AtkinsRéalis

Consultation Analysis

Bath and North East Somerset Council

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SOMER VALLEY LINKS

Bath & North East Somerset Council

Improving People's Lives

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Client signoff

Client	Bath and North East Somerset Council
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Client signature/date	

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Executive Summary

The Somer Valley Links (SVL) project aims to enhance sustainable travel between Midsomer Norton, Radstock, Bath, and Bristol through improved bus infrastructure and active travel routes. This report summarises the public engagement conducted from 3rd February to 16th March 2025, which gathered feedback on various proposals, including mobility hubs, bus stop upgrades, new bus lanes, and walking, wheeling, and cycling improvements.

Overall, the consultation highlighted considerable levels of support for bus stop upgrades and active travel improvements, though concerns about traffic congestion, safety, and the removal of bus lay-bys on busier sections of highway were raised. The feedback will be used to refine the proposals, addressing design and safety concerns, and ensuring the project meets the community's needs.

Support for new bus lanes varied, with some respondents in favour and others concerned about increased traffic congestion and safety. Active travel improvements received mixed feedback, with some respondents supporting the proposals and others highlighting the need for physical separation between travel routes and main carriageways.

Proposals to reduce speeds at key junctions and provide pedestrian crossings received support, with suggestions for additional improvements such as roundabouts and better pedestrian facilities. Safety and accessibility were recurring themes, particularly regarding the impact on schoolchildren and residents with reduced mobility.

The consultation revealed mixed support for the creation of mobility hubs, with concerns about the removal of bus lay-bys and its potential impact on road safety, congestion, and air quality. However, there was notable support for upgrading bus stops, with suggestions for better facilities such as seating, real time information, and CCTV.

1. Introduction

1.1 Report purpose

This report summarises the public engagement undertaken for the Somer Valley Links (SVL) project (hereby referred to as *the scheme).* The public engagement ran from Monday 3rd February 2025 to Sunday 16th March 2025.

The need for the scheme and this public engagement has resulted from the Strategic Outline Case and the Outline Business Case, both produced by the Mayoral Combined Authority (MCA), highlighting the existing challenges for sustainable travel in the Somer Valley. These include:

- A large reliance on cars along the A37 & A367 and both routes are frequently heavily congested.
- Journey times are too long because buses get stuck in traffic.
- Access to bus stops is hampered by footways being overgrown or non-existent.
- Lack of safe footways and crossing points.
- Cycling along the A37/A367 can be challenging even for confident cyclists due to traffic volumes, including large vehicles passing close and travelling at high speeds.
- There is also little infrastructure that links cycling and bus services together along these routes making interchange between the two difficult.
- Narrow sections of the A37 through Pensford and Temple Cloud are not wide enough for large vehicles to pass each other, leading to delays for all traffic.
- Farrington Gurney and Temple Cloud have air quality issues (declared Air Quality Management Areas (AQMAs)).
- Collisions occur on the fast sections and junctions on the corridors.

Details of the scheme are not yet finalised therefore feedback is being used to improve the scheme and understand how the changes will impact the community.

1.2 Report structure

This report is structured as follows:

- Section 2 explains the details of the scheme.
- Section 3 presents the details of the engagement.
- Section 4 sets out the methodology of the analysis.
- Section 5 displays the consultation's profile of respondents.
- Section 6 presents the findings from the A367 Wellsway to Odd Down consultation.
- Section 7 presents the findings from the Odd Down to Whitchurch consultation.
- Section 8 sets out the email responses received.
- Section 9 summarises the responses to the consultation and set out the next steps.

2. Scheme proposals

2.1 Background

SVL aims to improve travel between Midsomer Norton, Radstock and Bath via the A367, Bristol via the A37, and the A362 link road between them, through better bus infrastructure and enabling more walking, wheeling and cycling.

The proposals include eight new mobility hubs, significant bus infrastructure improvements with 22 bus stop upgrades, a kilometre of new bus lanes, and substantial changes to the walking, wheeling and cycling network.

SVL is a strategic corridor project, funded by the Department for Transport (DfT) and previously led by the MCA, within the City Region Sustainable Transport Settlement (CRSTS) programme.

2.2 Proposals

The proposals are summarised in detail in Table 2-1.

Table 2-1 - Proposals by location

Location	Proposal
Bath	▪ Mobility hubs ▫ **Odd Down Park & Ride:** A shared mobility option (car club or bike hire, for example), a shared use path between the Park & Ride and Odd Down roundabout, cycle lockers and cycle stands as well as a cycle repair stand. ▫ **Bear Flat, Bath:** Narrowed crossing over the A367 and widened footways, to include features such as planters and seating, a shared mobility option (likely to be e-scooter and e-bike parking), side road junction treatments to improve pedestrian crossings, cycle stands. These changes will result in a loss of six parking spaces. ▪ Bus stop improvements ▫ **The Beeches, Odd Down:** widened footways at certain locations, improved crossing points over The Beeches and Oolite Road and upgrading the zebra crossing to a signalised crossing. ▫ **Devonshire Buildings, Bath**: widened footways and improved crossing points of Devonshire Buildings and Devonshire Villas. ▫ **Oldfield Road, Bath**: widened footways, a new signalised crossing point over A367 Wells Road and improved crossing facilities over Upper Oldfield Park and Haysfield Park. ▪ New bus lanes ▫ A short bus lane on the A367 north exit of Odd Down roundabout. ▫ A 550-metre bus lane towards Bath along the Wellsway between the Wayside bus stops, northeast of Midford Road, to Hatfield Road. ▫ An increase in the bus lane on the A367 approach to Churchill Gyratory ▪ Walking, wheeling and cycling improvements ▫ Two-way cycle facility between Midford Road to Greenway Lane ▫ Reduction of the carriageway to encourage slower speeds ▫ Widening footpaths ▫ Four new signalised crossing points

Midsomer Norton	▪ Mobility hubs ▫ **Town Hall, Midsomer Norton:** provide cycle lockers and cycle stands, a shared mobility option (car club of bike hire, for example) additional planting and a signalised crossing over High Street. ▪ Walking, wheeling and cycling improvements: ▫ **A362 from Farrington Gurney towards Midsomer Norton:** a shared use path connection from Main Street in Farrington Gurney to the proposed Somer Valley Links Enterprise Zone scheme, which provides a connection into Midsomer Norton.
Peasedown St John	▪ Mobility hubs ▫ **Keel's Hill, Peasedown St John:** Two upgraded bus shelters (including real time information and seating), a shared mobility option (car club or bike hire, for example), widened and improved footways, a zebra crossing over Ashgrove, improved pedestrian crossing point over Keel's Hill, cycle lockers and cycle stands. ▪ Bus stop improvements ▫ **Red Post, Peasedown St John:** widened footways, reduction in speed limit to 20mph, new zebra crossing point over Bath Road and improved cycle access to Wellow Lane. ▪ Walking, wheeling and cycling improvements ▫ Braysdown Lane and Hang Hill – connecting Peasedown St John to National Cycle Route 24 and Shoscombe: quiet routes connecting Peasedown St John to National Cycle Route 24 and Shoscombe. ▪ Junction Improvements ▫ Junction improvement at A367 / Bath Road – Peasedown St John (Speed reduction to allow buses to turn more easily).
Radstock	▪ Mobility hubs ▫ **Victoria Hall:** Junction treatment at A362/Church Street/Fortescue Road to encourage slow speeds and improved pedestrian facilities, widened footways, and cycle stands. ▪ Bus stop improvements ▫ **Smallcombe Road, Clandown:** widened footways, reduction in speed limit to 30mph, new signalised crossing point over A367 Bath Road, cycle stands and a speed limit reduction from 40mph to 30mph.
Paulton	▪ Walking, wheeling and cycling improvements ▫ **Old Mills Lane – connecting Paulton to Midsomer Norton**: a quiet route open to walking, wheeling, cycling and horse riding only which connects residents from Paulton to the shared use path proposed alongside the A362, providing a route to both Farrington Gurney and Midsomer Norton.
Farrington Gurney	▪ Mobility hubs ▫ **Ham Lane, Farrington Gurney:** Two upgraded bus shelters (including real time information and seating), a shared mobility option (car club or bike hire, for example), widened and improved footways, a signalised crossing over the A37, designated parking bays, improved pedestrian crossing point over Pitway Lane, Main Street Ham Lane and Church Lane, cycle storage lockers and cycle stands. ▪ Walking, wheeling and cycling improvements ▫ **Ham Lane, Farrington Gurney:** Two upgraded bus shelters (including real time information and seating), a shared mobility option (car club or bike hire, for example), widened and improved footways, a signalised crossing over the A37, designated parking bays, improved pedestrian crossing point over Pitway Lane, Main Street Ham Lane and Church Lane, cycle storage lockers and cycle stands.
Clutton	▪ Bus stop improvements ▫ **Rogers Close, Clutton:** widened footways, a new signalised crossing over A37 and improvements to the pedestrian crossing at Rogers Close.
Temple Cloud and Hallatrow	▪ Mobility hubs

	▫ **Paulwood Road, Temple Cloud:** Two upgraded bus shelters (including real time information and seating), a shared mobility option (car club or bike hire, for example), widened and improved footways, a signalised crossing over the A37, designated parking bays, improved pedestrian crossing point over Paulmont Rise, cycle stands and a speed limit reduction from 30 to 20mph. ▪ Bus stop & junction improvements ▫ **A39 White Cross, Hallatrow:** widened footways and signalised crossings over A37 and A362 and bus stop improvements. ▪ Walking, wheeling and cycling improvements ▫ **A37 connecting Whitchurch to Hallatrow**: a mixture of quiet lanes where cyclists are mixed with traffic, and shared use paths adjacent to the carriageway. A removal of four parking space will be necessary on the approach to Whitchurch.
Pensford and Whitchurch	▪ Mobility hubs ▫ **Pensford Bridge, Pensford:** Two upgraded bus shelters (including real time information and seating), a shared mobility option (car club or bike hire, for example), widened and improved footways, improved pedestrian crossing points over Church Street and Publow Lane and cycle stands. ▪ Bus priority ▫ Bus priority through the traffic signals at Staunton Lane junction. ▪ Walking, wheeling and cycling improvements ▫ **A37 connecting Whitchurch to Hallatrow:** a mixture of quiet lanes where cyclists are mixed with traffic, and shared use paths adjacent to the carriageway. A removal of four parking space will be necessary on the approach to Whitchurch. ▫ **A37 Staunton Lane – Whitchurch:** Signalised pedestrian crossings & bus priority through the traffic signals. ▫ **Signalised pedestrian crossings.**

The scheme improvements are also shown geographically on Figure 2-1.

Figure 2-1 - Somer Valley links improvements

3. Engagement

The public engagement was carried out between 3rd February 2025 and 16th March 2025. There were several aspects to the public engagement including an online questionnaire and in-person engagement events.

3.1 Online engagement

As part of the engagement, two questionnaires went live:

A. Odd Down – Somer Valley – Whitchurch[1]

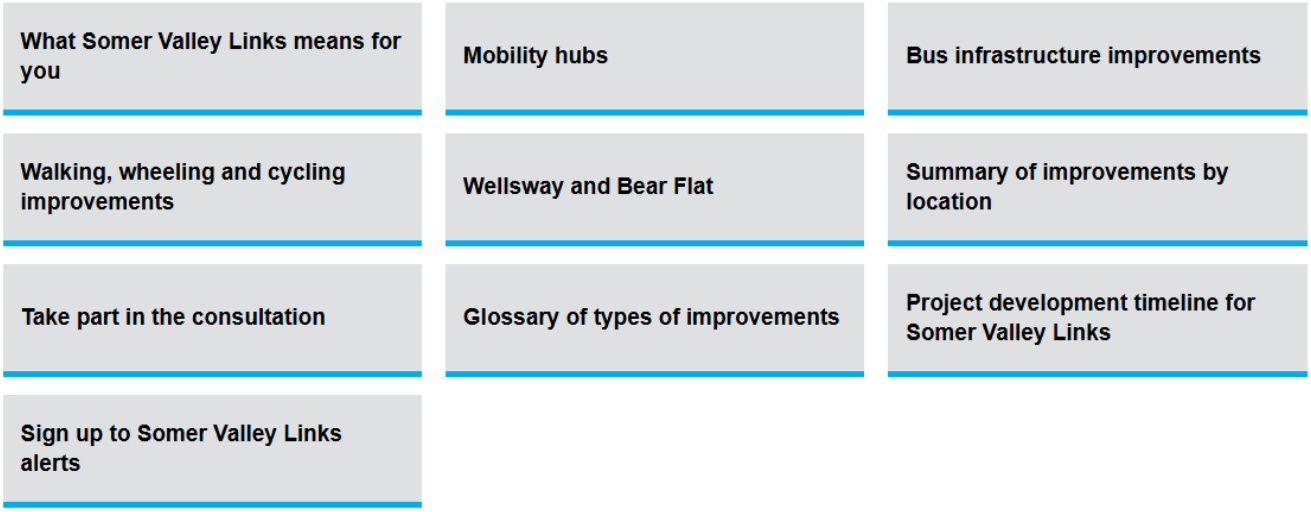
B. A367 Wellsway – Odd Down – Churchill Gyratory [2]

The questionnaires can be seen in Appendix A.

People wishing to take part could request a printed copy of the questionnaires. iPads were also available at the engagement events to complete them.

The questionnaires were supported by a webpage which provided details of the types and locations of each improvement (Somer Valley Links | Bath and North East Somerset Council). This webpage provided a range of information to help people understand the proposals. The information included details about the different types of proposals, each individual location, and the associated technical drawings. Figure 3-1 presents the different sections of the website, each of which could be used by the public to access more detailed information.

Figure 3-1 - Somer Valley Links webpage



Emails sent to somervalley_links@bathnes.gov.uk were also accepted as written responses to the consultation.

As well as the website, the engagement was promoted using:

[1] Somer Valley Links - Whitchurch - Somer Valley - Odd Down consultation | Bath and North East Somerset Council
[2] Somer Valley Links - A367 Wellsway – Odd Down roundabout to Churchill Gyratory | Bath and North East Somerset Council

- Posters displayed at bus stops and distributed to stakeholders.
- Cardboard bollards near bus stops.
- 55,000 leaflets dropped to a selection of postcodes across B&NES.
- Advertising in the Midsomer Norton, Radstock and District Journal.
- Paid-for and organic digital advertising on social media.
- Communications using the Bath and North East Somerset Council and MCA channels including websites and e-newsletters.
- Press releases.
- There was targeted outreach to stakeholders and community groups:
  - Presentation to Ward Councillors.
  - Presentations to B&NES area forums (Somer Valley, Bathavon, Chew Valley and Bath).
  - Emails to other stakeholders, community groups and resident associations.
- Information pack shared with partners and stakeholders to help promoting the engagement with their network.
- Parish and Town Councils

3.2 In-person engagement

Five public engagement events were held which allowed the public to drop in and meet the project team and ask questions about the proposals. Details about the engagement events and their approximate attendances are set out in Table 3-1.

Table 3-1 – Public engagement events

Date	Time	Locations	Approximate Attendance
Monday 24th February 2025	3pm to 7pm	Temple Cloud Village Hall, Temple Cloud, BS39 5BD	76
Wednesday 26th February 2025	3pm to 7pm	The Hive, Peasedown St John, BA2 8DH	16
Thursday 27th February 2025	2pm to 6pm	Pensford Memorial Hall, Pensford, BS39 4HW	75
Wednesday 5th March 2025	3pm to 7pm	St Luke's Church, Hatfield Road, Bath BA2 2BD	216
Thursday 6th March 2025	3pm to 7pm	Trinity Hub, Radstock, BA3 3PL	32

At the engagement events, the project team made notes of specific issues that would need further review and amendments in the technical design development process. Attendees were encouraged to complete the online questionnaire if they wanted their thoughts to be considered as part of the consultation.

Further details about key themes noted at the event can be found in section 8.

4. Methodology

This section sets out the methodology that was used to analyse the questionnaire responses.

Each questionnaire had a mixture of closed questions with set responses and open questions that allowed for free text responses.

The closed questions were analysed using pivot table in Microsoft Excel to understand the responses which were selected most frequently.

The open-ended questions were individually analysed as they were read and categorised. Each response was given a code which correlated to an overarching theme and a theme which correlated to specific detailed points that were raised. For example, the code would be ‘parking’ and the theme would be ‘access to property’. Where a response mentioned multiple codes and themes, the response was duplicated and tagged multiple times to ensure all aspects of each response was captured in the analysis.

An issue that was noted with the questionnaire format is that some respondents chose to write about all elements of the scheme in the first free-text box rather than answer several times about specific elements of the scheme. However, the duplication of the responses to capture all themes and codes ensured all comments were captured and can be considered in correlation with the correct elements of the scheme that is being discussed.

5. Respondent profile

This section set outs the number of responses to the engagement and analyses the profile of the respondents. The respondents' profile is presented for the consultation as a collective rather than by questionnaire.

5.1 How many people did we engage with?

Overall, there were 570 respondents to the consultation. This is made up of 64 emails, 261 responses to the A367 Wellsway to Odd Down questionnaire and 245 responses to the Odd Down to Whitchurch questionnaire. The respondent profile is made up of those who responded to the questionnaires.

5.2 How was equality monitored?

5.2.1 Equality monitoring

To understand who responded to the consultation, we have looked at the responses to the particular questions set out in the equality monitoring section of both questionnaires. These questions were optional however, approximately 46% of total respondents to the questionnaires chose to complete this section. The full results of the equality monitoring can be found in Appendix B.

Table 5-1 sets out all the questions asked in the equality monitoring section. Selected analysis of these questions are presented below for each questionnaire.

Table 5-1 - Questions asked to help us with equality monitoring

Question description
What is your date of birth?
Do you have any physical or mental health conditions or illness lasting, or expected to last, 12 months or more?
What is your ethnic group?
What is your legal marital or registered civil partnership status?
What is your religion?
What is your sex?
Is the gender you identify with the same as your sex registered at birth?
Which of the following best described your sexual orientation?
Are you care experienced?

5.2.1.1 What is your date of birth?

Table 5-2 summarises the distribution of survey responses across different age groups, showing that the majority of respondents are aged 65 and older (31%), followed by those aged 45-54 (23%) and 55-64 (22%), with smaller proportions in the younger age groups. The table also compares the age distribution of respondents to the overall

population in B&NES, highlighting a higher representation of individuals aged 35 and above, and an underrepresentation of those aged 34 or below.

Table 5-2 - What is your date of birth?

Responses (n=190)	Number of respondents	Total B&NES[3]
16-24	3 (2%)	16.2%
25-34	15 (8%)	12%
35-44	28 (15%)	11.1%
45-54	43 (23%)	12.7%
55-64	42 (22%)	12%
65+	59 (31%)	19.3%

5.2.1.2 What is your sex?

Table 5-3 shows the gender distribution of survey responses, with 51% identifying as male, 45% as female, and 4% preferring not to disclose their gender. The table also compares this to the 2021 Census data for B&NES, showing a slight overrepresentation of males and an underrepresentation of females in the survey. However, it should be noted that the 2021 Census did not include a 'prefer not to say' option, which may affect the comparability of the data.

Table 5-3 - What is your sex?

Responses (n=230)	Total	Total B&NES[4]
Male	118 (51%)	48.8%
Female	103 (45%)	51.2%
Prefer not to say	9 (4%)	N/A

[3] Nomis - Query Tool - TS007 - Age by single year (2021)
[4] Nomis - Query Tool - TS008 - Sex (2021)

5.3 How did people engage?

Specific questions were asked in both questionnaires to further understand who and how respondents were responding to the questionnaire. These questions were set out in the 'Tell us about yourself' section and are set out in Table 5-4. The full results can be seen in Appendix C.

Table 5-4 - Tell us about yourself questions

Question description
How are you responding to this consultation?
What is your full postcode?
How did you find out about this consultation?
Which of the following forms of transport do you use most often?

5.3.1 How are you responding to this questionnaire?

Table 5-5 indicates that the majority of survey respondents are residents (93%), with small percentages being representatives of local community groups or associations (4%), visitors (1%), employees or business owners (1%), and students (<1%).

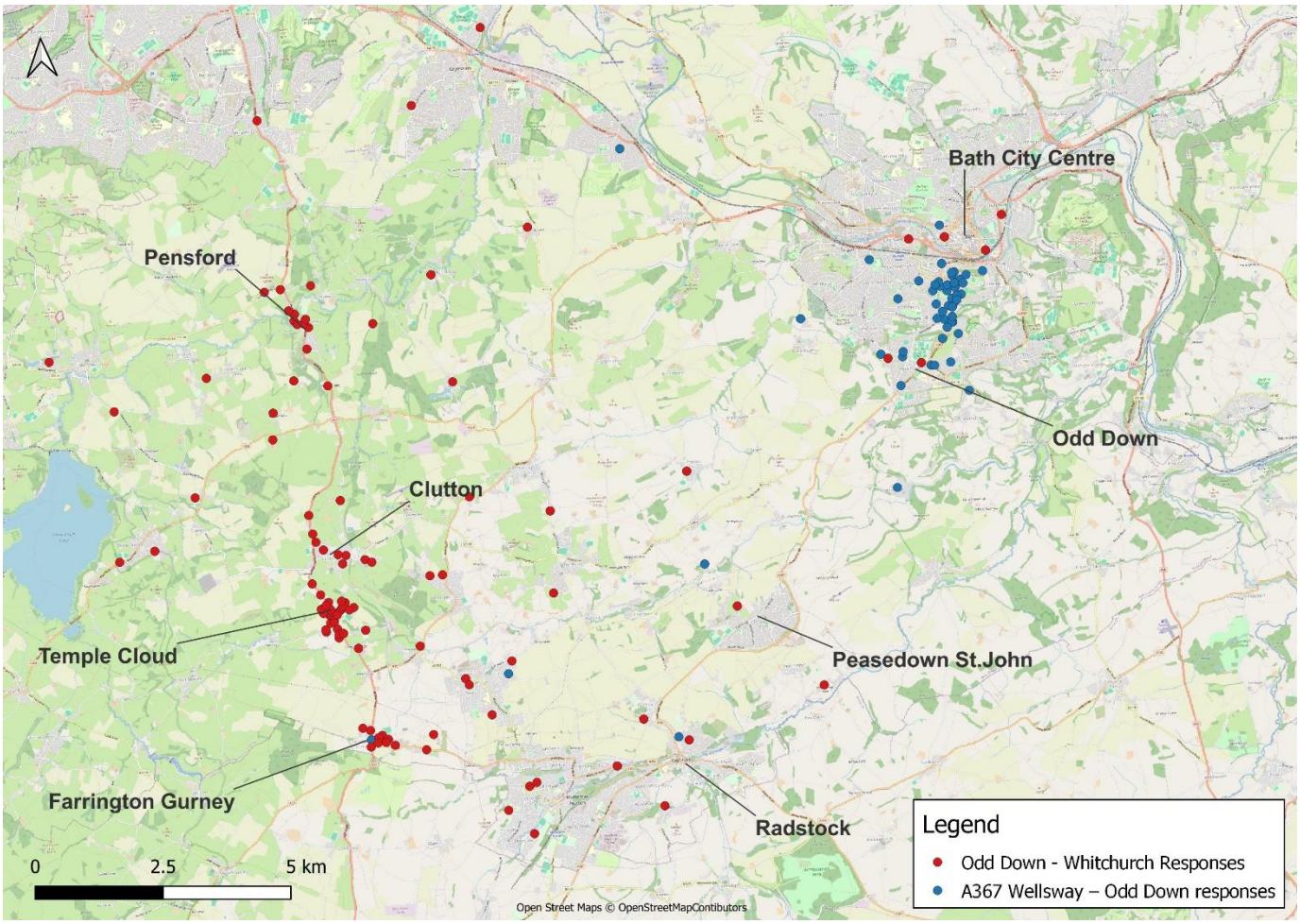
Table 5-5 - How are you responding to this questionnaire?

