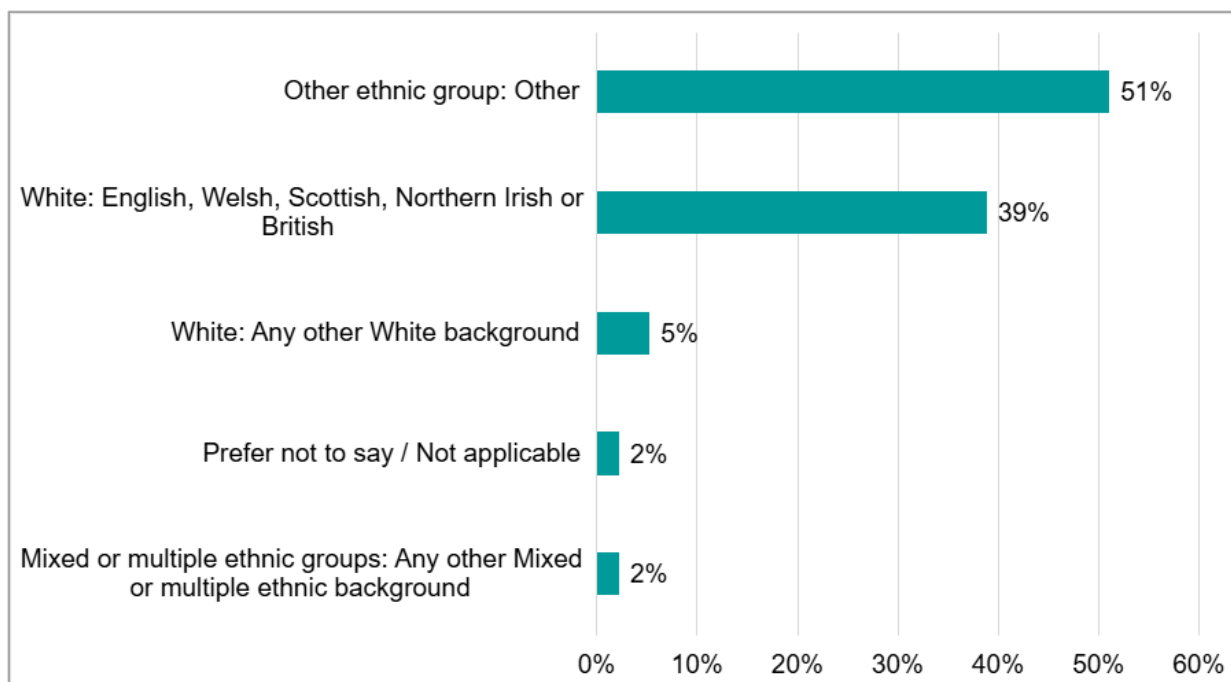
Figure 7-9 - Do you consider yourself to be disabled? (n=225)



Ethnicity

- 7.3.13. Respondents were also asked to give details of their ethnicity. This question was asked using no pre-defined list, respondents were able to provide any answer into an open text box. A total of 131 responses were received.
- 7.3.14. During analysis, the responses were categorised based on the list of ethnicities provided by the UK Government ([List of ethnic groups - GOV.UK](#)). As respondents were able to provide any answer, the responses for this question ranged more than would be expected and a large number were not exact fits for the UK Government list. Due to this, and the avoidance of making assumptions, a large number of responses have been categorised into the 'Other ethnic group' category, comprising of half of the responses to this question (51%).
- 7.3.15. Additionally, a total of 51 respondents selected 'White: English, Welsh, Scottish, Northern Irish or British' (39%), 7 respondents selected White: Any other White background (5%), 3 selected that they would prefer not to say (2%), and 3 respondents selected 'Mixed or multiple ethnic groups: Any other Mixed or multiple ethnic background' (2%).