Responses (n=497)	Total
A resident	463 (93%)
A student	2 (<1%)
A visitor	7 (1%)
An employee/business owner	6 (1%)
A representative of a local community group, residents' association, business or anything else	19 (4%)

5.3.2 What is your full postcode?

Respondents were invited to provide their postcode to help us understand where feedback is coming from. 408 respondents provided part of or all of their postcode. The postcodes are presented in Figure 5-1. Responses were generally clustered around the areas where improvements are proposed.

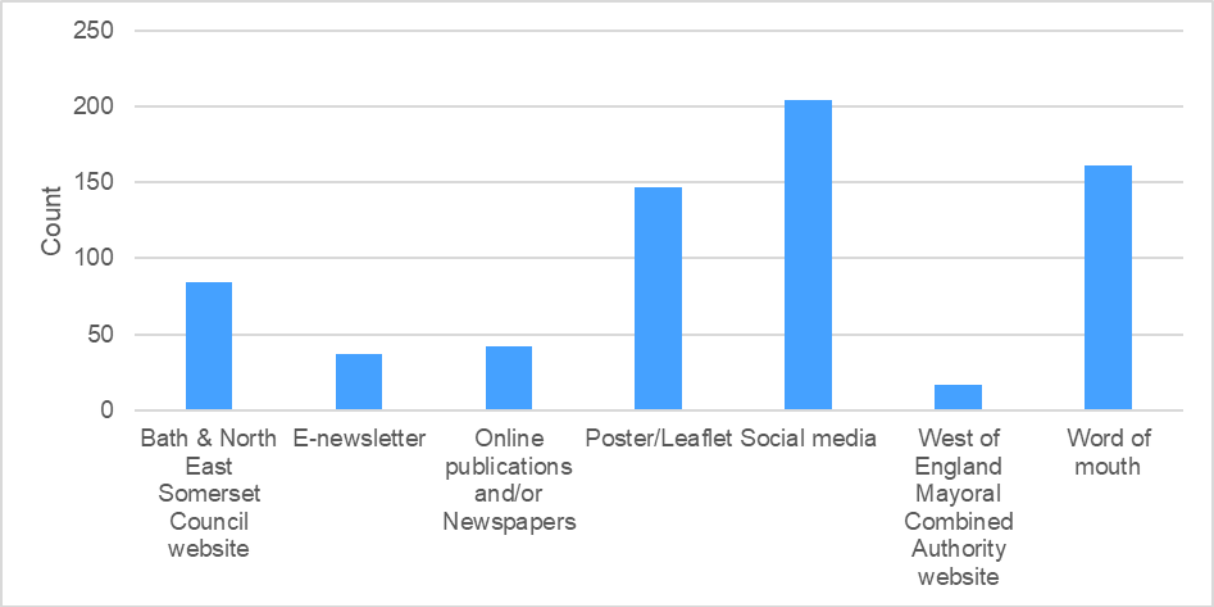
Figure 5-1 - Postcode analysis



5.3.3 How did you find out about this consultation?

The survey results show that 'Social media' was the most popular source of information with 204 respondents, followed by 'Word of mouth' with 161 respondents, and 'Poster/Leaflet' with 147 respondents. The results of all the options chosen are presented in Figure 5-2.

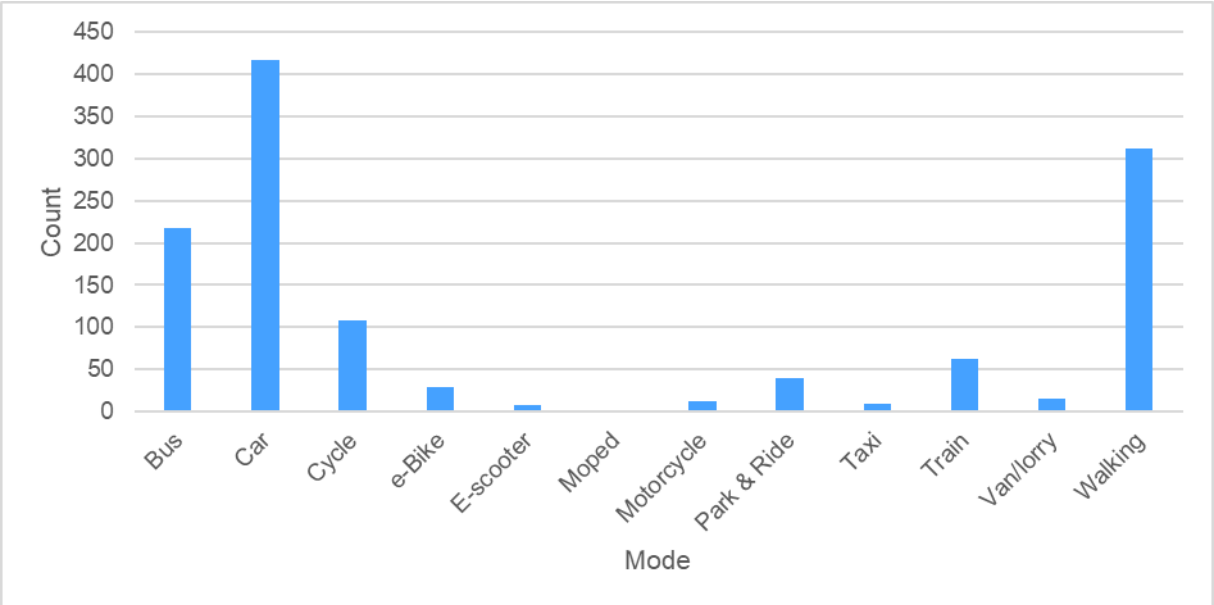
Figure 5-2 - How did you find out about this consultation?



5.3.4 Which of the following forms of transport do you use most often?

The survey results indicate that the most frequently chosen mode of transportation is 'Car' with 417 respondents, followed by 'Walking' with 311 respondents, and 'Bus' with 218 respondents. Respondents could choose more than one option to illustrate all the mode of transport they use frequently. This is shown in Figure 5-3.

Figure 5-3 - Which of the following forms of transport do you use most often?



5.4 Summary

In summary, the engagement benefited from good levels of interest with lots of feedback received. A significant amount of those responding to the engagement were residents who live within the vicinity of the proposals. A significant number of respondents were 45+ years old. Survey responses show that currently the car is the mode of transport most commonly used by respondents, followed by walking and bus travel. The consultation was advertised in several ways which appears to have been successful as word of mouth, social media and leaflets were the main forms of information noted by respondents.

6. A367 Wellsway to Odd Down

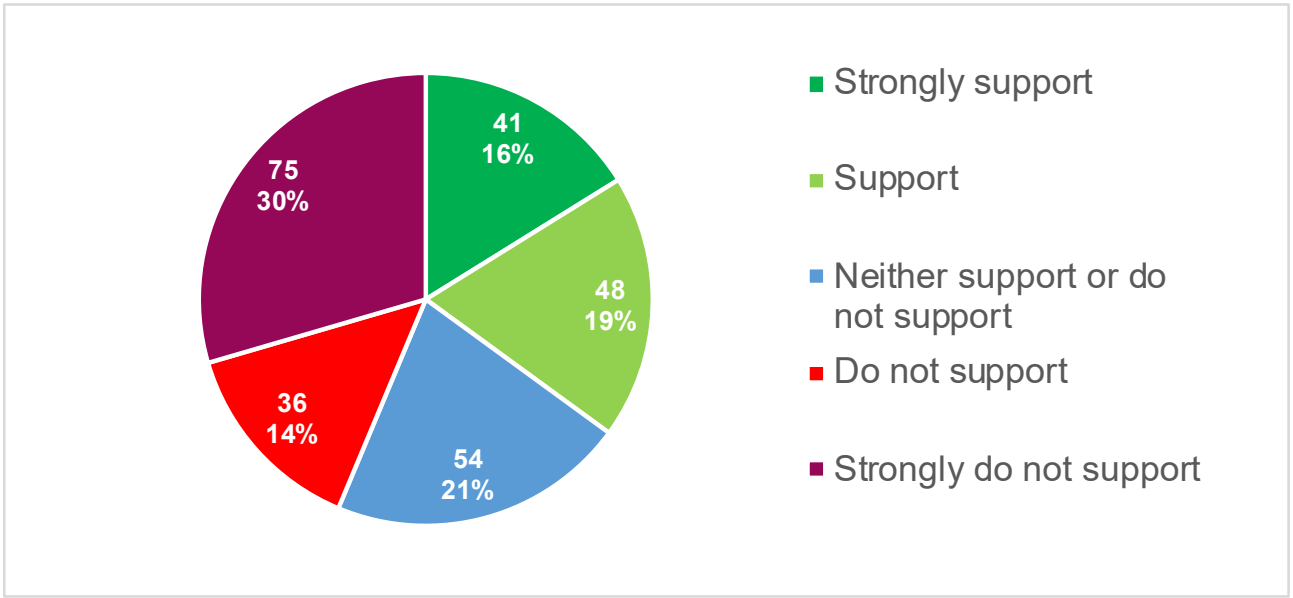
6.1 Introduction

This section presents the feedback received on the section of improvements proposed between A367 Wellsway to Odd Down. This questionnaire (shown in Appendix A) sought to understand respondents views on mobility hubs, bus stop improvements, new bus lanes and walking, wheeling and cycling improvements. This section presents the responses received in relation to each proposal.

6.2 Mobility hubs

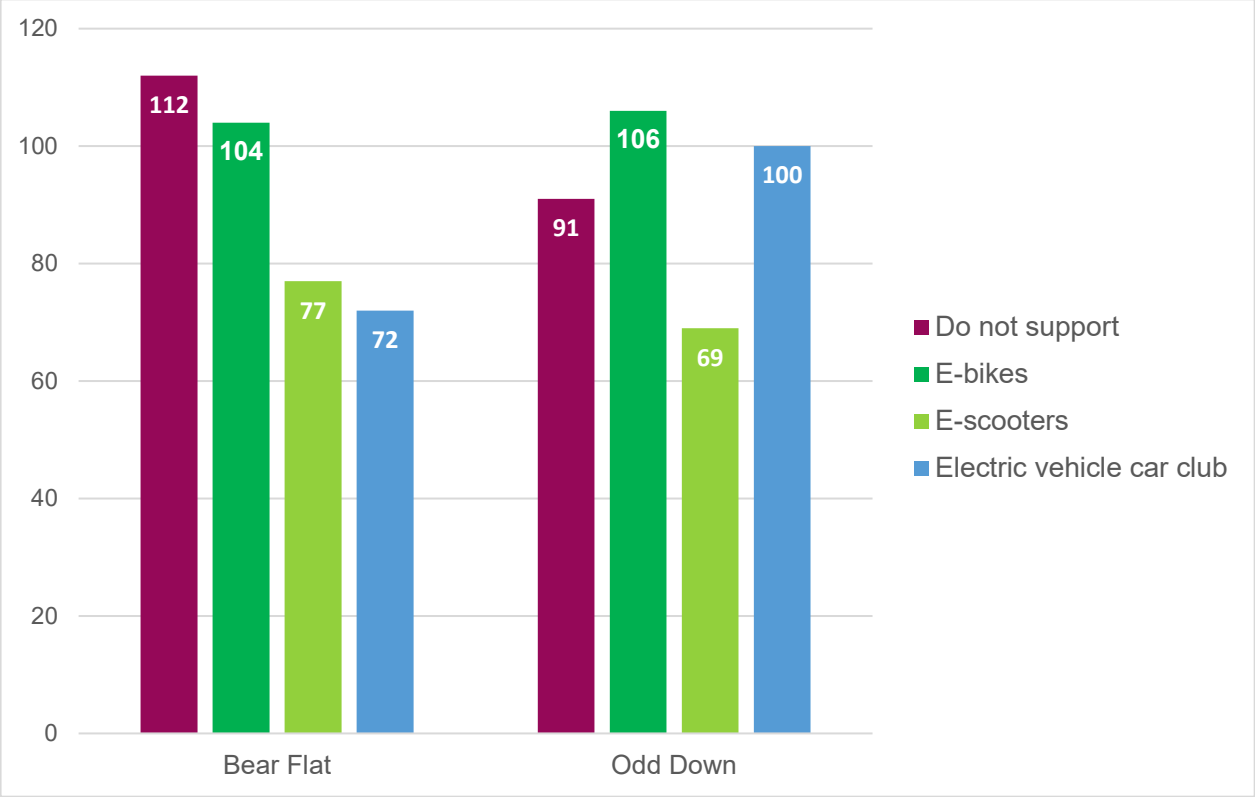
Respondents were asked 'Overall to what extent do you support or not support the proposals to create mobility hubs?'. The results are demonstrated in Figure 6-1. Overall, there were 254 responses in which 35% of respondents expressed support for mobility hubs and a further 21% stating that they neither support or do not support. This neutral group may represent an opportunity to build greater support through further engagement, by understanding specific issues respondents may have and taking these on board to investigate possible design changes.

Figure 6-1 - Overall, to what extent do you support or not support the proposals to create mobility hubs? (n=254)



Additionally, respondents were asked 'We are currently exploring different types of sustainable transport. What would you like us to explore providing at each of the hubs?'. Figure 6-2 shows a comparison of the results for the Odd Down Park and Ride and Bear Flat mobility hub proposals. The results show that E-bikes are the most popular mode to be explored in both locations. At Odd Down Park and Ride, electric vehicle car clubs are the second most popular option, whereas at Bear Flat, E-scooters are more popular than the electric vehicle car club.

Figure 6-2 - We are currently exploring different types of sustainable transport. What would you like us to explore providing at each of the hubs? – Odd Down Park and Ride and Bear Flat



Specific questions were asked about what respondents would like to see at the hubs as well as their opinions on general statements regarding the mobility hubs. The responses to these questions can be seen in Appendix D.

Respondents were provided with the opportunity to provide open text feedback on the proposals at Bear Flat, specifically through the question: “If you think these proposals could be improved, please tell us how”.

This question received 123 responses in total. From the responses received it was possible to identify a number of key themes which were commonly repeated throughout the responses. The most commonly mentioned themes, along with a summary of key issues raised throughout the responses is provided below:

Table 6-1 - Bear Flat proposals: Responses to the question, "If you think these proposals could be improved, please tell us how" (n=123)

Theme	No. of responses	Summary	Example Feedback
Traffic and Congestion	35	Proposals would worsen traffic and congestion in the local area. Specifically, the removal of right and left turns (such as Shakespeare Avenue / Kipling Avenue) was unpopular, with many suggesting this would cause backlog. Many comments also suggested this would clash with the Beechen Cliff school traffic/travel plan. Proposals would significantly worsen congestion during deliveries for Co-op and Tesco, as the narrowing will provide no space for passing parked lorries.	*"The traffic at Bear Flat is already queued back at peak times in both directions. Your plans will exacerbate this, which in turn leads to more emissions from traffic."*
Street Design	25	Improvements to local street design were generally well received, with responses showing support for the introduction of planters, trees etc. Improvements to local bus stops was frequently requested, with specific requests for better seating, reliable real time information and CCTV	*" Planting trees and reducing the dominance of the road around bear flat would be a great improvement. I like the idea of planters but there would need to be plans in place to keep them maintained"*
Safety	12	An additional frequently citied comment centred on the need to align the bus stops with pedestrian crossings. The safety of schoolchildren was mentioned several times in this case, as many suggested they would be tempted to cross the Wellsway in the wrong place as the walk to the pedestrian crossing is too far.	*"There is also Beechen Cliff school nearby with many students crossing. No-one will walk uphill to get to the next pedestrian crossing."* *"…I applaud these proposed improvements, but they need to be part of a wider safety strategy in order to make a real difference."*
Funding and Value for Money	11	Scheme offers poor value for money, with a general scepticism for the levels of demand for cycling in this area.	*"These proposals are a waste of money and should not be implemented. You should prioritise repairs to existing infrastructure."*
Parking	9	Removal of parking was seen as a negative, with many comments from directly affected local residents. A lack of accessibility to housing was frequently citied, especially for those who have reduced mobility.	*"home/parking access for residents ignored and certainly trade access will become impossible"*
Active Travel Improvements	8	The improvement of active travel routes was supported throughout the responses, with several referencing the need for physical separation	*"Must promote physical separation between cycles and motor vehicles."*

	between active travel routes and the main carriageway	*"Strong support for segregated cycle route , especially uphill which is the most vulnerable!"*

6.3 Bus stop improvements & bus lanes

The questionnaire asked several specific questions about support for the following in relation to bus stop improvements and bus lanes:

- Proposals to upgrade existing bus stops.
- Support the bus lane on A367 north leaving Odd Down roundabout.
- Support for the bus lane heading towards Bath between Wayside bus stops, northeast of Midford Road to Hatfield Road.
- Support for the bus lane extension on A367 on the approach to Churchill Gyratory.

These results of these questions are presented in Figure 6-3 to Figure 6-6 and summarised below.

- Figure 6-3 shows out of 251 responses, 45% of respondents support upgrading existing bus stops, with 24% strongly supporting and 21% supporting. In comparison, only 37% of respondents stated that they did not support upgrading the bus stops.

- Figure 6-4 shows that out of 252 responses, 31% of respondents support the bus lane on the A367 north leaving Odd Down roundabout, with 19% strongly supporting and 12% supporting it. Additionally, 19% of respondents stated neither support or do not support.

- Figure 6-5 reveals that 30% of respondents support the bus lane heading towards Bath between Wayside bus stops, with 20% supporting and 10% strongly supporting. A further 16% of respondents stated neither support or do not support, 45% stated they do not support and a further 9% stated they strongly do not support.

- Lastly, Figure 6-6 shows that 32% of respondents support the bus lane extension on A367 on the approach to Churchill Gyratory, with 21% strongly supporting and 11% supporting. Additionally, 21% of respondents stated neither support or do not support, 37% stated they do not support and a further 10% indicated they strongly do not support.

Overall, support was strongest for the proposed bus stop improvements. Notably, a significant number of respondents gave neutral responses across all questions, indicating an opportunity to build broader support through further engagement that clearly communicates the benefits of the proposed upgrades.

Figure 6-3 - To what extent do you support or not support the proposals to upgrade existing bus stops? (n=251)

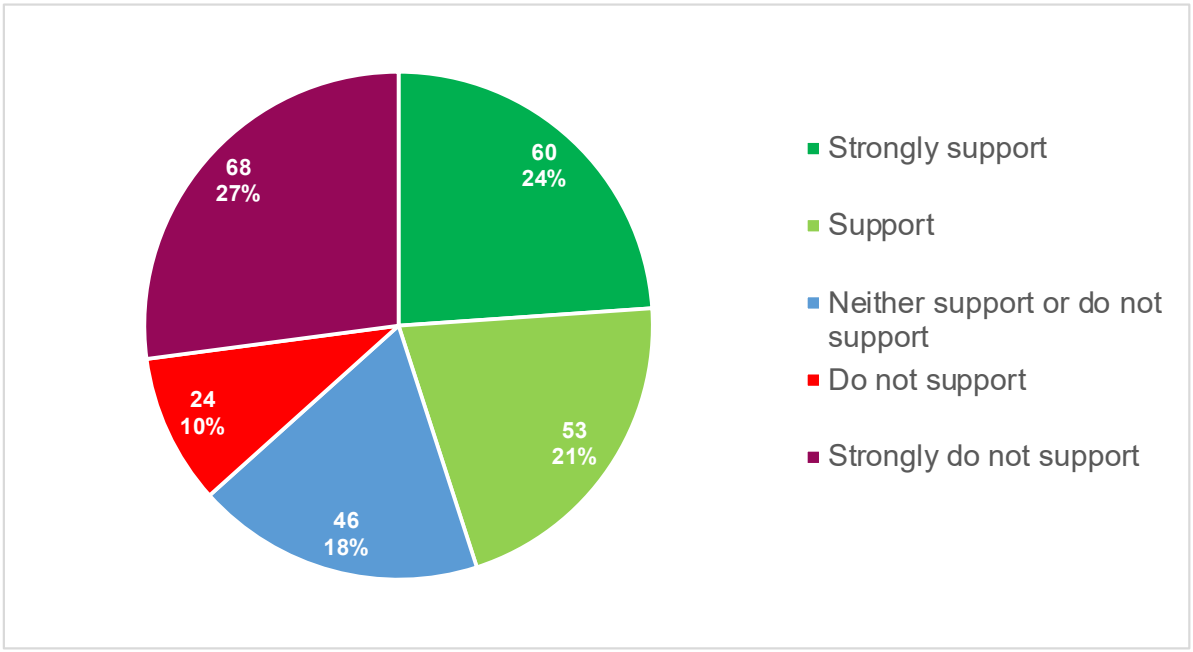


Figure 6-4 - To what extent do you support the bus lane on A367 north leaving Odd Down roundabout? (n=252)

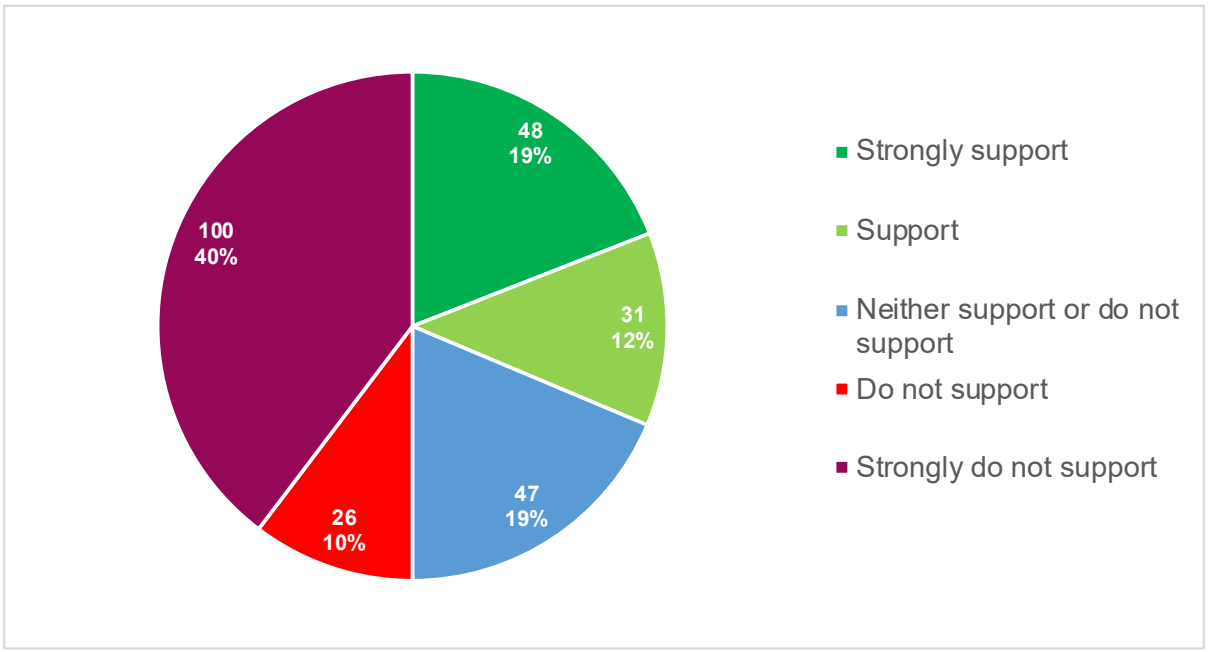


Figure 6-5 - To what extent do you support the bus lane heading towards Bath between Wayside bus stops, northeast of Midford Road to Hatfield Road? (n=251)

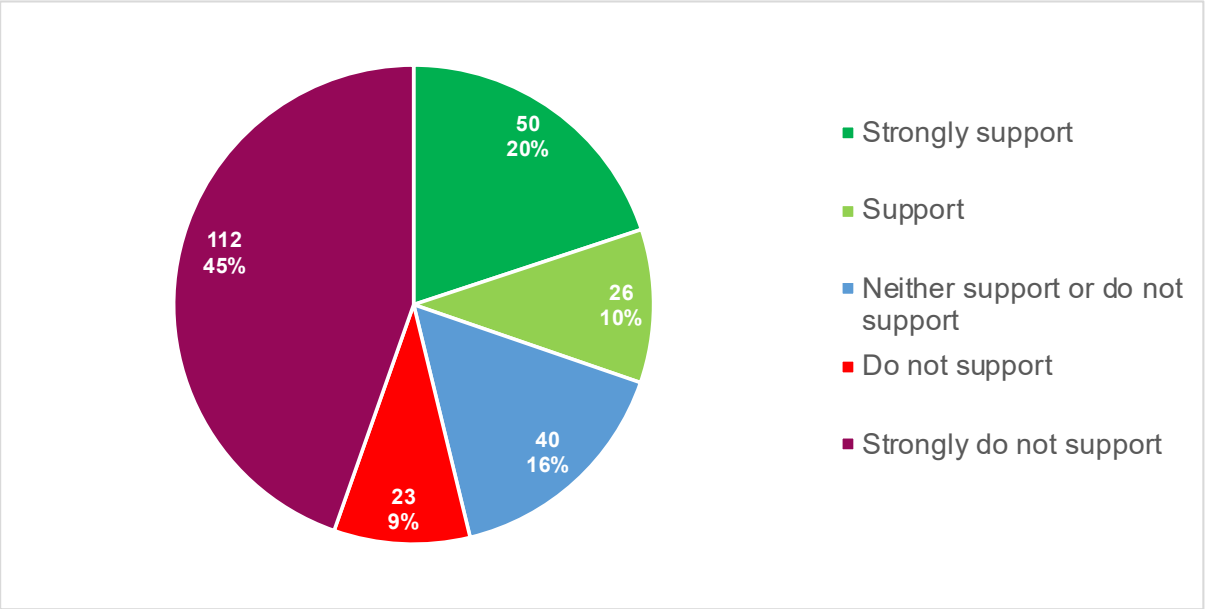
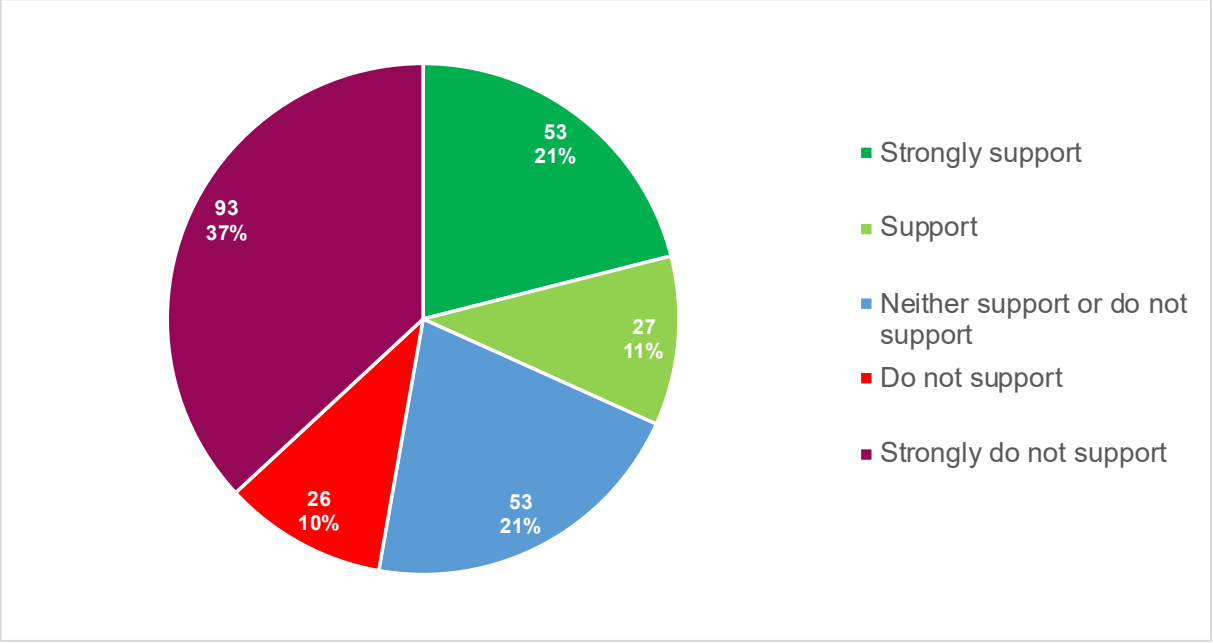


Figure 6-6 - To what extent do you support the bus lane extension on A367 on the approach to Churchill Gyratory? (n=252)



Respondents were provided with the opportunity to provide open text feedback on the proposals with regards to bus stops and bus lanes, specifically through the question: “If you think these proposals could be improved, please tell us how?”.

This question received 110 responses in total. From the responses received it was possible to identify a number of key themes which were commonly repeated throughout the responses. The most commonly mentioned themes, along with a summary of key issues raised throughout the responses is provided below:

Table 6-2 - Bus stop improvements and bus lanes: Responses to the question, "If you think these proposals could be improved, please tell us how" (n=110)

Theme	No. of responses	Summary	Example Feedback
Safety	22	• The presence of a bus lane outside of the Hopscotch Nursery is dangerous and should be removed from the proposals. • The presence of a bus lane outside of garages on Wellsway will be dangerous for residents trying drive into or leave the garage. • Crossing the Wellsway will be unsafe, many people use the central reservation as safe way of crossing the road. This was specifically mentioned with regards to schoolchildren, with several comments suggesting children would risk crossing at the wrong place. This links with other comments suggesting that bus stops should be aligned with pedestrian crossings to remove the temptation to cross incorrectly.	*"These proposals will make it very difficult to access Hopscotch Nursery on the Wellsway, putting the lives and safety of small children at significant risk."*
Existing Bus operations (current services)	15	• Comments stated that improving bus infrastructure should be secondary to improving the existing bus service, with comments stating that improvements to reliability, frequency and area coverage will be more important to encouraging greater public transport usage. • Additional feedback suggested that bus stops already feel safe, and further infrastructure upgrades are unlikely to increase usage — improvements to the service itself would be more effective.	*"Bus services need to be supported to allow greater frequency and fewer cancellation."* *"A dedicated Bus Lane is good for making bus-travel from Odd Down more attractive."*
Traffic and Congestion	13	• Comments stated that the proposals (specifically road narrowing) would significantly worsen traffic in the local area, with specific reference to increased journey times and increased pollution. • A lack of designated space for deliveries will cause further congestion, specifically with reference to Co-op and Tesco. • The roundabout at the Odd Down Park and Ride needs a traffic light giving priority for the bus leaving the Park and Ride site.	*"I would be very concerned about increased traffic at rush hour due to loss of provision for vehicles."* *"I think more bus lanes going up the hill are needed, as from my experience, there is more traffic and longer queues in the evening on the return journey."*
Parking	13	• The removal of parking would be a major negative for local residents who are directly affected.	*"The proposals put bus lanes across residents' driveways and between the road and pavement. It will be extremely dangerous for people getting in and out of their cars. And the loss of parking will make our*

lives utterly miserable - it actively discriminates against the majority of residents whose age, health, disability, means that buses and cycling are not an option."

6.4 Walking, wheeling and cycle route improvements

The questionnaire asked respondents opinions on specific elements of the scheme, this included:

- Support for the two-way cycle facility between Midford Road and Greenway Lane.
- Support for the new signalised crossing points.

The responses to these proposals are shown in Figure 6-7 and Figure 6-8 and the key results are summarised below:

- Figure 6-7 reveals that 31% of respondents support the two-way cycle facility between Midford Road and Greenway Lane compared with 56% stating they do not support. A further 13% stated that they neither support or do not support.
- In contrast, Figure 6-8 shows that 40% support the new signalised crossing point compared to 36% stating they do not support it. A further 24% stated that they neither support or do not support.

Figure 6-7 - Two-way cycle facility between Midford Road and Greenway Lane (n=253)

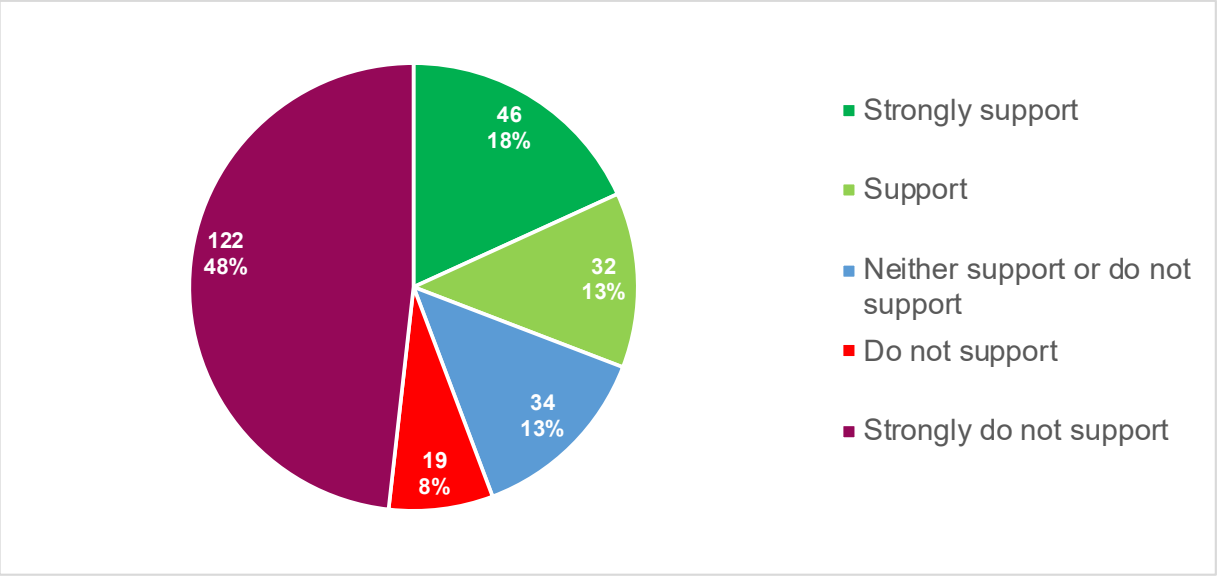
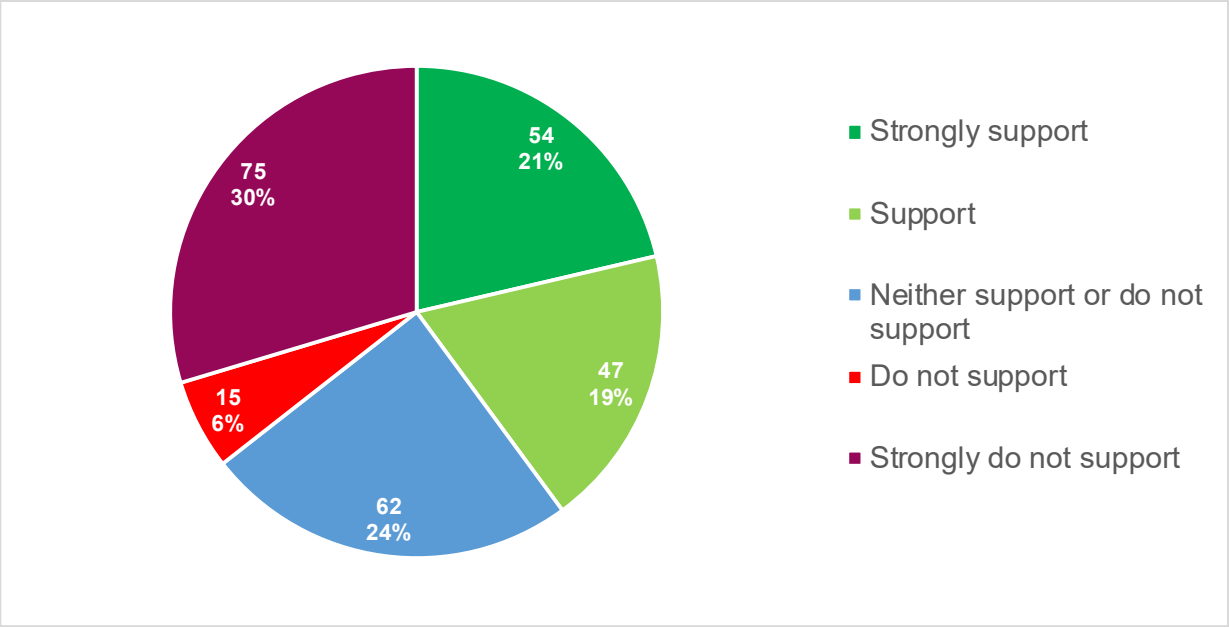


Figure 6-8 - Support for new signalised crossing point (n=253)



Respondents were provided with the opportunity to provide open text feedback on the proposals with regards to walking, wheeling and cycling improvements, specifically through the question: “If you think these proposals could be improved, please tell us how?”.

This question received 108 responses in total. From the responses received it was possible to identify a number of key themes which were commonly repeated throughout the responses. The most commonly mentioned themes, along with a summary of key issues raised throughout the responses is provided below:

Table 6-3 - Walking, wheeling and cycle route improvements: Responses to the question, "If you think these proposals could be improved, please tell us how" (n= 108)

Theme	No. of responses	Summary	Example Feedback
Active Travel Improvements	45	• It was often suggested that proposals would have limited impact, as the steep hills in the area are the biggest barrier to cycling uptake. • Suggestions that the route should use Entry Hill or Bloomfield Road as alternatives. • The cycle route going downhill was largely seen as unnecessary, however there was some support for a separated uphill route. • Many comments were keen to ensure that any new routes are well connected with the rest of the city. • The addition of cycle infrastructure is viewed by some respondents as benefitting a small group while causing disruption for others.	*"I strongly support a southbound cycle lane, going uphill from Greenway Lane to Midford Road. I cycle this route on a regular basis, and I am often a victim of verbal abuse from car users as I cycle uphill, even when I have my young children on the back of the bike. I do not think that a two-way cycle facility is necessary though. I don't understand how cyclists travelling northbound would rejoin the main carriageway in the proposals and think the majority of cyclists would still cycle on the road, given it's downhill and eliminates the need to cross over at Greenway Lane. This would particularly be the case if there were a bus lane."* *"Need cycle lanes all over odd down. Should be able to cycle to the university with my family but can't as no cycle lanes."*
Pedestrian / Road Crossing	18	• There was a mixed response in relation to pedestrian crossings. Many respondents supported the proposals, highlighting improved safety for pedestrians as a key factor. Several comments also offered additional locations where crossing would be beneficial (Churchill Gyratory, near the Vets etc). • Many comments also had concerns about the impact of crossings on traffic flow, suggesting the proposal had too many crossing points. The use of zebra crossings instead of signalised crossings was also raised.	*"Four signalised crossing points will slow everything down! Improving the flow at Bear Flat will be more than countered by slowing it at four new points."* *"Access from Wellsway for walking locals is vital. The retained bus stops will help those who can't make the hill. Better crossing points will be vital - one controlled by traffic lights would really help along with better gates to get off the footway and into the safe park."*
Safety	18	• Comments citied the two-way cycle lane travelling north, stating both that it was unnecessary and dangerous. This is due to the high speeds cyclists can achieve in this area, and the conflict with	*"This is extremely dangerous; the dual cycle path is less than 2m from some front doors. It is below the recommended width for safety. It is on a steep hill, and therefore not attractive to use, but also cyclist often travel at 30mph coming downhill. This makes it hard to stop, and you*

		nearby houses and proposed bus stops.	*have planned parking spaces that means car users will be opening their doors directly on to the downhill cycle path."*
Traffic & Congestion	16	• There was considerable concern that the proposals would disrupt traffic flow and worsen congestion in the area. • The removal of Midford Road filter lane was specifically mentioned several times, with the impacts expected to worsen congestion. • Existing traffic problems are seen as localised to the Bear Flat area, with many suggesting that proposals are not needed further up the Wellsway route.	*"Very few people cycle on Wellsway and many who do cycle on the road rather than the allotted shared pathway. I do not think it will be well used and losing a car lane will lead to increased congestion and delays. A better place for a cycle lane would be Entry Hill or Bloomfield Road"*

7. Odd Down to Whitchurch

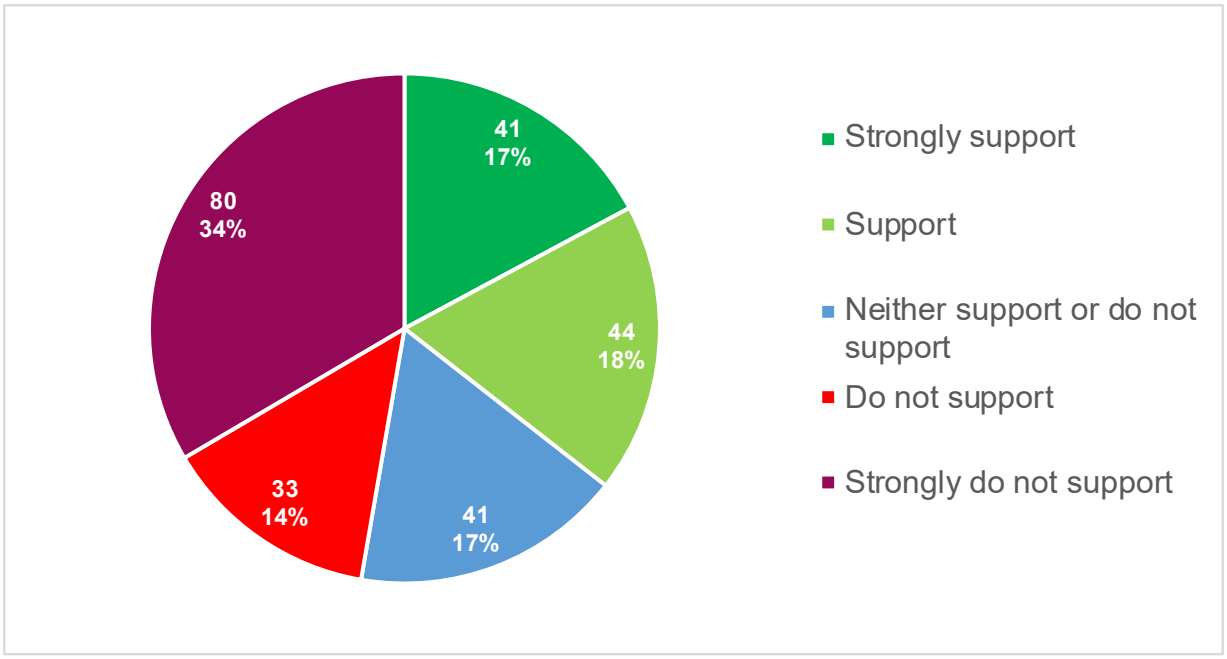
7.1 Introduction

This section presents the feedback received on the section of improvements proposed between Odd Down and Whitchurch. This questionnaire (shown in Appendix A) sought to understand respondents views on mobility hubs, bus stop improvements, new bus lanes and walking, wheeling and cycling improvements at different locations within the scheme.

7.2 Mobility hub

Respondents were asked 'Overall to what extent do you support or not support the proposals to create mobility hubs?'. The results presented in Figure 7-1 indicate that 35% of the 239 respondents expressed support for the proposals, while 17% neither supported nor opposed them. Meanwhile, 48% indicated they did not support the proposals. These results suggest a mixed sentiment towards the creation of mobility hubs.