Figure 7-10 - What is your ethnicity? (n=131)

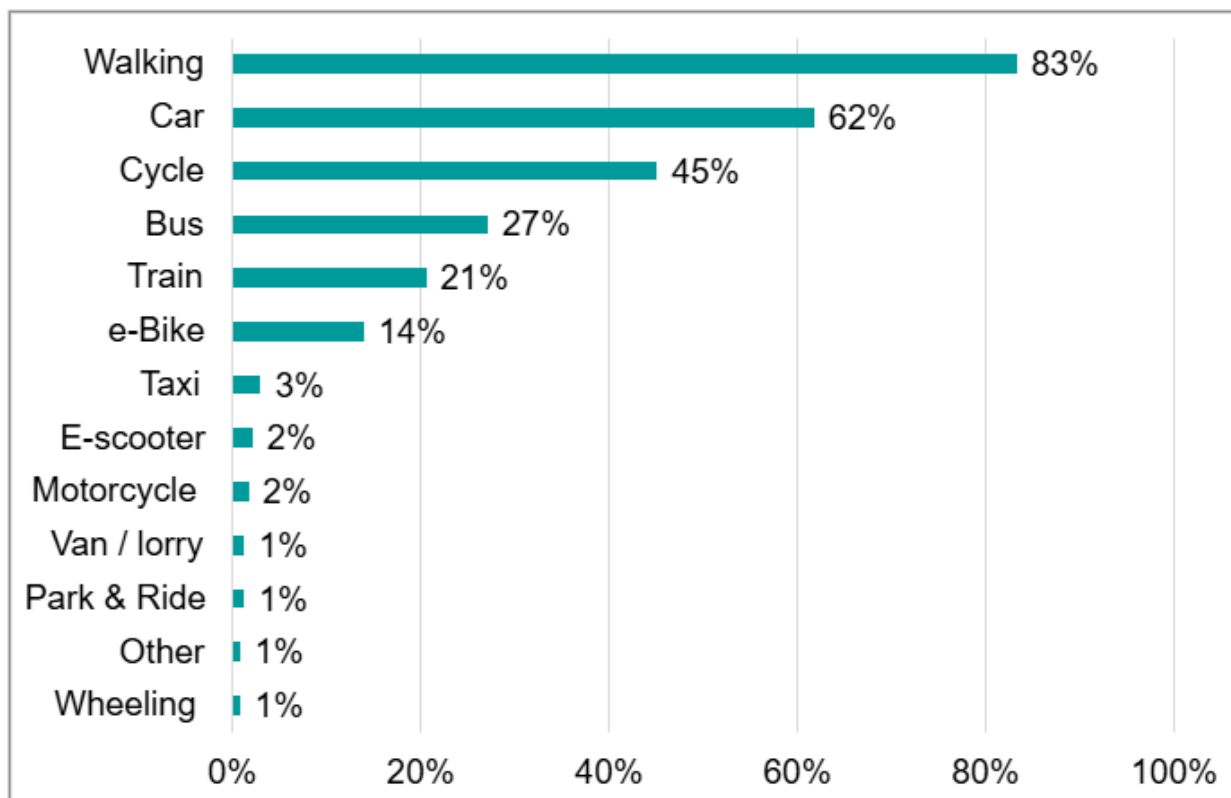


Forms of transport used

7.3.16. One further closed question was included within the consultation questionnaire, focussed on how respondents make journeys in Bath. A total of 228 respondents provided an answer to this question, with respondents able to select all that apply. Respondents selecting 'Other' were able to specify using an open text box.

- Walking was the most popular way in which the respondents travel, with a total of 190 respondents selecting this option (83%);
- This was followed by car, selected by 141 respondents (62%);
- 103 respondents selecting cycle (45%);
- 62 respondents selecting bus (27%);
- 47 respondents selecting train (21%);
- 32 selecting e-bike (14%); and
- Two respondents (<1%) selected 'Other'.