Figure 7-1 - Overall to what extent do you support or not support the proposals to create Mobility hubs? (n=239)

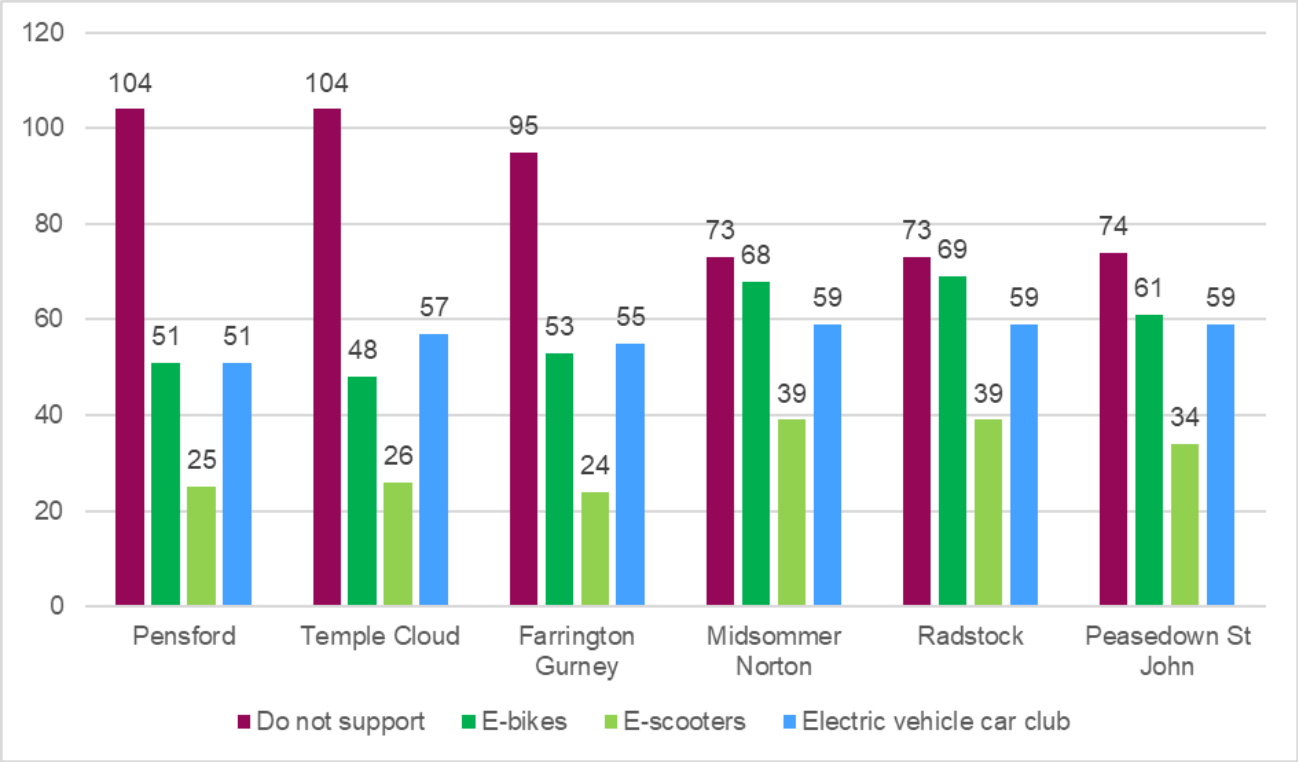


Additionally, respondents were asked 'We are currently exploring different types of sustainable transport. What would you like us to explore providing at each of the hubs?'. Figure 7-2 shows a comparison of the results for the mobility hubs located between Odd Down and Whitchurch. Key results include:

- For all locations 'do not support' is the top response.
- E-bikes are the second most popular option for Midsommer Norton, Radstock, Peasedown St John and Pensford (joint second).
- E-scooters are the least popular option to explore at all mobility hub locations.

- Electric vehicle car clubs are the second most popular option to explore at Temple Cloud, Farrington Gurney and Pensford (joint second).

Figure 7-2 - We are currently exploring different types of sustainable transport. What would you like us to explore providing at each of the hubs?



7.2.1 Scheme-wide feedback

Respondents were provided with the opportunity to provide open text feedback on the mobility hubs, specifically for the question: “If you think these proposals could be improved, please tell us how?”.

During the thematic analysis many responses contained detail about the scheme, which was not specific to a mobility hub location, Table 7-1 below breaks down the common themes from these comments.

Table 7-1 - Mobility Hubs: Responses to the question, "If you think these proposals could be improved, please tell us how" (n=180)

Theme	No. of responses	Summary	Example Feedback
Removal of bus lay-bys has negative impact	20	• Concern that removing bus lay-bys will be detrimental to road safety, congestion and air quality.	*"Why remove bus stop lay-bys when this will inevitably slow traffic bringing it to a halt until the bus moves on"*
Comments about active travel improvements	18	• Comments included detail about the walking, wheeling and cycling improvements. • The response to the dedicated question regarding these improvements is analysed separately in the walking, wheeling and cycling improvements section.	N/A
Scheme is bad value for money	14	• Scheme represents bad value for money	*"Abandon them and spend the money on something the people actually want."*
Existing bus services / operations require improvement	12	• Comments include concerns about the current sub-par conditions of buses. • Suggested improvements include cheaper fares, faster journey times, additional bus services and bus services having more staff.	*"A lot of people do not use the bus currently as they are unreliable"*
Additional areas requiring improvements highlighted	9	• Alternative locations also requiring improvements highlighted, locations mentioned include Dunkerton, Paulton, Timsbury and Hallatrow.	*"There is nothing to help the 10,000 people who live in the villages in between, such as where we live in Timsbury"*

The following sections set out the location specific responses to mobility hubs.

7.2.2 Midsomer Norton

The open text responses which detailed the Midsomer Norton mobility hub were low, with only 3 responses detailing the mobility hub specifically. The three responses focused on the following:

- Support for proposals.
- The proposed crossing is located in the wrong place, should be located where the existing low kerb crossing is.
- Cycle storage should be located where there is sufficient space for pedestrians to walk past while bikes are being moved into the storage.
- The mobility hub requires improved lighting, and a help point at the shelter.

7.2.3 Peasedown St. John

In total, 5 responses to the open text question included details about the mobility hub proposals in Peasedown St John. The five responses highlighted the following:

- Pedestrian link should be improved from the mobility hub to Braysdown Lane.
- Cycle improvements required to provide a link from the mobility hub to Bath.
- Designs need to be clearer to ensure that bus shelters, crossings and footways will be inclusive for wheelchair users.
- Location should have a large parking hub, with frequent buses into Bath.

7.2.4 Radstock

In total 5 responses to the open text question included details about the mobility hub proposals in Radstock. The responses highlighted the following:

- Support for the proposals.
- Raised table should be extended.
- Cycle storage requires improvement and should be located away from Victoria Hall.
- Concerned about impact on environment and heritage, including ensuring the funding secured street trees can still be placed, and that signage is located away from Victoria Hall.
- Bus gate should be proposed, and zebra crossing should be relocated to outside the library.
- Designs need to be clearer to ensure that bus shelters, crossings and footways will be inclusive for wheelchair users.

7.2.5 Farrington Gurney

In total, 24 responses to the open text question included details about the proposals in Farrington Gurney. The most common theme identified was concerns about the removal of bus lay-bys, which was expected to negatively impact road safety, increase congestion, and worsen air quality. Additionally, other common themes included concerns about the proposals' impact on existing junctions and further worries about the proposals not addressing or potentially creating road safety issues.

Table 7-2 presents the common themes identified in response to the mobility hub proposals in Farrington Gurney.

Table 7-2 - Mobility Hubs – Farrington Gurney: Responses to the question, "If you think these proposals could be improved, please tell us how" (n=24)

Theme	No. of responses	Summary	Example Feedback
Removal of bus lay-bys has negative impact	16	• Concern that removing bus lay-bys will be detrimental to road safety, congestion and air quality. • HGVs use the southbound bus stop layby when turning to access Pitway Lane. Removing it could create safety issues.	*"The bus pull-in at Farrington Gurney must be kept. Buses stopping in the road will cause traffic to queue, leading to increased air pollution."* *"At present, the heavy lorries visiting and leaving the scrapyard in Pitway Lane have to utilise part of the lay by to complete a turn into the tight junction."*

Concerned about impact on road junctions	6	• Concerned that the proposals create access issues for larger vehicles frequently using side roads in Farrington Gurney. • Particular concern about Pitway Lane junction, which is frequently used by large vehicles. Narrowing this junction could create access issues.	*"Remodelling of junctions will make turning in & out of side roads (particularly for HGVs) difficult"*
Proposals do not address / create additional road safety issues	3	• Concerned that scheme does not address existing safety issue due to signal timings for vehicles from Rush Hill intending to turn right onto the A362 / A37 junction.	*"If that filter arrow isn't on, but the round lights are green for northbound traffic, many people assume it is safe to turn right especially when the oncoming traffic appears stationary"*

7.2.6 Temple Cloud

In total, 39 responses to the open text question included details about the proposals in Temple Cloud. The most common theme identified was concerns about the removal of bus lay-bys, which was expected to negatively impact road safety, increase congestion, and worsen air quality. Other common themes include concerns about the removal of parking and support for a 20mph speed limit.

Table 7-3 presents the common themes identified in response to the mobility hub proposals in Temple Cloud.

Table 7-3 - Mobility Hubs – Temple Cloud: Responses to the question, "If you think these proposals could be improved, please tell us how" (n=39)

Theme	No. of responses	Summary	Example Feedback
Removal of bus lay-bys has negative impact	28	• Concern that removing bus lay-bys will be detrimental to road safety, congestion and air quality.	*"I do not think that the bus pull-ins in Temple cloud should be disused, this would cause so many more traffic and pollution problems"*
Removal of parking concerns	7	• Concerned that the proposals will result in loss of parking for residents.	*"Changing the bus stop by Paulwood Road will mean nearby residents will no longer be able to park cars outside their homes."*
Support 20mph speed limit	3	• Support for the speed limit being reduced to 20mph	*"I support the proposed change to the 30 mph speed limit to 20 mph in the area proposed."*

7.2.7 Pensford and Whitchurch

In total, 28 responses to the open text question included details about the proposals in Pensford. The most common theme identified was concerns about the removal of parking and its impact on the local school, residents and local businesses. Other common themes included that the removal of bus lay-bys would have a negative impact, and an alternative location was proposed for the mobility hub.

Table 7-4 presents the common themes identified in response to the mobility hub proposals in Pensford.

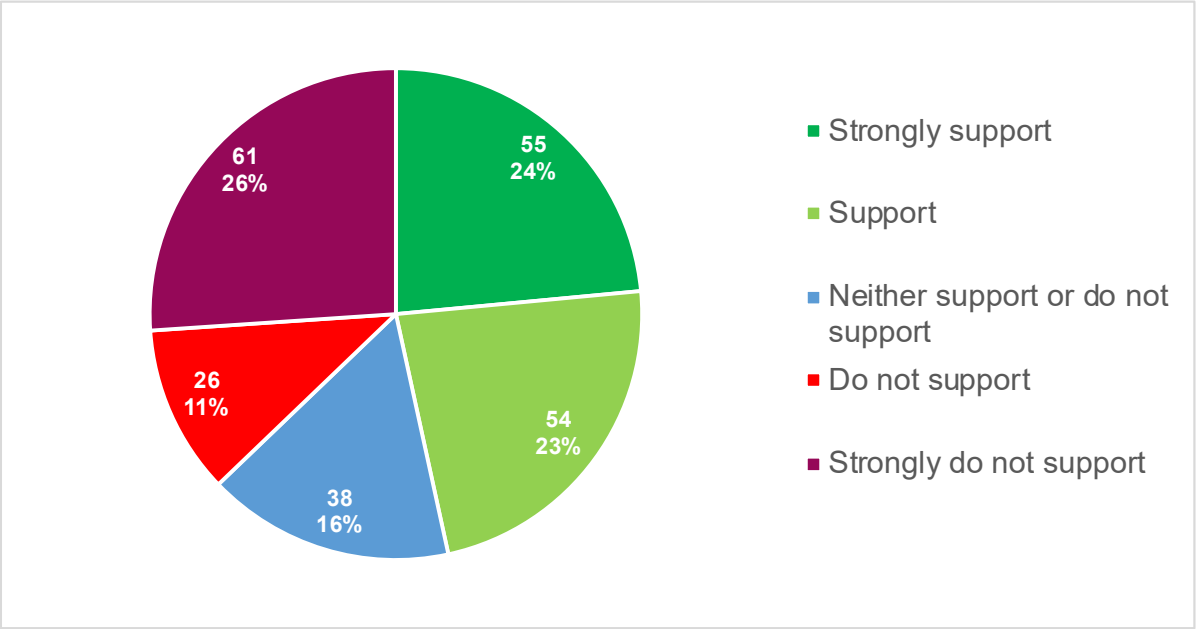
Table 7-4 - Mobility Hubs – Pensford and Whitchurch: Responses to the question, "If you think these proposals could be improved, please tell us how" (n=28)

Theme	No. of responses	Summary	Example Feedback
Removal of parking concerns	16	• Removal of parking spaces will be detrimental for the school, residents and local facilities businesses including the post office.	*"Local businesses are extremely concerned about any loss of parking spaces"*
Removal of bus lay-bys has negative impact	13	• Concern that removing bus lay-bys will be detrimental to road safety, congestion and air quality.	*"We already have traffic chaos in the village and removing the pull-in area for the buses will only increase the chaos."*
Alternative location proposed for mobility hub	5	• Mobility hub should be located near Belluton Lane.	*"I believe that the Belluton Lane area would also be a much better place for a mobility hub"*

7.3 Bus stop improvements

Respondents were asked 'Overall, to what extent do you support or not support the proposals to upgrade existing bus stops?'. The responses indicated a generally positive trend. Out of a total of 234 responses, 47% of respondents expressed support for the proposals, while 37% did not support them. These results are illustrated in Figure 7-3.

Figure 7-3 - Overall, to what extent do you support or not support the proposals to upgrade existing bus stops? (n=234)



7.3.1 Scheme-wide feedback

Respondents were provided with the opportunity to provide open text feedback on the bus stop improvements, specifically for the question: "If you think these proposals could be improved, please tell us how?".

During the thematic analysis many responses contained detail about the scheme, which was not specific to a bus stop improvement location. Table 7-5 below breaks down the common themes from these comments.

Table 7-5 – Bus Stops: Responses to the question, "If you think these proposals could be improved, please tell us how" (n=91)

Theme	No. of responses	Summary	Example Feedback
Comments received about Farrington Gurney, Pensford, Bear Flat and Temple Cloud mobility hub locations	22	• Comments included detail about the mobility hub improvements. The response to the dedicated question regarding these improvements is analysed separately in mobility hub sections.	*N/A*
Removal of bus lay-bys has negative impact	20	• Concern that removing bus lay-bys will be detrimental to road safety, congestion and air quality.	*"Removing bus pull ins will not make the bus stop safer, it will make it more dangerous."*
Existing bus services / operations require improvement	7	• Within these theme responses indicated that existing services are inadequate and that more direct services are needed.	*"You need to have a bus route firstly, then you would get more people to use the buses"*

The following sections set out the location specific responses to bus stop improvements.

7.3.2 Peasedown St John

Respondents were provided with the opportunity to provide open text feedback on the bus stop improvements, specifically for the question: “If you think these proposals could be improved, please tell us how?”.

The open text responses which detailed the Peasedown St John bus stop improvements were low, with only 2 responses detailing the improvements specifically. The responses highlighted the following:

- Unclear why investment is being targeted at Red post, when the centre of Peasedown is busier.
- Additional bus stop needed in Peasedown between Red post and Tesco’s.

7.3.3 Clandown

Respondents were provided with the opportunity to provide open text feedback on the bus stop improvements, specifically for the question: “If you think these proposals could be improved, please tell us how?”.

The open text responses which detailed the Clandown bus stop improvements were low, with only 5 responses detailing the improvements specifically. The responses highlighted the following:

- Support for lighting and seating improvements.
- Additional speed limit reductions should be introduced, including a 20mph speed limit.
- Parking restrictions should be introduced and dropped kerbs should be raised to dissuade on street parking.
- Concern the removal of bus lay-bys will have a negative impact.

7.3.4 Hallatrow

Respondents were provided with the opportunity to provide open text feedback on the bus stop improvements, specifically for the question: “If you think these proposals could be improved, please tell us how?”.

The open text responses which detailed the Hallatrow bus stop improvements were low, with only 4 responses detailing the improvements specifically. The responses highlighted the following:

- Mobility hub should be provided in Hallatrow.
- Bus stops need staggering to avoid blocking traffic.
- The difficulty of crossing the A39 highlighted.

7.3.5 Clutton

Respondents were provided with the opportunity to provide open text feedback on the bus stop improvements, specifically for the question: “If you think these proposals could be improved, please tell us how?”.

In total, 8 responses included details about the Clutton bus stop improvements. The most common themes were concerns about the negative impact of removing bus lay-bys, proposed additional speed limit reductions, and support for crossing improvements.

Table 7-6 breaks down the common themes from these comments.

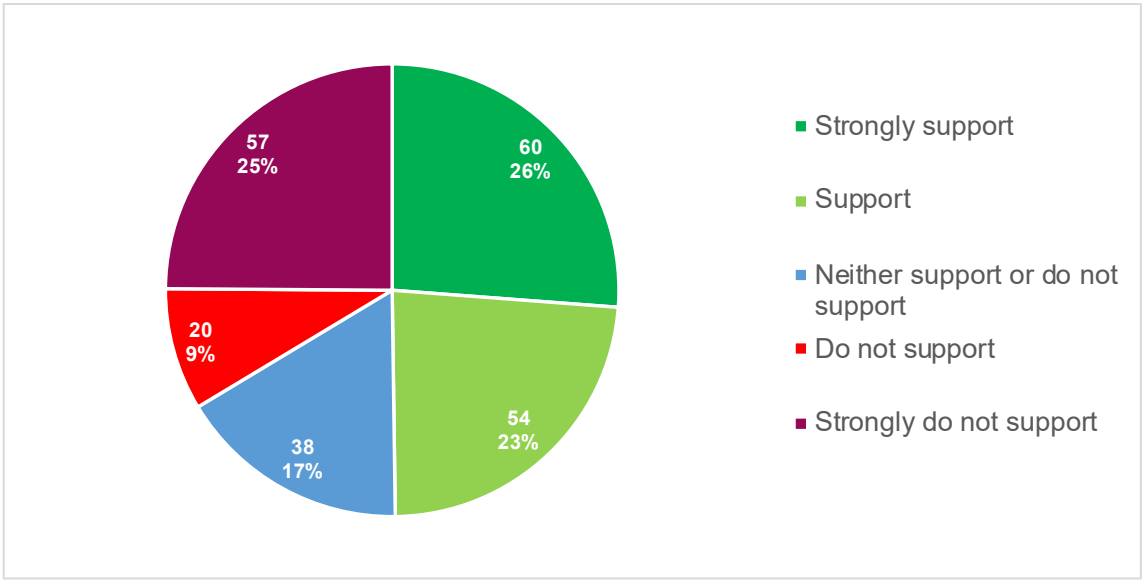
Table 7-6 - Bus Stops - Clutton: Responses to the question, "If you think these proposals could be improved, please tell us how" (n=8)

Theme	No. of responses	Summary	Example Feedback
Support for crossing improvements	3	• Support for the new A37 crossing and the improvements to pedestrian crossings.	*"The addition of a signalised crossing across the A37, as well as a level crossing point at the top of the Roger's Close are much needed improvements"*
Additional speed limit reductions proposed	3	• Speed limit reductions have been proposed for the village, including reductions to 20mph and 30mph.	*"It would be useful for the speed limit to be lowered to 20mph on A37 between Rogers Close and Station Road"*
Removal of bus lay-bys has negative impact	3	• Concerns removal of bus lay-bys would create road safety issues and worsen congestion.	*"Removing the pull ins also increases the risk and likelihood of drivers making unsafe manoeuvres to overtake the buses"*

7.4 Walking, wheeling and cycling improvements

Respondents were asked whether they thought the proposals will make walking, wheeling, and cycling more attractive. In total there were 229 responses to the question. As illustrated in Figure 7-4, the responses reflected a generally positive outlook: 49% of respondents either supported (23%) or strongly supported (26%) the proposals. Meanwhile, 17% were neutral, and a smaller proportion expressed opposition, with 9% not supporting and 25% strongly not supporting. These results suggest a promising level of support for the improvements.

Figure 7-4 - These proposals will make walking, wheeling and cycling more attractive? (n=229)



7.4.1 Scheme-wide feedback

Respondents were provided with the opportunity to provide open text feedback on the walking, wheeling and cycling improvements specifically for the question: “If you think these proposals could be improved, please tell us how?”.

During the thematic analysis many responses contained detail about the scheme, which was not specific to a walking, wheeling and cycling improvement. Table 7-7 below breaks down the common themes from these comments.

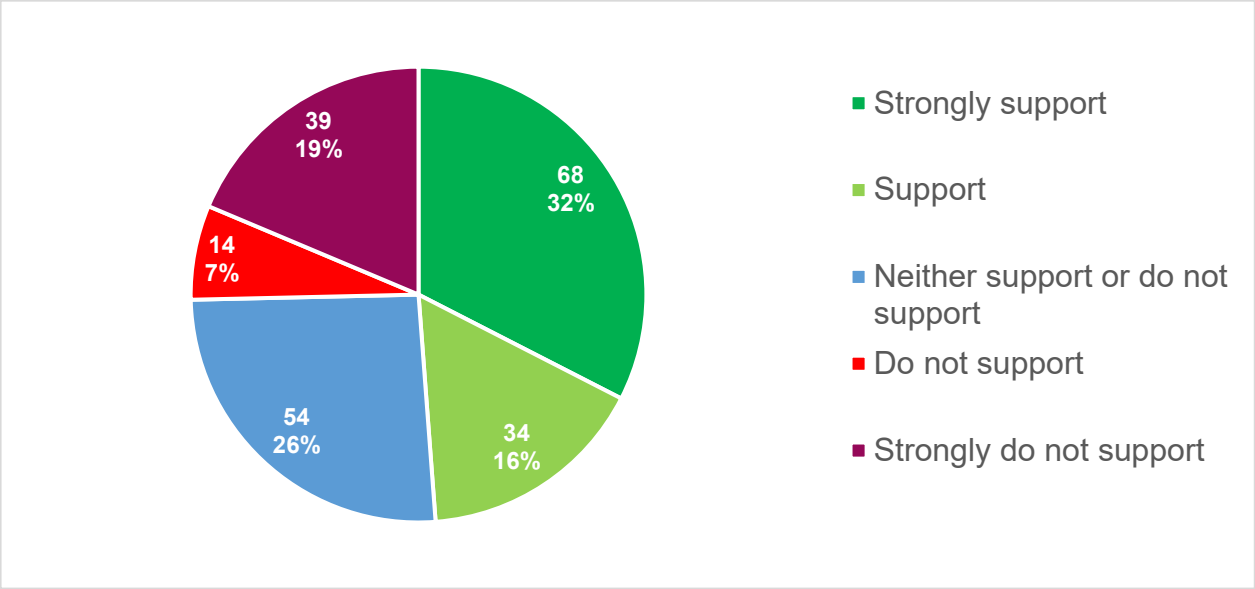
Table 7-7 – Walking, wheeling and cycling improvement: Responses to the question, “If you think these proposals could be improved, please tell us how” (n=106)

Theme	No. of responses	Summary	Example Feedback
Responses highlighting additional areas which should have active travel improvements	25	• Additional areas requiring active travel improvements highlighted, the most common of these was utilising and repurposing the old railway line.	*“Repurpose old railway line and keep cyclists safe.”*
Responses indicating concerns about road and path safety	14	• Multiple themes highlighted safety concerns related to the improvements. The most common of these included cyclists posing risks to pedestrians on shared paths and the need for enhancements on quiet lanes to reduce conflicts with motor vehicles.	*“The dual use for pedestrians and cyclists I find worrying. Unfortunately, I feel there will be accidents caused by cyclists powering along.”*
Improvements needed on the clarity and accessibility of the consultation materials	5	• Respondents suggested improvements to the consultation materials, including adding place and road labels to drawings, correcting spelling errors, and addressing bias in the survey questions.	*“The consultation technical drawings need to be labelled with place and even street name”*

7.4.2 Midsomer Norton

In this location, the walking, wheeling, and cycling improvements focused on A362 from Farrington Gurney towards Midsomer Norton. The results were positive, with 48% of respondents expressing support or strong support for the improvements. In contrast, 26% indicated either do not support or strongly do not support. In total there were 209 responses to the question. Full results can be found in Figure 7-5.

Figure 7-5 - A362 Farrington Gurney towards Midsommer Norton (n=209)



Additionally, respondents were provided with the opportunity to provide open text feedback on the walking, wheeling and cycling improvements, specifically for the question: "If you think these proposals could be improved, please tell us how?".

This section analyses the responses which detailed the A362 Farrington Gurney to Midsomer Norton improvements. Open text responses which detailed the improvements totalled 21. The most common theme identified was support for the scheme with 9 responses detailing this.

A breakdown of the common themes can be found below in Table 7-8.

Table 7-8 - Walking, wheeling and cycling improvement - A362 Farrington Gurney to Midsomer Norton: Responses to the question, "If you think these proposals could be improved, please tell us how" (n=21)

Theme	No. of responses	Summary	Example Feedback
Support for the scheme	9	• Respondents outlined support for the scheme, highlighting that the improvements are necessary.	*"I especially support the A362 proposal, as the road is not pleasant to cycle along."*
Segregated facility should be proposed	3	• Segregated facility would be preferred.	*"I think that we should be aiming for segregated paths not shared use"*
Additional crossing locations proposed	3	• Additional crossing locations proposed opposite manor farm, at Paulton Road and on the A362 bypass in Farrington Gurney.	*"Please add a controlled crossing opposite Manor Farm allowing the East side of the village to cross safely towards the village centre"*

7.4.3 Peasedown St John

In this location, the walking, wheeling, and cycling improvements focused on Hang Hill and Braysdown Lane. To gauge overall support, respondents were asked about their level of support for these improvements. In both locations, the proportion of respondents who supported or strongly supported the proposals was higher than those who opposed them. The results for each location were as follows:

- **Braysdown Lane –** 39% of respondents stated they either support or strongly support the improvements, compared to 24% who stated they either do not support or strongly do not support.
- **Hang Hill -** 37% of respondents stated they either support or strongly support the improvements, compared to 23% who stated they either do not support or strongly do not support.

The full results can be found in Figure 7-6 and Figure 7-7.

Figure 7-6 - Braysdown Lane quiet route (n=202)

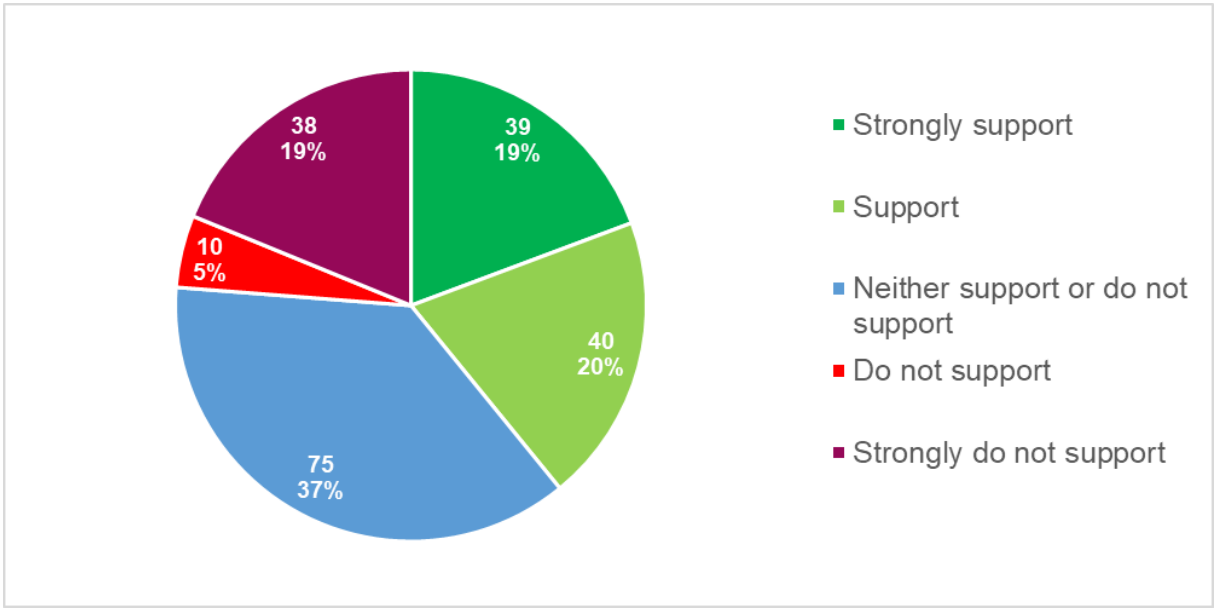
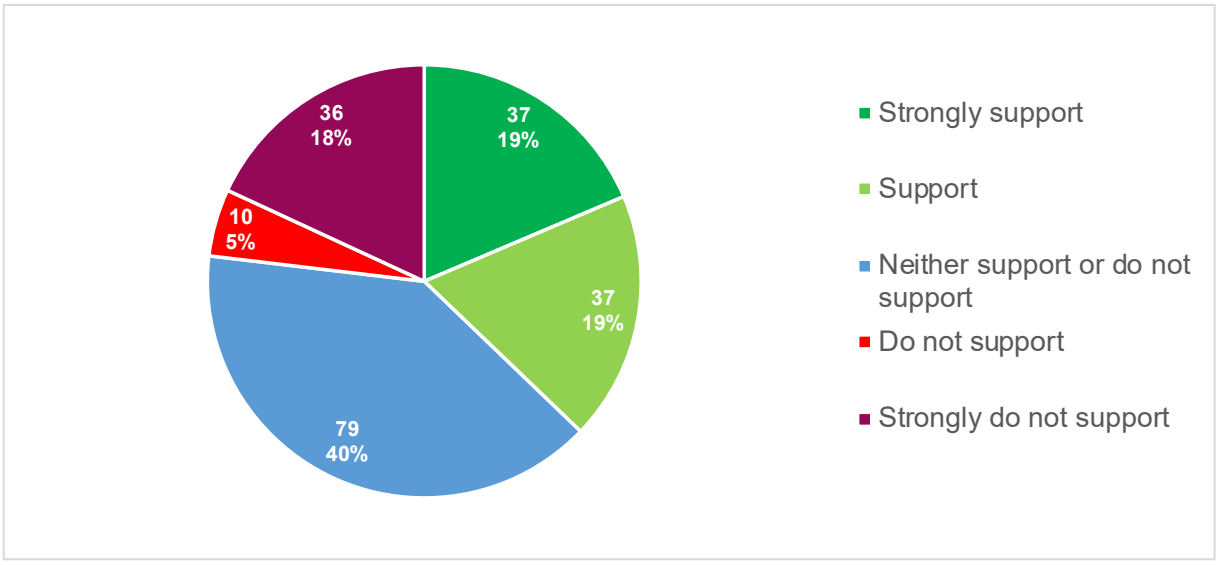


Figure 7-7 - Hang Hill quiet route (n=199)



Respondents were also provided with the opportunity to provide open text feedback on the walking, wheeling and cycling improvements, specifically for the question: “If you think these proposals could be improved, please tell us how?”.

This section analyses the responses which detailed the Braysdown Lane and Hang Hill improvements. Open text responses which detailed the improvements totalled 6. The responses highlighted the following:

- Separate footpath needed on Braysdown Lane.
- Segregated facility should be proposed.
- Proposals should not make accessing Shoscombe by car more difficult.
- Quietway treatment needs improvement to reduce conflict with motor traffic.
- Alternative route proposed.
- Safety issues experienced from cyclists travelling too fast.
- Safety issues on Braysdown Lane due to gradient, poor visibility and fast traffic.

7.4.4 Farrington Gurney

The walking, wheeling and cycling improvements impact Farrington Gurney, specifically the A362 Farrington Gurney to Midsomer Norton improvements. The key findings from the engagement for these improvements can be found in section 7.4.2.

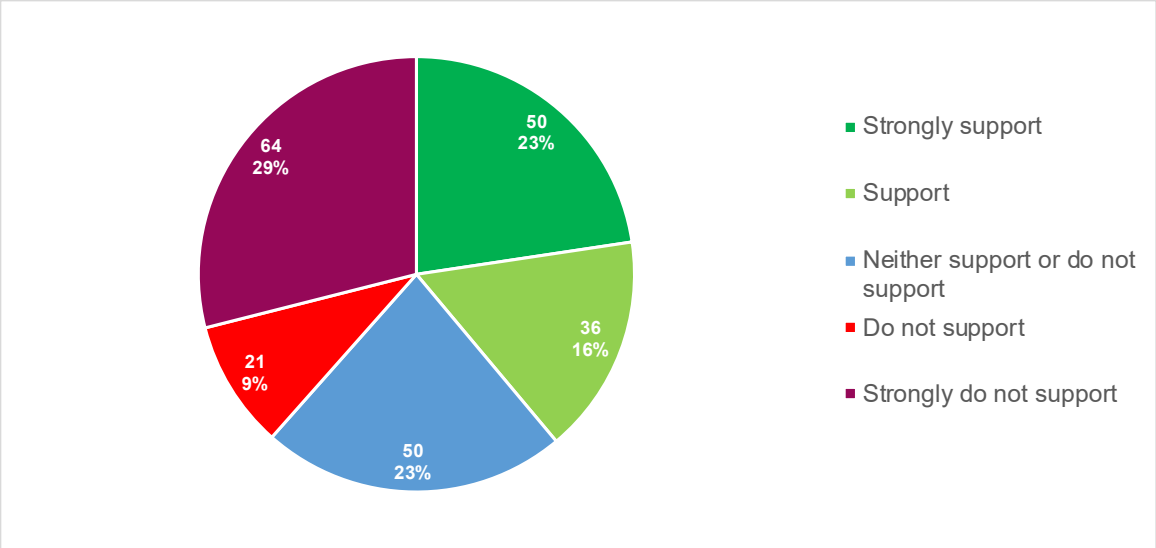
7.4.5 Temple Cloud and Hallatrow

The walking, wheeling and cycling improvements impact Hallatrow, specifically the A37 Whitchurch to Hallatrow improvements. The key findings from the engagement for these improvements can be found in section 7.4.6.

7.4.6 Pensford and Whitchurch

In this location, the walking, wheeling, and cycling improvements focused on the A37 Whitchurch to Hallatrow improvements. To gauge overall support, respondents were asked about their level of support for these improvements. The results showed that out of 221 responses, 39% either supported or strongly supported the improvements, and likewise 39% indicated they did not support or strongly did not support them. The full results can be found in Figure 7-8.

Figure 7-8 - A37 Whitchurch to Hallatrow (n=221)



Additionally, respondents were provided with the opportunity to provide open text feedback on the walking, wheeling and cycling improvements, specifically for the question: “If you think these proposals could be improved, please tell us how?”.

This section analyses the responses which detailed the A37 Whitchurch to Hallatrow improvements. Open text responses which detailed the improvements totalled 20. The responses to these improvements showed a variety of different themes, the common themes are presented in Table 7-9 below.

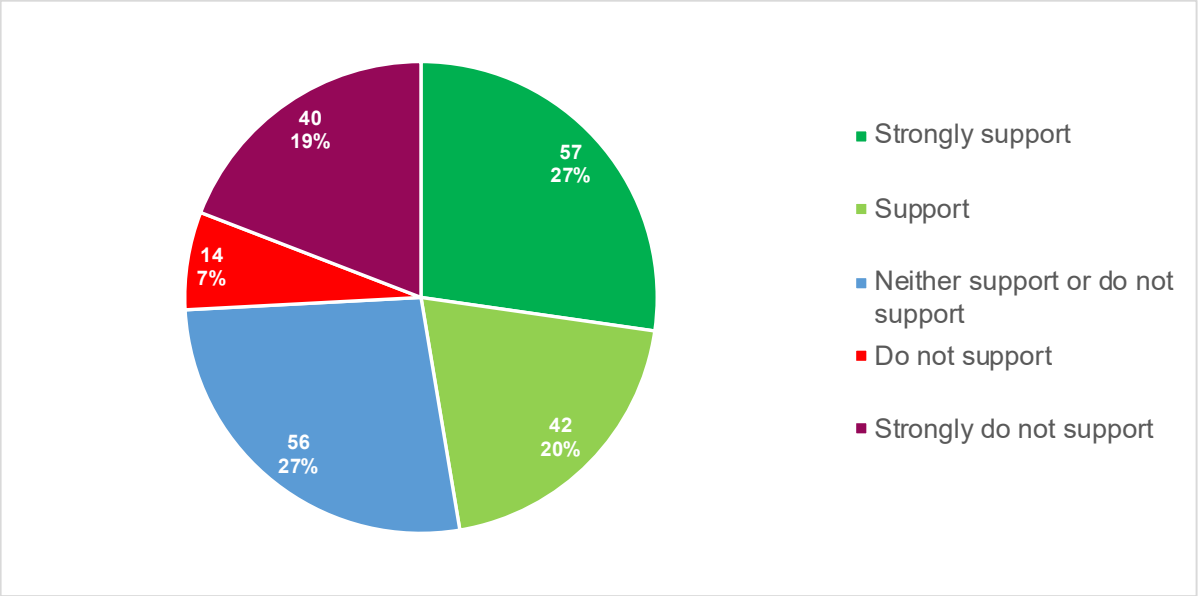
Table 7-9 - Walking, wheeling and cycling improvement - A37 Whitchurch to Hallatrow comments: Responses to the question, "If you think these proposals could be improved, please tell us how" (n=20)

Theme	No. of responses	Summary	Example Feedback
Additional speed limit reductions proposed	3	• Speed limit needs reducing on the quiet lanes and on the A37.	*"Quiet routes - the speed limits on these lanes needs reducing drastically"*
Safety concerns associated with large vehicles and HGV's	3	• Multiple themes highlighted concerns about the safety problems large vehicles and HGVs create for active travel users. These concerns included the use of quiet lanes by HGVs when diverted and the need to reduce the number of HGVs on the A37.	*"The A37 in particular is no longer fit for purpose. Too many lorries funnel through it making the residents lives miserable."*
Negative impacts due to removal of bus lay-bys	3	• Responses suggested that the removal of lay-bys will create safety issues for school children trying to cross the road. Additionally, increased congestion caused by removing lay-bys may result in vehicles diverting onto quiet lanes, creating safety issues in these areas.	*"There is a real danger for children crossing the road when the bus is in the road blocking their view."*

7.4.7 Paulton

In this location, the walking, wheeling, and cycling improvements focused on Old Mills Lane. To gauge overall support, respondents were asked about their level of support for these improvements. Overall, the results were positive, showing that 47% of respondents either supported or strongly supported the improvements, while 26% indicated they did not support or strongly did not support them. In total there was 209 responses to the question. Full results can be found in Figure 7-9.

Figure 7-9 - Old Mills Lane quiet route (n=209)



Respondents were also provided with the opportunity to provide open text feedback on the walking, wheeling and cycling improvements, specifically for the question: “If you think these proposals could be improved, please tell us how?”.

This section analyses the responses which detailed the Old Mills Lane improvements. There were 8 open text responses which detailed the improvements. The responses highlighted the following:

- Support for scheme.
- Gradients too high in the area.
- Uncertainty other how the road could be turned into a quiet lane.
- Concern that restrictions on Old Mill Lane will increase traffic. In contrast another response highlighted that Old Mill Lane should be shut for motor traffic.
- Concern the route does not go to anywhere.

7.5 Junction improvements

7.5.1 Scheme-wide feedback

Respondents were provided with the opportunity to provide open text feedback on the junction improvements specifically for the question: “If you think these proposals could be improved, please tell us how?”.

During the thematic analysis many responses contained detail about the scheme, which was not specific to a proposed junction improvement. Table 7-10 below breaks down the common themes from these comments.

Table 7-10 – Junction improvement: Responses to the question, “If you think these proposals could be improved, please tell us how” (n=55)

Theme	No. of responses	Summary	Example Feedback

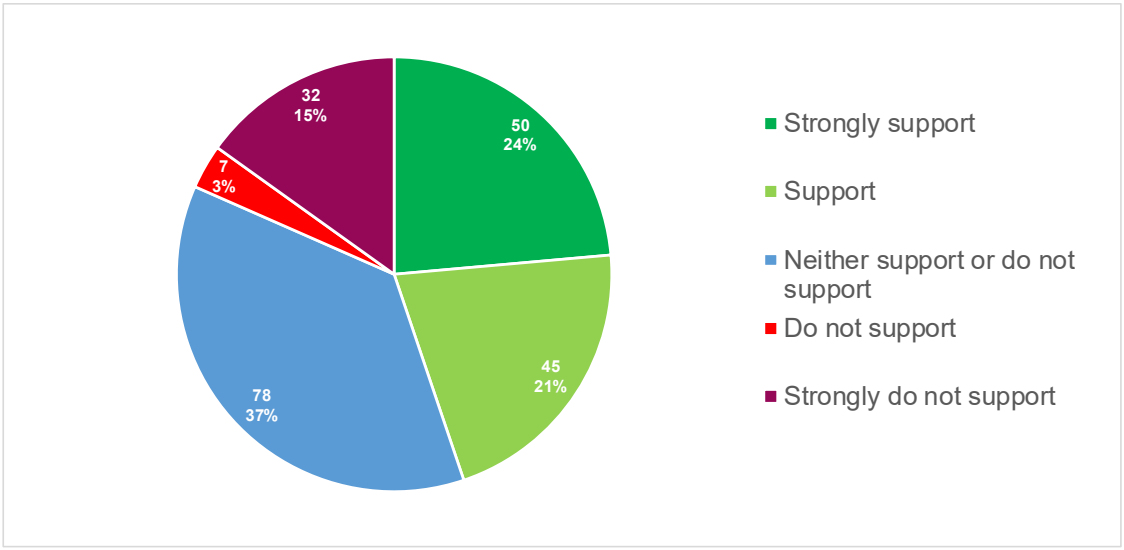
Additional areas for improvements highlighted	8	• Respondents highlighted multiple additional areas for improvement, this included Temple Cloud, Dunkerton and Farrington Gurney.	*"Please also provide a safe crossing point of the A37 in Farrington Gurney"*
Bus operations	5	• Multiple themes highlighted concerns that the proposed improvements may worsen existing operations and highlighted potential improvements.	*"Help villages have a regular service to encourage use for all and support older / poorer village dwellers"*
Concern proposals will worsen traffic	5	• Multiple themes highlighted concerns that the proposed improvements may worsen traffic. These concerns include the negative impact of lowering speed limits, the removal of bus lay-bys, and bus priority measures increasing congestion.	*"Drivers will just get more frustrated if going 'too slow' like 20mph on through roads if not schools nearby. Not good for keeping traffic flowing if too slow."*

7.5.2 Peasedown St John

As highlighted in section 2.2, the proposals included junction improvements at A367 / Bath Road – Peasedown St John. The following highlights the analysis of the engagement results, in relation to these improvements.

Initially the survey asked, "to what extent do you support or not support the proposals to reduce speeds at the A367 / Bath Road junction?". In response to this 45% of responses indicated either support or strongly support for the improvements, while 18% of responses indicated either do not support or strongly do not support. These results suggest a clear overall level of support for the proposed improvements. In total there was 212 responses to the question. The full results can be found in Figure 7-10.

Figure 7-10 - To what extent do you support or not support the proposals to reduce speeds at the A367 / Bath Road junction? (n=212)



Respondents were provided with the opportunity to provide open text feedback on the junction improvements, specifically for the question: “If you think these proposals could be improved, please tell us how?”.

This section analyses the open text question responses which detailed the A367 / Bath Road – Peasedown St John improvements. Open text responses which detailed the improvements totalled 14. Table 7-11 breaks down the common themes represented in the responses.