**Figure 7-11 - Which of the following forms of transport do you use most often?
(n=228)**



8 Other Feedback

- 8.1.1. In addition to the questionnaire responses that were received in response to the consultation, emails and documents were also received. Comments were also made by attendees at consultation events.
- 8.1.2. These other responses to the BWWCL proposals, consisted of the following:
- A total of 62 emails (including one late email) and six PDF responses were received.
 - A spreadsheet was populated and with comments made at consultation events.
- 8.1.3. Our analysis team reviewed these incoming other responses, and extracted comments made by respondents, grouping these as follows, using a similar syntax as per our codeframe:
- Type of comment
 - Supportive comments
 - Suggestions
 - Criticisms
 - Concerns
 - Other comments
- 8.1.4. Comments of each of the above types were also grouped thematically to aid Bath and North East Somerset Council in identifying patterns and recurring themes.
- 8.1.5. The outcome of this exercise is contained within separate document **Appendix D**.

9 Conclusion

9.1 Conclusion of Report

- 9.1.1. This report has provided a detailed account of the responses received as part of the Bath Walking, Wheeling, and Cycling Links scheme. This included over 1,600 online questionnaire responses, nearly 70 emails and letters received from organisations and members of the public, and analysis of comments received at in-person consultation events.
- 9.1.2. A separate summary document is provided in **Appendix E**, which provides a high level overview of the Project. Additionally, questions that were submitted to cabinet during the February 2025 cabinet meeting are presented in separate document **Appendix B** with responses to each question provided.

9.2 Summary of Results

- 9.2.1. In total, eight questions were asked in each survey. These conclusions are based on an overall response rate of 1,615 respondents expressing an opinion through completing survey questionnaires, with 195 responses to the links to Royal United Hospital scheme, 201 to the City Centre to the Kennet and Avon Canal Scheme, 347 to the Oldfield School to Newbridge Hill scheme and 872 to the Weston to Bath City Centre Scheme. Respondents to the survey were primarily residents, and respondents indicated that they most often travel by walking or driving.
- 9.2.2. Views on the proposals varied, with some schemes supported and others opposed. Respondents often suggested additional / alternative pedestrian and cycling improvements to improve the schemes. A key suggestion across all surveys was improved public transport / community transport services, as well as suggesting infrastructure / enforcement / improvements to reduce traffic speeds.
- 9.2.3. Of the unsupportive comments received across all surveys, respondents frequently opposed the removal of parking spaces, and criticised that the proposals are not fully inclusive.
- 9.2.4. Across all surveys, key concerns raised by respondents included the impact of the scheme on those who are dependent on private vehicles / public transport, and concern about the safety of the proposals. Respondents were concerned about the impact of the proposals on the Royal United Hospital and other medical facilities (particularly when asked about the Oldfield School to Newbridge Hill proposal). Concerns raised included delays to ambulances as well as impacts on parking and access for those travelling to and from the hospital and other medical facilities.
- 9.2.5. There was the greatest level of interest in the Weston to City Centre proposal and Oldfield School proposal.
- 9.2.6. The proposals in this consultation which received the greatest level of support were the Weston to City Centre proposal (308 support responses) followed by the City Centre to the Kennet and Avon canal proposal (145 support responses).

Bath Walking Wheeling and Cycling Links

- 9.2.7. In terms of the barriers which prevent residents from using active travel – there was agreement across all four routes in citing road safety and lack of infrastructure as the most common barriers. This was followed by poor weather and routine maintenance.
- 9.2.8. The two routes where respondents were in general agreement about the benefits of the proposals were the City Centre to Kennet and Avon Canal (approximately 60% in favour, and 32% against) and the RUH links (approximately 47% in favour, and 45% against).
- 9.2.9. The feedback received is key to support the development of Bath Walking, Wheeling, and Cycling Links and it has been considered by the design team to enhance the proposals.

9.3 Next Steps

- 9.3.1. Bath and North East Somerset Council will carefully consider all comments received during engagement and consultation to inform the decision-making on the next steps of the proposals, and they will continue to engage directly with residents and stakeholders as the scheme progresses.



Amber Court
William Armstrong Drive
Newcastle upon Tyne
NE4 7YQ

wsp.com

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