Table 7-11 - Junction improvement - A367 / Bath Road - Peasedown St John: Responses to the question, “If you think these proposals could be improved, please tell us how” (n=14)

Theme	No. of responses	Summary	Example Feedback
Multiple comments highlighting that a roundabout should be provided	9	• Multiple themes highlighted that a roundabout is required. Responses further highlighted that a roundabout is required at the A367 / Bath Road junction and that a roundabout was already being developed / proposed.	*“A roundabout located on the A367 will help to reduce the speed naturally.”*
Multiple themes highlighting support for a reduction in speed limits and that enforcement is needed	4	• Multiple themes highlighted the necessity of reducing speed limits, with suggestions to implement these reductions increasingly throughout the A367 area. Additionally, it was emphasised that these speed reductions would require enforcement.	*“Reduce speed limits along the A367 to improve road safety”*
Signalised crossing and footpath improvements required at Peasedown Junction	1	• At the Peasedown junction there should be a signalised crossing and upgrades to the footpaths.	*“Ideally signalised crossing as well as upgrades to the footpaths in this area”*
Bus priority improvements should be provided to avoid negative impact of reduced speed limits	1	• Reducing speeds on the roads is not helpful for buses.	*“To make it easier for buses, a bus only slip road would be a better solution”*

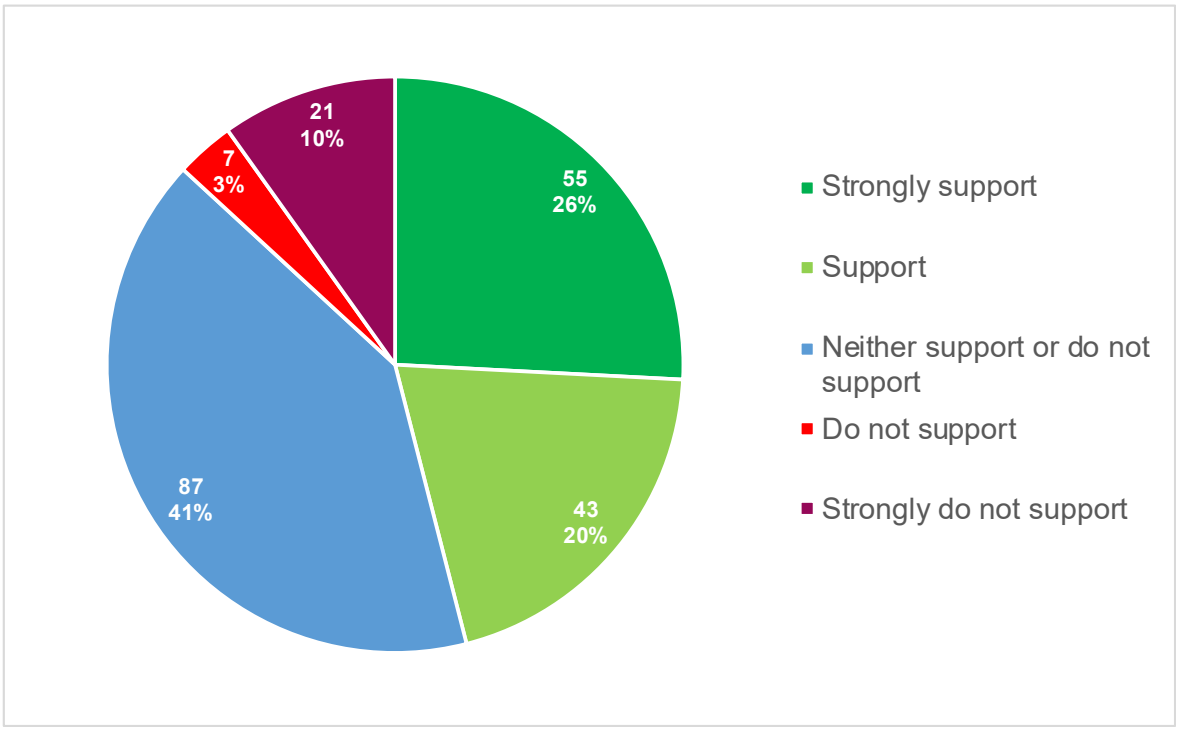
7.5.3 Pensford and Whitchurch

As highlighted in 2.2, the proposals included junction improvements at A37 Staunton Lane – Whitchurch. The following highlights the analysis of the engagement responses, in relation to these improvements.

Initially the survey focused on the proposed pedestrian crossings, asking “To what extent do you support or not support the proposals to provide pedestrian crossings at the A37 Staunton Lane junction”.

A total there was 213 responses to the question with 46% of respondents indicating either support or strong support for the proposals, while a further 41% were neutral, stating they neither support nor do not support them. Only 13% of responses explicitly did not support the proposals. Overall, this represents strong support for the improvements. The large neutral group presents an opportunity for further engagement, which could help increase support by highlighting the potential benefits of the improvements. The full results can be found in Figure 7-11.

Figure 7-11 - To what extent do you support or not support the proposals to provide pedestrian crossings at the A37 Staunton Lane junction? (n=213)

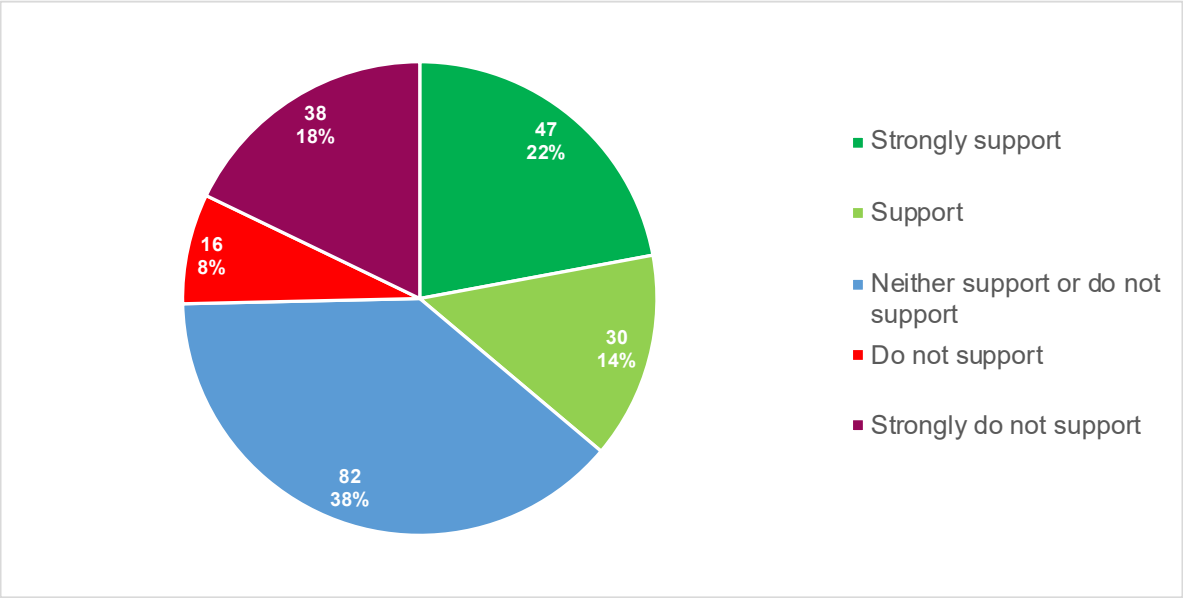


Additionally, respondents were also provided the opportunity to state to what extent do they support or not support the proposals to prioritise buses through the traffic signals at the A37 Staunton Lane junction.

In response to this 36% of responses indicated either support or strong support for the proposals, while a further 38% neither support nor do not support. Additionally, 26% of responses explicitly did not support the proposals. In total there was 213 responses to the question. The full results can be found in Figure 7-12.

Overall, the junction improvements received a higher percentage of support compared to those who did not support the scheme.

Figure 7-12 - To what extent do you support or not support the proposals to prioritise buses through the traffic signals at the A37 Staunton Lane junction? (n=213)



Respondents were provided with the opportunity to provide open text feedback on the junction improvements, specifically for the question: “If you think these proposals could be improved, please tell us how?”.

This section analyses the responses which detailed the A37 Staunton Lane - Whitchurch. Open text responses which detailed the improvements totalled 8. The responses highlighted the following:

- Support scheme
- Supports crossings in Whitchurch
- Roads too narrow for bus priority
- An additional crossing is not needed so close to the existing crossing outside Whitchurch Primary
- Bus priority not necessary for rural areas
- Provide a Park and Ride south of Whitchurch
- Road is not wide enough for bus priority. It will increase traffic and congestion.

8. In-person engagement key themes

As stated in section 3.2, in-person engagement events were held as part of the consultation process. These events provided an opportunity for the public to ask questions about the proposals. Attendees were encouraged to formally respond to the consultation via the questionnaire so their feedback could be officially considered.

While the project team did not record every comment made during the events, they did take note of specific issues that may require further review and amendment during the technical design development process. Despite this, summarises the key themes that emerged from these events. It should be noted that this table does not capture all comments received but rather highlights the most commonly raised themes.

Table 8-1 summarises the key themes that emerged from these events. It should be noted that this table does not capture all comments received but rather highlights the most commonly raised themes.

Table 8-1 - In-person engagement event key themes

Event	Key themes
Temple Cloud	• **Awareness & Accessibility:** Some attendees unaware of consultation; accessibility concerns raised. • **Temple Cloud:** Parking and traffic concerns; support for 20mph zone, crossings, and signalised junction. • **Farrington Gurney:** Layby removal and safety concerns; support for new crossing and speed enforcement. • **Radstock & A362:** Support for cycle links; concerns about lighting, landowners, and lack of toilets. • **Peasedown St John:** Safety concerns on local lanes; support for NCN24 access and 40mph bypass. • **Quiet Route:** Seen as ineffective for pedestrians; may increase congestion.
Pensford	• **Pensford:** Support for upgraded bus shelter and footway; concerns about parking, layby removal, accessibility, and e-scooter clutter; cycling limited by terrain. • **Farrington Gurney:** Concerns about Rush Hill junction; local group supportive of proposals. • **Clutton (Rogers Close):** Support for new crossing and cycle links; lighting improvements needed. • **Whitchurch:** Concerns about large vehicle movements and Millenium Garden; general support for proposals. • **Wider Comments:** Accessibility concerns; strong support for repurposing the Bristol–Midsomer Norton railway line for cycling; calls for additional transport schemes.
Peasedown St John	• **General Comments**: Support for area-wide improvements; suggestions for alternative mobility hub locations. • **Radstock:** Lack of nearby public toilets noted. • **Peasedown St John:** Accessibility concerns; support for bus stop upgrades; questions about hub location. • **Red Post Inn:** Braysdown suggested as a better hub location. • **NCN24 Access (Peasedown):** Support for Braysdown Lane improvements; concerns about traffic and cyclist safety on Wellow Lane; call for southern route extension. • **Quiet Route (Scheme 20):** Proposal to use disused railway path for cycling. • **A367 / Bath Road Junction:** Support for 40mph limit, signalised crossing, and footpath upgrades; strong local demand noted.
Radstock	• **Radstock Mobility Hub:** Concerns about cycle locker placement near Victoria Hall.

	• **Farrington Gurney:** General support; calls for 40mph limit on Rush Hill and a crossing near farm shop; concerns about Paulton Road.
	• **Wider Scheme Comments:**
	  • Signal timing adjustments needed (Radstock Road).
	  • Clarification sought on Charlton Rd/White Post cycle path funding.
	  • Requests for improvements in Westfield Parish area.
	  • Concerns over bus layby removal.
	  • Support for Clutton improvements, including 20mph limit and crossings.
	  • Speed concerns between Clutton, Breach, and Northend.

Wellsway	• **Wellsway:** Concerns about traffic, parking loss, safety, and access to homes/businesses. Mixed views on cycle route connections and downhill cyclist speeds. Support for 20mph limit and pedestrian priority. • **Devonshire Buildings:** General support for interventions. Concerns about parking, Tesco loading, and footway width. • **Bear Flat:** Parking and flooding concerns. Support for crossing improvements. Need to maintain business servicing and engage Historic England. Mixed views on footpath widening. • **Rogers Close, Clutton:** Concerns about tree removal and overlooking homes. Preference to retain current bus stop location.

9. Email responses

9.1 Response overview

64 emails were received which were also counted towards the final analysis. Several emails were from parish councils and residents' associations representing multiple people. Emails were analysed to understand whether the comments related to the scheme as a whole or more specific to either A367 Wellsway to Odd Down or Odd Down to Whitchurch.

24 comments were relevant to the A367 Wellsway to Odd Down questionnaire whilst 32 comments were related to the Odd Down to Whitchurch questionnaire. The remaining comments were considered to be more general and regarded the scheme as a whole or were more general queries.

There were 16 comments all related to the Wellsway, these comments highlighted the following concerns:

- Parking concerns: residents will lose parking outside their homes which is essential for accessibility reasons and business purposes.
- Safety concerns: proposals for nursery drop off and concerns over the safety of the bus lanes.
- Opposition to the proposed bus lane: as it will limit access.
- Access concerns: concerns from residents on how they will access driveways and garages.

There were also comments relating to Bear Flat which raised the issue of safety concerns around the relocated bus stops and the impact on local traffic and businesses.

17 comments were received in relation to Pensford. The majority of these comments were regarding parking concerns particularly for the Pensford post office and local store. However other concerns were raised around increased pollution and safety risks for school children.

There were also comments relating to Farrington Gurney which expressed concerns over the negative impact of removing bus lay-bys.

Many of the remaining comments made overall comments about the scheme as a whole. This expressed concerns over safety, congestion and the environmental impact of the proposals.

9.2 Design amendments and suggestions

Several responses noted proposed design amendments and suggestions, these are listed below:

- Retain existing bus lay-bys in Farrington Gurney and utilise existing large grass verge.
- Retain parking spaces to support Pensford Post Office and Pensford school pick up and drop off.
- Adjust timing of pedestrian crossing at Bear flat to reduce congestion without compromising safety.
- Improvements to the A367:
  - Pavement from Meadgate roundabout to A367.
  - Improved cyclist infrastructure to A367.
  - Roundabout at Skinners Hill junction.
  - Speed limit reduction on A367.
  - Pedestrian crossing on A367.
- Crossing on Pensford Hill near Travellers Rest/Belluton Lane rather than Pensford Bridge.
- General support for retaining bus lay-bys.

10. Conclusions

The public consultation for the Somer Valley Links (SVL) project has provided valuable insights and feedback from a wide range of stakeholders, including residents, businesses, and community groups. The engagement process, which included both online and in-person events, highlighted several opportunities to refine and enhance proposals. Survey responses show that currently the car is the mode of transport most commonly used by respondents, followed by walking and bus travel.

10.1 A367 Wellsway to Odd Down

The key findings from this questionnaire are:

- **Traffic and congestion**: Respondents shared observations about how proposed changes to road layouts and turn restrictions might affect traffic flow, offering opportunities to refine designs for smoother movement.
- **Safety**: Safety considerations were a significant focus, especially regarding the relocation of bus stops and pedestrian crossings.
- **Parking**: Feedback emphasised the need to maintain accessible parking options for residents and businesses.
- **Bus stop improvements**: There was support for upgrading bus stops, with suggestions for better seating, real time information, and CCTV.
- **Walking, wheeling, and cycling improvements**: Active travel improvements were generally supported, with calls for physical separation between travel routes and main carriageways.
- **Value for Money**: Respondents emphasised the importance of ensuring the scheme represents good value for money and prioritises essential infrastructure repairs.
- **Impact on local businesses**: The potential impact on local businesses was highlighted, particularly regarding access for large vehicles and loading spaces.

10.2 Odd Down to Whitchurch

The key findings from this questionnaire are:

- **Mobility hubs**: Views were mixed, with some respondents expressing enthusiasm and others raising concerns about the removal of bus lay-bys. This feedback provides a valuable basis for refining the design to better meet local needs.
- **Bus stop improvements**: Support for upgrading bus stops was noted, with specific feedback on the need for better facilities and the impact of removing bus lay-bys.
- **Walking, wheeling, and cycling improvements**: There was significant support for walking and wheeling improvements, with suggestions for additional crossing locations and segregated facilities.
- **Junction improvements**: Feedback on junction improvements included support for reducing speed limits and the need for better pedestrian crossings, while some respondents suggested alternative solutions like roundabouts.
- **Safety and accessibility**: The feedback reinforced the importance of designing for all users, including schoolchildren and those with reduced mobility.
- **Impact on local communities**: Respondents highlighted the need to carefully consider the effects of changes to parking and bus stop locations on local communities.

10.3 Next steps

The feedback from this public engagement exercise will be carefully considered to make necessary revisions and adjustments to the scheme including:

- **Design and safety**: Specific design changes and suggestions to enhance safety highlighted by respondents will be evaluated and addressed to ensure the proposals meet the needs of the community.
- **Further engagement**: Further engagement with stakeholders, businesses, and residents will take place to ensure that all voices are heard in the decision-making process.

The SVL project aims to improve sustainable travel options and enhance the overall transport infrastructure in the Somer Valley area. By incorporating the feedback received during this consultation, the project team can work towards a solution that balances the needs of all stakeholders and achieves the desired outcomes for the community.

APPENDICES

Appendix A. Questionnaires

A.1 Wellsway consultation

Table A-1 - Questions asked in Wellsway consultation

Section	Questions
Mobility Hubs	▪ To what extent do you support or not support the proposals to create Mobility Hubs? ▪ What would you like us to explore providing at each of the hubs (Odd Down Park & Ride, Bear Flat)? ▪ To what extent do you support or not support the following statements? ▫ These proposals will encourage more people to use the bus. ▫ These proposals will make people travel longer distances to bus stop. ▫ These proposals will make the bus stop feel safer. ▫ Mobility Hubs will be an attractive addition to the area. ▪ What types of features would you like to see in the widened footway in Bear Flat? ▪ If you think these proposals can be improved, please tell us how?
Bus Stop Improvements & Bus Lanes	▪ To what extent do you support or not support the proposals to upgrade existing bus stops? ▪ To what extent do you support the bus lane on A367 north leaving Odd Down roundabout? ▪ To what extent do you support the bus lane heading towards Bath between Wayside bus stops and Hatfield Road? ▪ To what extent do you support the bus lane extension on A367 on the approach to Churchill Gyratory? ▪ To what extent do you support or not support the following statements? ▫ These proposals will encourage more people to use the bus. ▫ These proposals will make the bus stop feel safer. ▪ If you think these proposals can be improved, please tell us how?
Walking, Wheeling & Cycling	▪ To what extent do you support or not support the following statements? ▫ These proposals will make walking, wheeling and cycling more attractive. ▫ These proposals will make me and/or my family walk wheel and cycle around the area more. ▪ To what extent do you support or not support the following aspects of our proposal? ▫ Two-way cycle facility between Midford Road and Greenway Lane? ▫ New signalised crossing points? ▪ If you think these proposals can be improved, please tell us how?
General Wellsway Feedback	▪ Will these proposals make the A367 Wellsway a safer and more attractive place to live and spend time?
About you	▪ How are you responding to this consultation? ▪ What is your full postcode? ▪ How did you find out about this consultation?

	▪ Which of the following forms of transport do you use most often?
Equality Monitoring Questions	▪ Do you want to answer some equality monitoring questions? ▪ What is your date of birth? ▪ Do you have any physical or mental health conditions or illness lasting, or expected to last, 12 months or more? ▪ What is your ethnic group? ▪ What is your legal marital or registered civil partnership status? ▪ What is your religion? ▪ What is your sex? ▪ Is the gender you identify with the same as your sex registered at birth? ▪ Which of the following best describes your sexual orientation? ▪ Are you care experienced?

A.2 Whitchurch Consultation

Table A-2 - Questions asked in Whitchurch consultation

Section	Questions
Mobility Hubs	▪ To what extent do you support or not support the proposals to create Mobility Hubs in: ▫ Pensford ▫ Temple Cloud ▫ Farrington Gurney ▫ Midsomer Norton ▫ Radstock ▫ Peasedown St John? ▪ To what extent do you support or not support the following statements? ▫ These proposals will encourage more people to use the bus. ▫ These proposals will make people travel longer distances to bus stop. ▫ These proposals will make the bus stop feel safer. ▫ Mobility Hubs will be an attractive addition to the area. ▪ If you think these proposals can be improved, please tell us how?
Bus Stop Improvements & Bus Lanes	▪ To what extent do you support or not support the proposals to upgrade existing bus stops? ▪ To what extent do you support or not support the following statements? ▫ These proposals will encourage more people to use the bus. ▫ These proposals will make the bus stop feel safer. ▪ If you think these proposals can be improved, please tell us how?
Walking, Wheeling & Cycling	▪ To what extent do you support or not support the following statements? ▫ These proposals will make walking, wheeling and cycling more attractive. ▫ These proposals will make me and/or my family walk wheel and cycle around the area more. ▪ To what extent do you support or not support the following aspects of our proposal? ▪ A37 between Whitchurch and Hallatrow ▪ Old Mills Lane

	▪ Braysdown Lane ▪ Hang Hill Lane ▪ A362 ▪ Farrington Gurney towards Midsomer Norton ▪ If you think these proposals can be improved, please tell us how?
Junction Improvements	▪ To what extent do you support or not support the proposals to provide pedestrian crossings at the A37 Staunton Lane junction? ▪ To what extent do you support or not support the proposals to prioritise buses through the traffic signals at the A37 Staunton Lane junction? ▪ To what extent do you support or not support the proposals to reduce speeds at the A367 / Bath Road junction? ▪ If you think these proposals can be improved, please tell us how?
About you	▪ How are you responding to this consultation? ▪ What is your full postcode? ▪ How did you find out about this consultation? ▪ Which of the following forms of transport do you use most often?
Equality Monitoring Questions	▪ Do you want to answer some equality monitoring questions? ▪ What is your date of birth? ▪ Do you have any physical or mental health conditions or illness lasting, or expected to last, 12 months or more? ▪ What is your ethnic group? ▪ What is your legal marital or registered civil partnership status? ▪ What is your religion? ▪ What is your sex? ▪ Is the gender you identify with the same as your sex registered at birth? ▪ Which of the following best describes your sexual orientation? ▪ Are you care experienced?

Appendix B. Equality Monitoring Results

Figure B-1 - Are you happy to answer equality monitoring questions? (n=504)

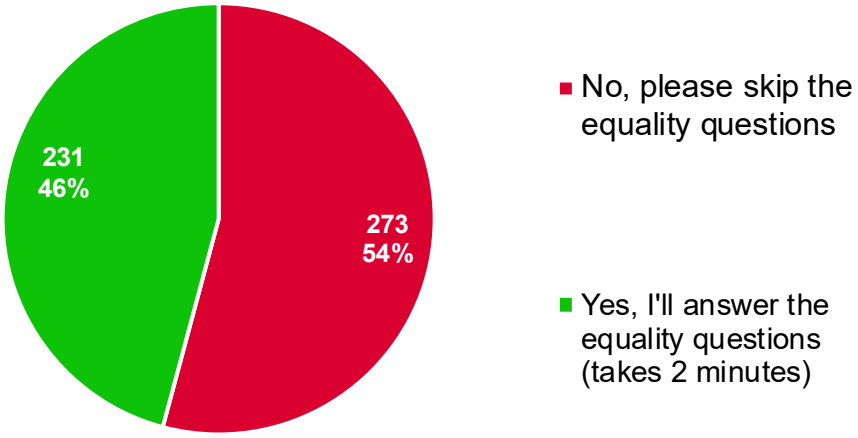


Table B-1 - What is your date of birth?

Age Bracket	Count	Percentage
16-25+	3	2%
25-34	15	8%
35-44	28	15%
45-54	43	23%
55-64	42	22%
65+	59	31%

Figure B-2 - Do you have any physical or mental health conditions or illness lasting, or expected to last, 12 months or more? (n=230)

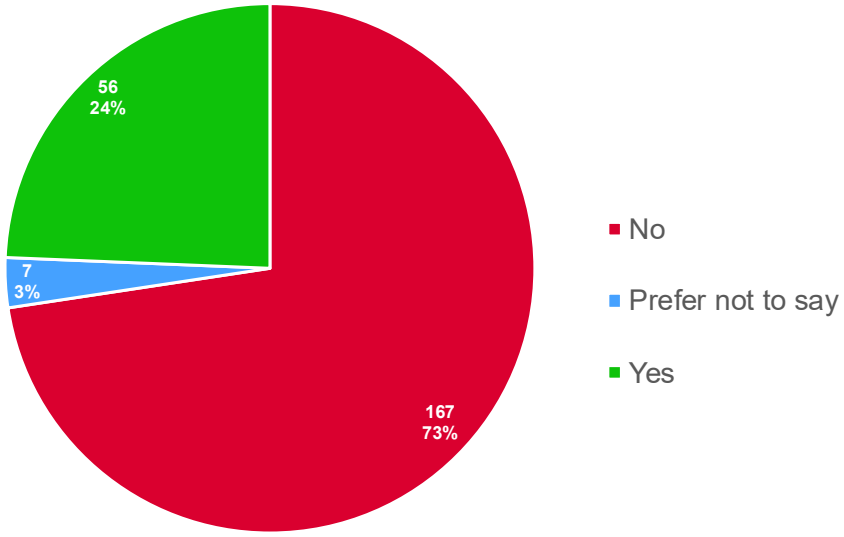


Figure B-3 - Do any of your conditions or illnesses affect your ability to carry out day to day activities? (n=57)

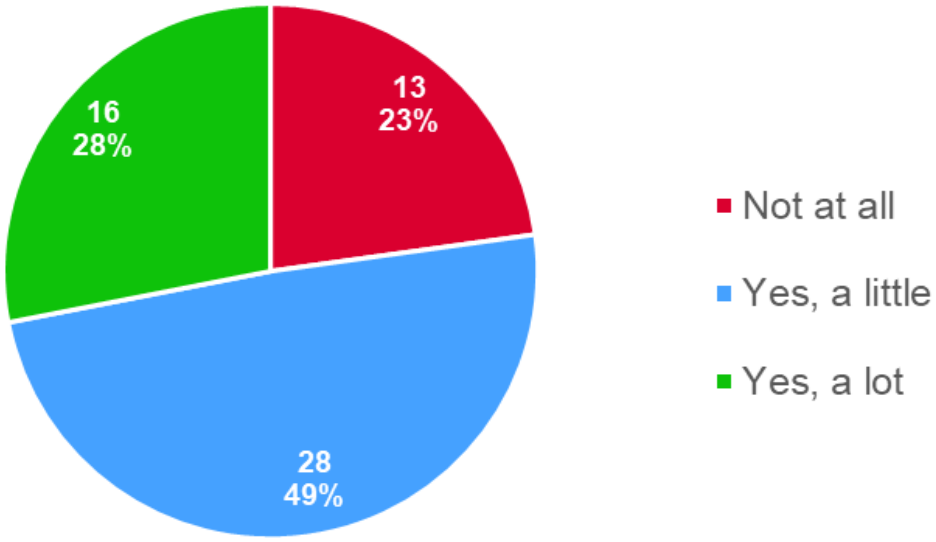


Figure B-4 - What is your ethnic group?

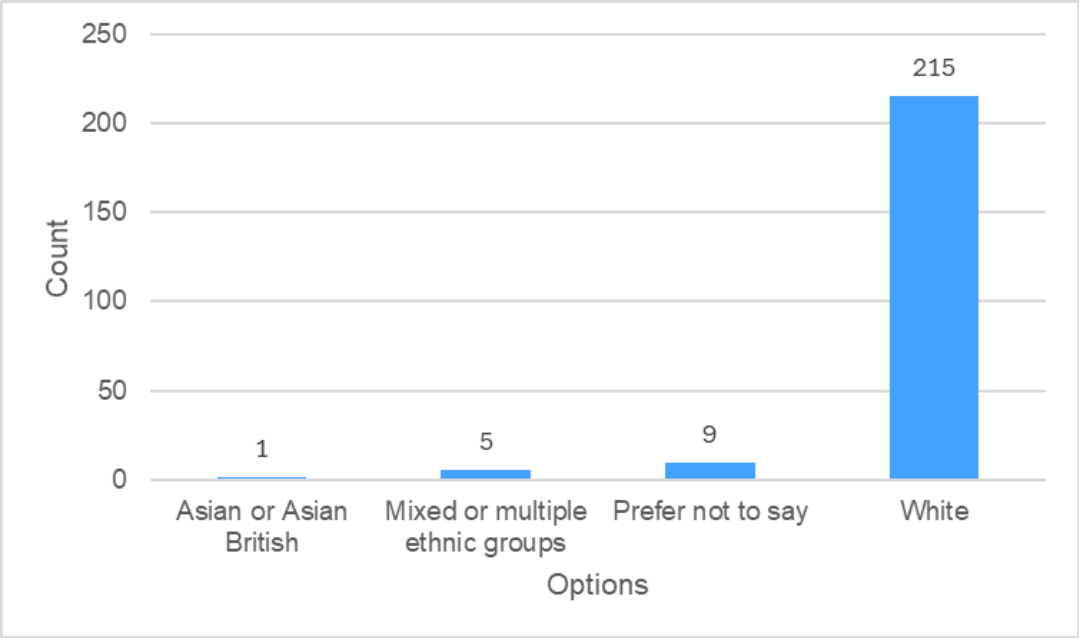


Figure B-5 - What is your legal marital or registered civil partnership status?

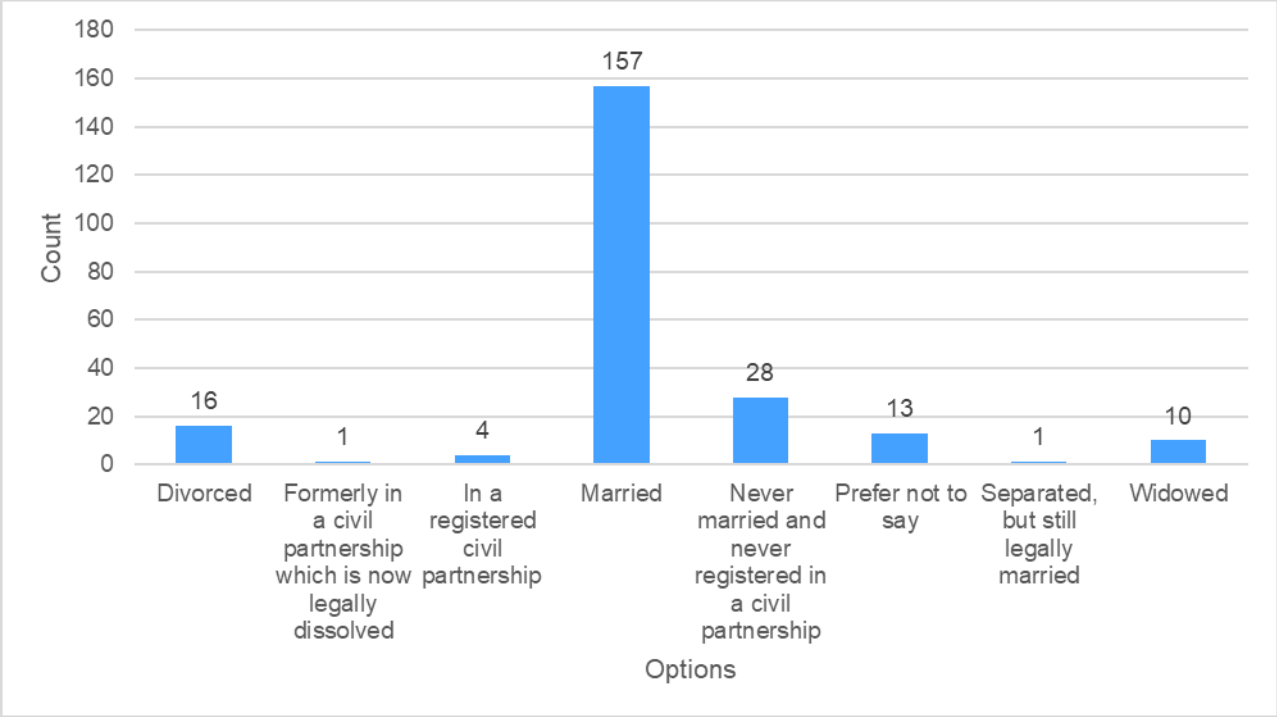


Figure B-6 - What is your religion?

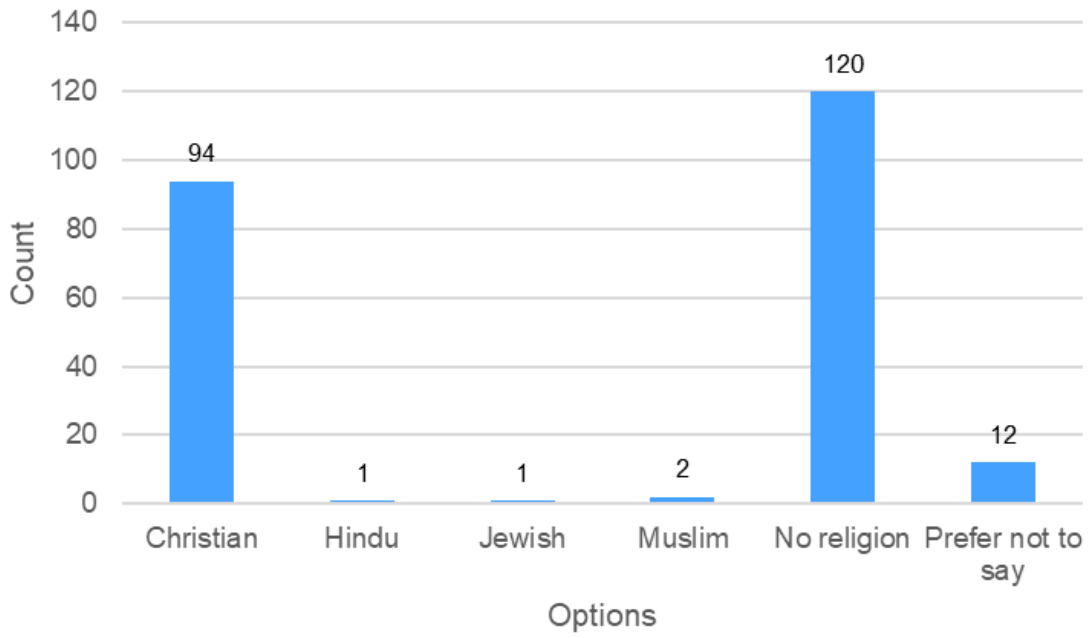


Figure B-7 - What is your sex? (n=203)

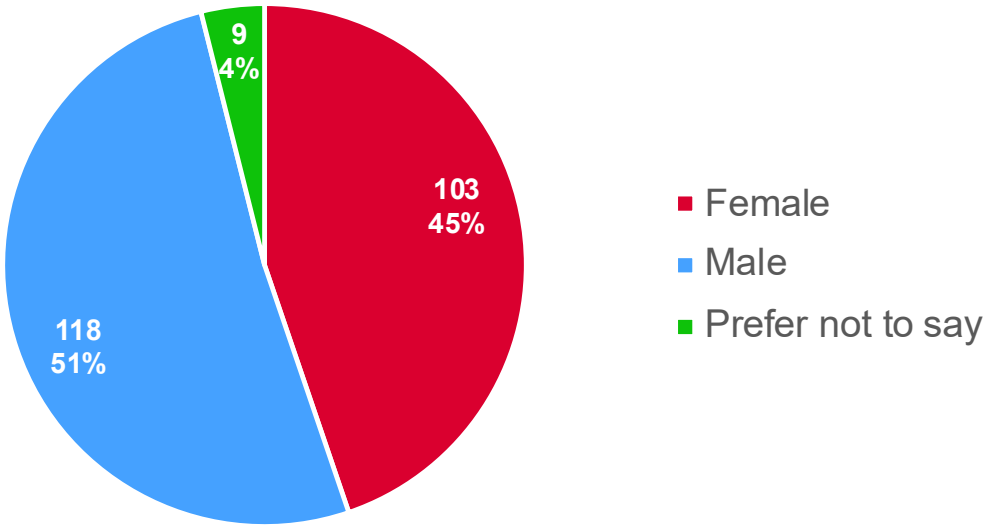


Figure B-8 - Is the gender you identify with the same as your sex registered at birth? (n=225)

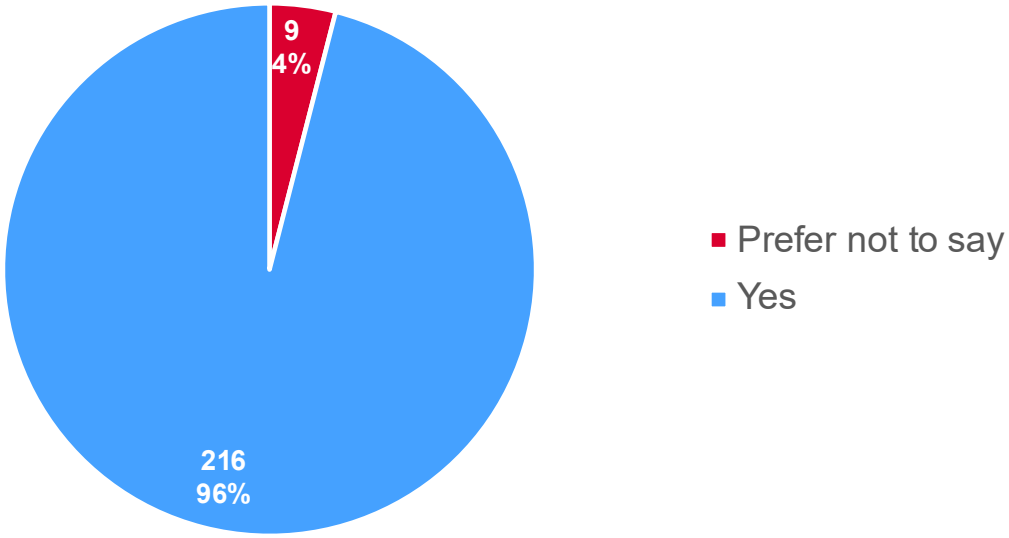


Figure B-9 - Which of the following best describes your sexual orientation?

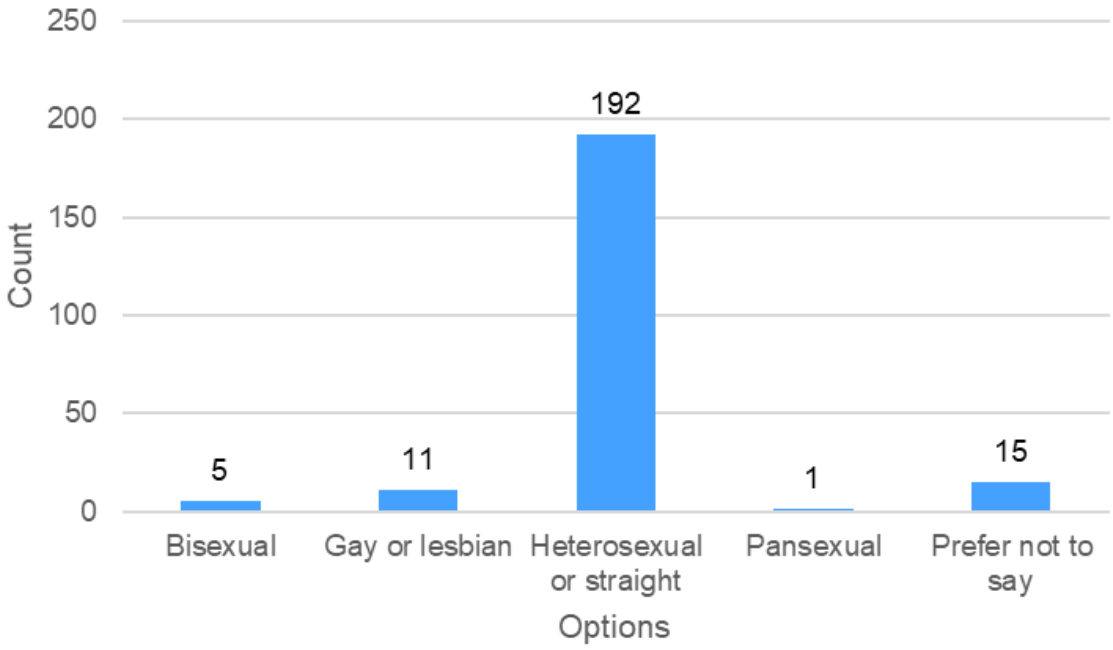
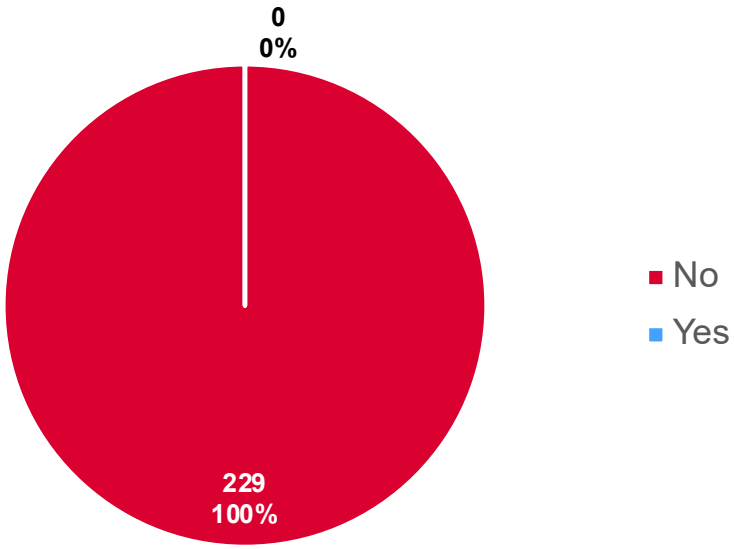


Figure B-10 - Are you care experienced? (n=229)



Appendix C. Tell us about yourself results

Table C-1 - How are you responding to this consultation?

Options	Count	Percentage
A representative of a local community group, residents' association, business or anything else	19	4%
A resident	463	93%
A student	2	0%
A visitor	7	1.4%
An employee / business owner	6	1.2%
Total	497	100%

Figure C-1 - What is your full postcode?

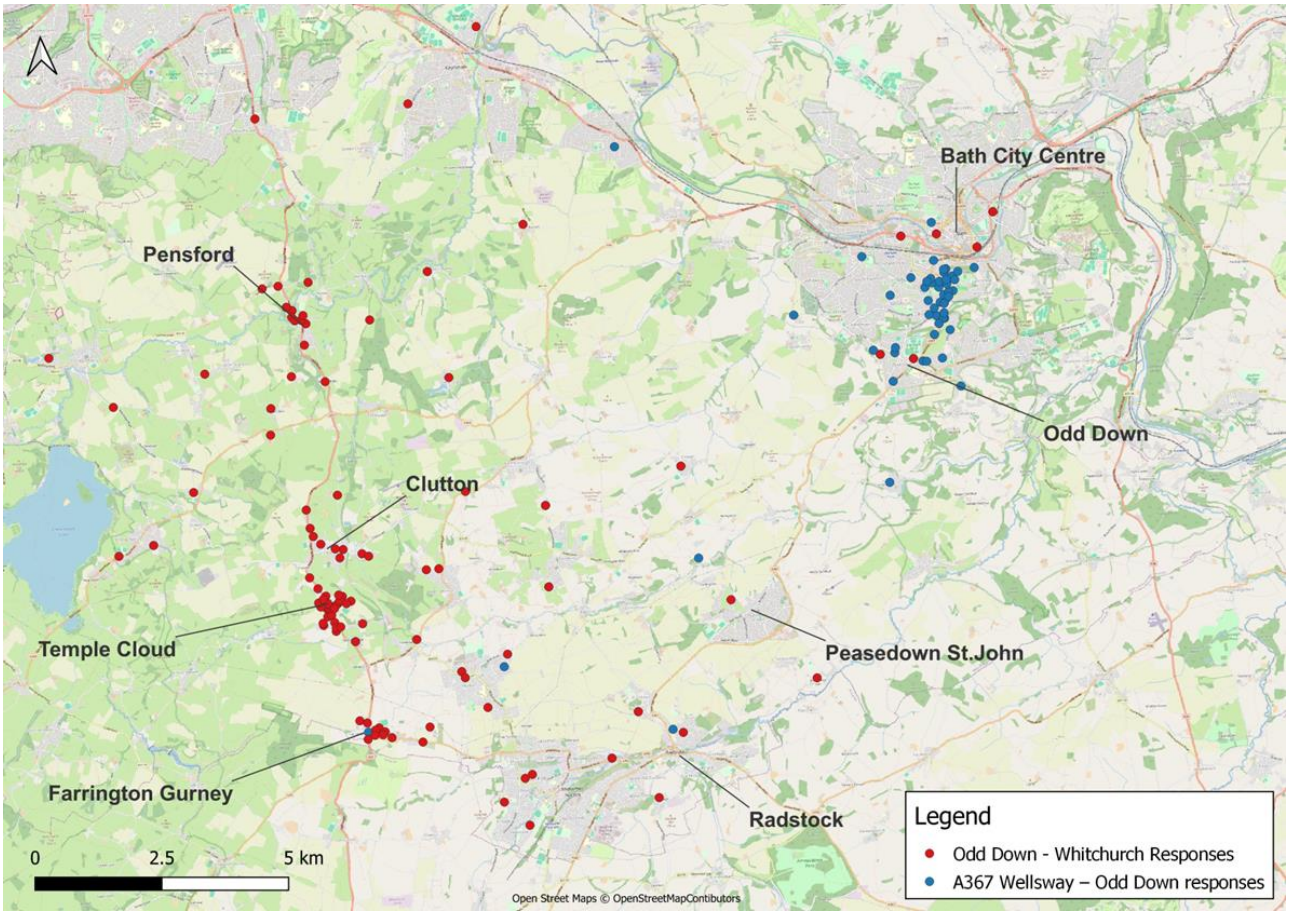


Figure C-2 - How did you find out about this consultation?

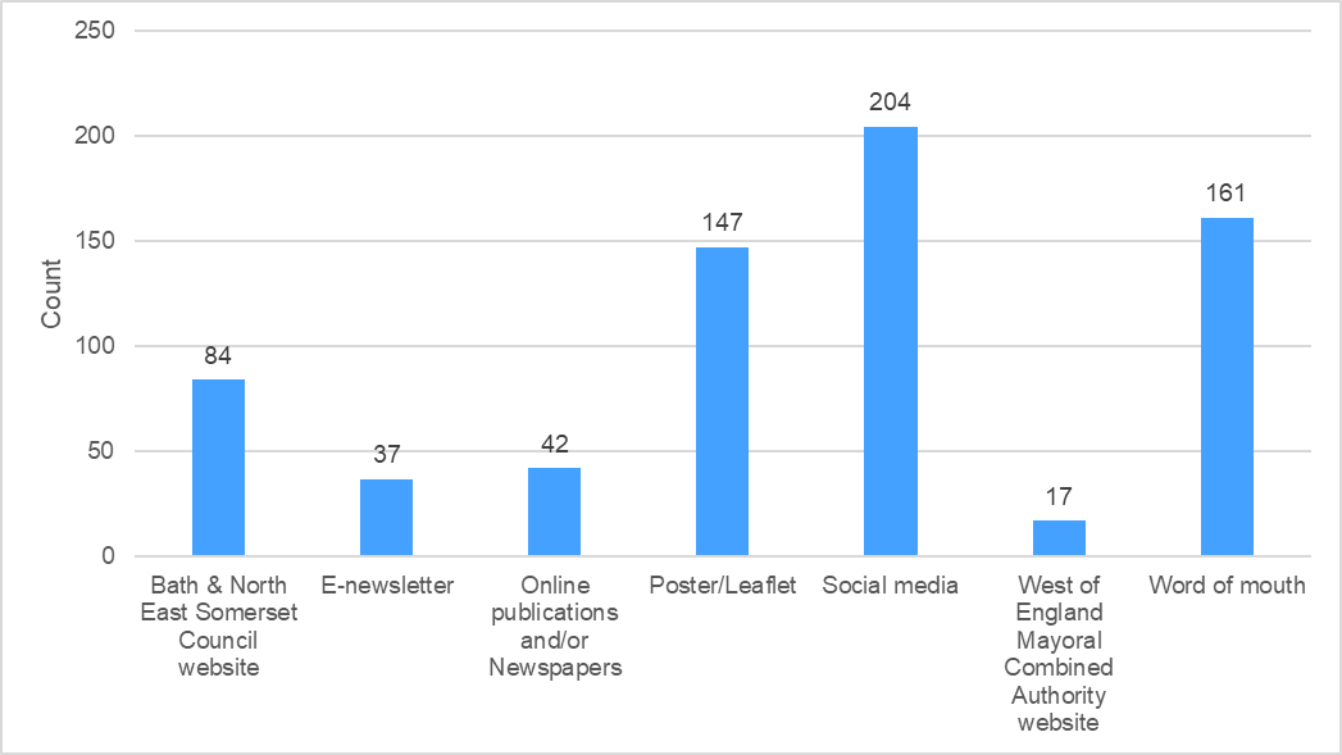
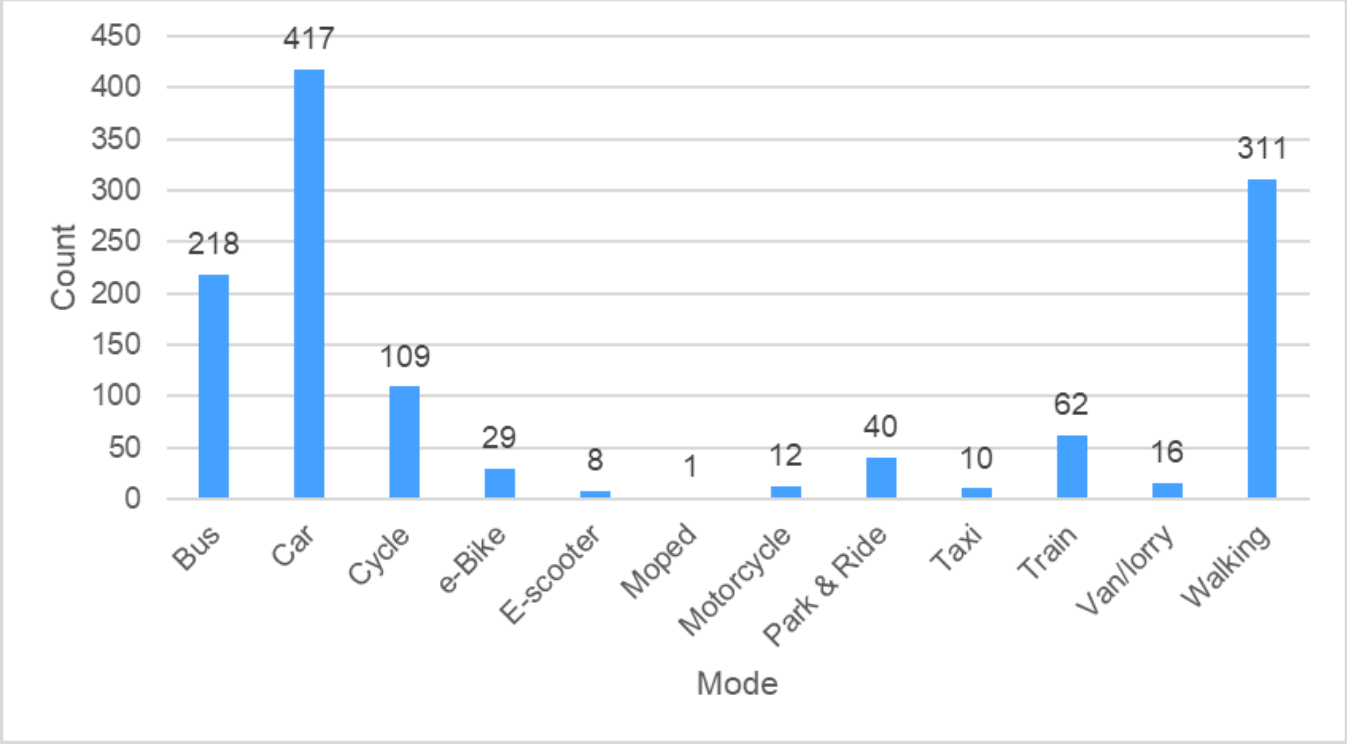


Figure C-3 - Which of the following forms of transport do you use most often?



Appendix D. Wellsway to Odd Down Full Results

Appendix D presents the full results of the Wellsway to Odd Down questionnaire. The following figures are included:

Table D-1 - Appendix D figures

Figure D-1 - To what extent do you support or not support the proposals to create mobility hubs? (n=254)

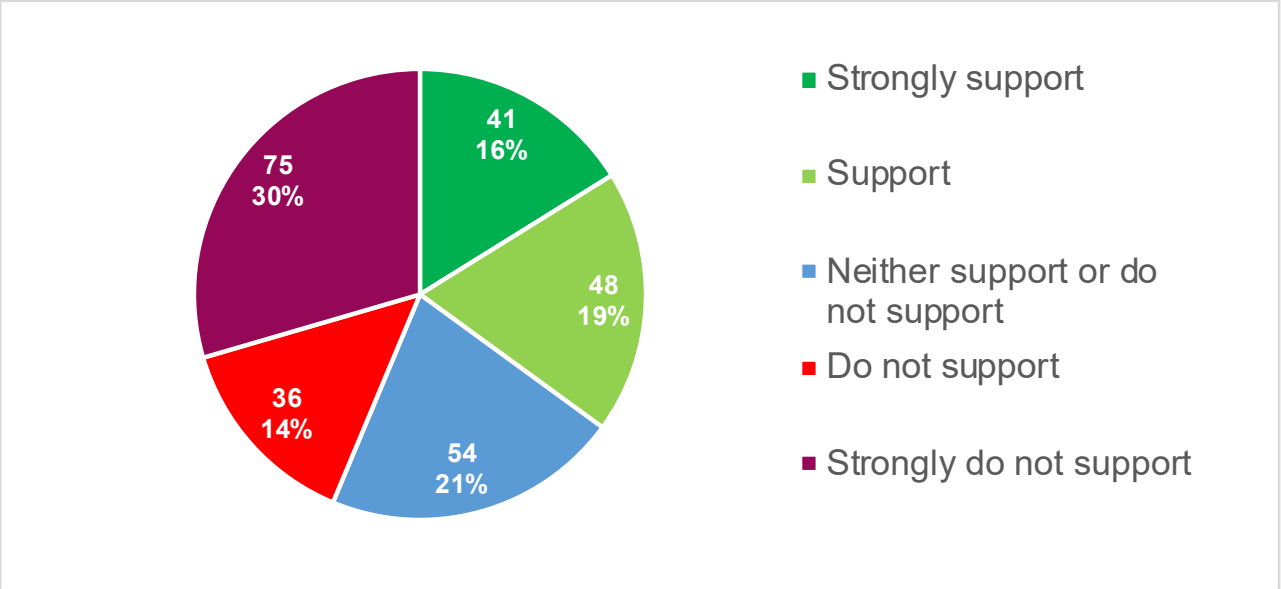
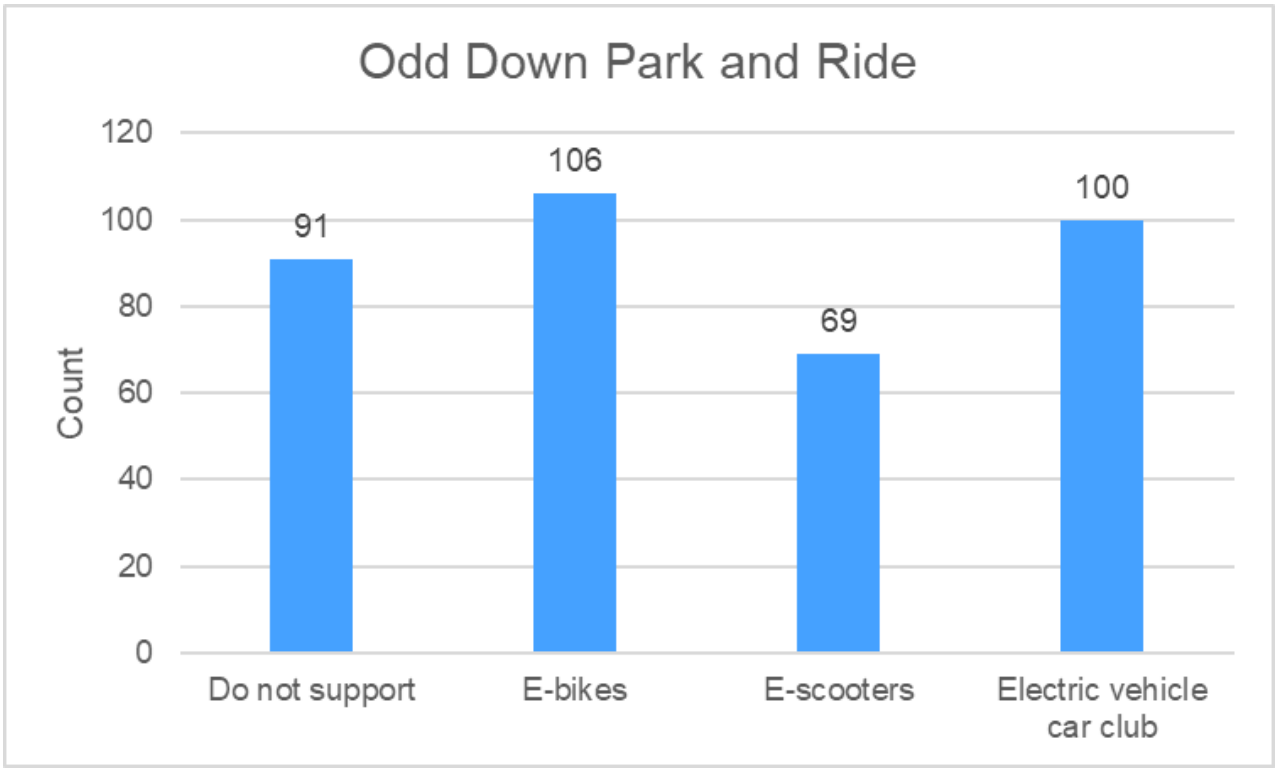


Figure D-2 - We are currently exploring different types of sustainable transport. What would you like us to explore providing at each of the hubs?



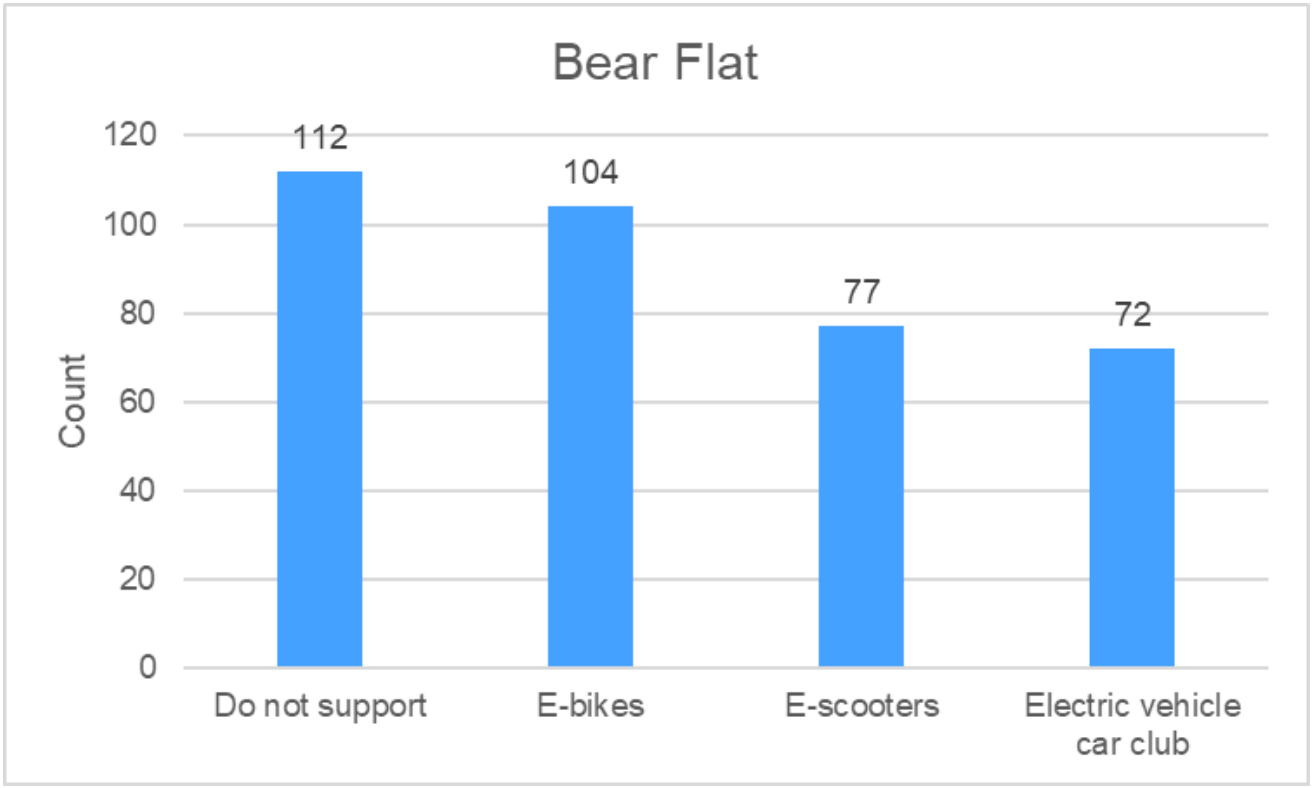


Figure D-3 - To what extent do you support or not support the following statement - these proposals (Mobility Hubs) will encourage more people to use the bus. (n=253)

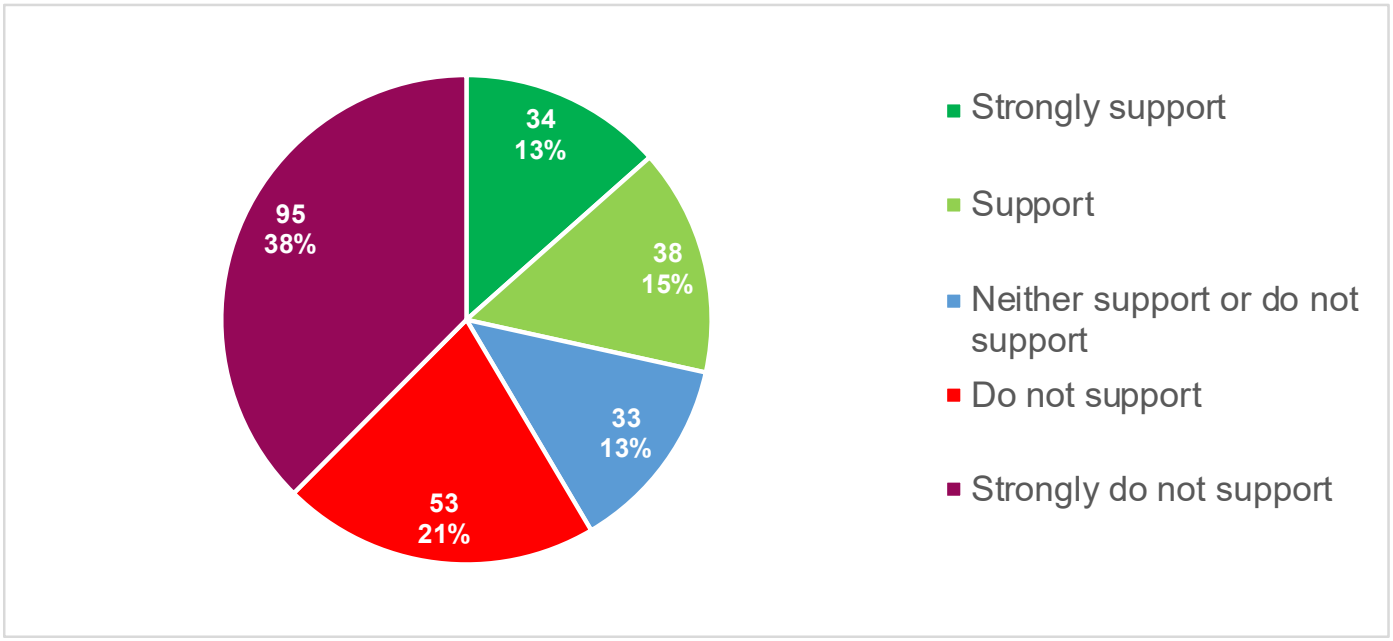


Figure D-4 - To what extent do you support or not support the following statement – these proposals (mobility hubs) will make people travel longer distances to bus stops (n=252)

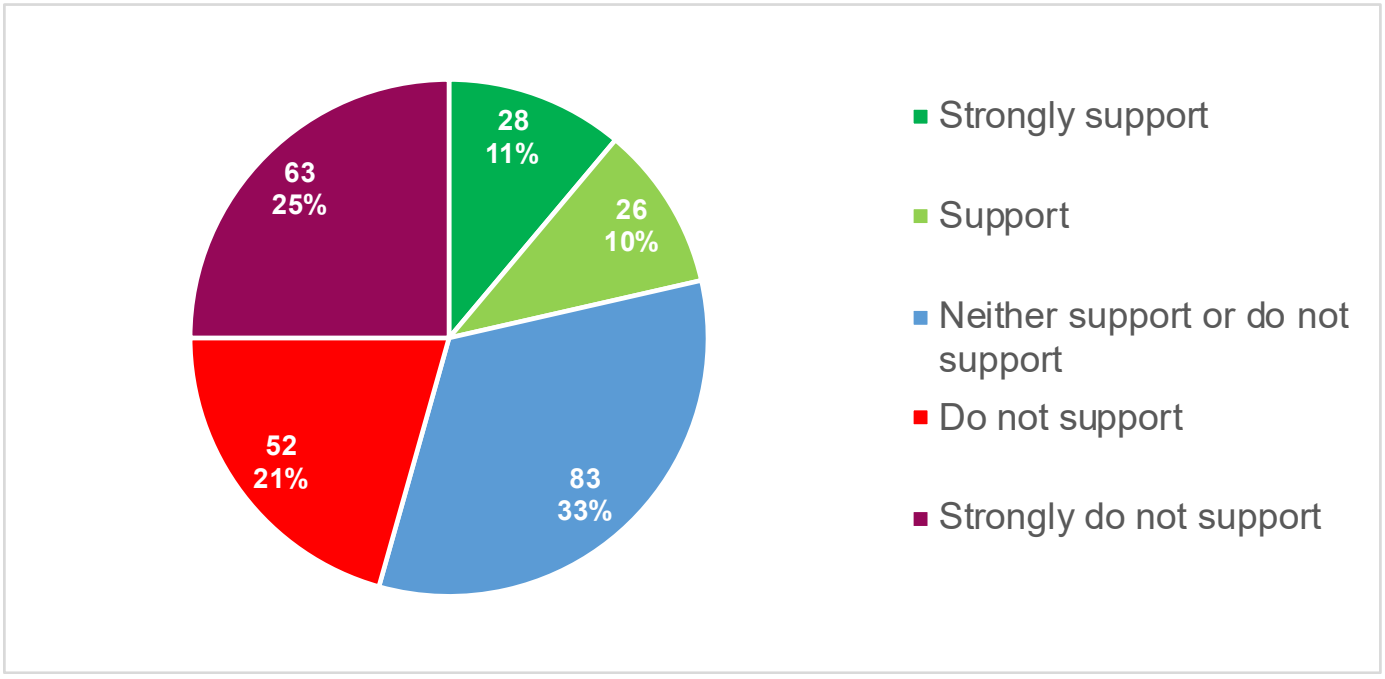


Figure D-5 - To what extent do you support or not support the following statement - these proposals (mobility hubs) will make the bus stops feel safer (n=253)

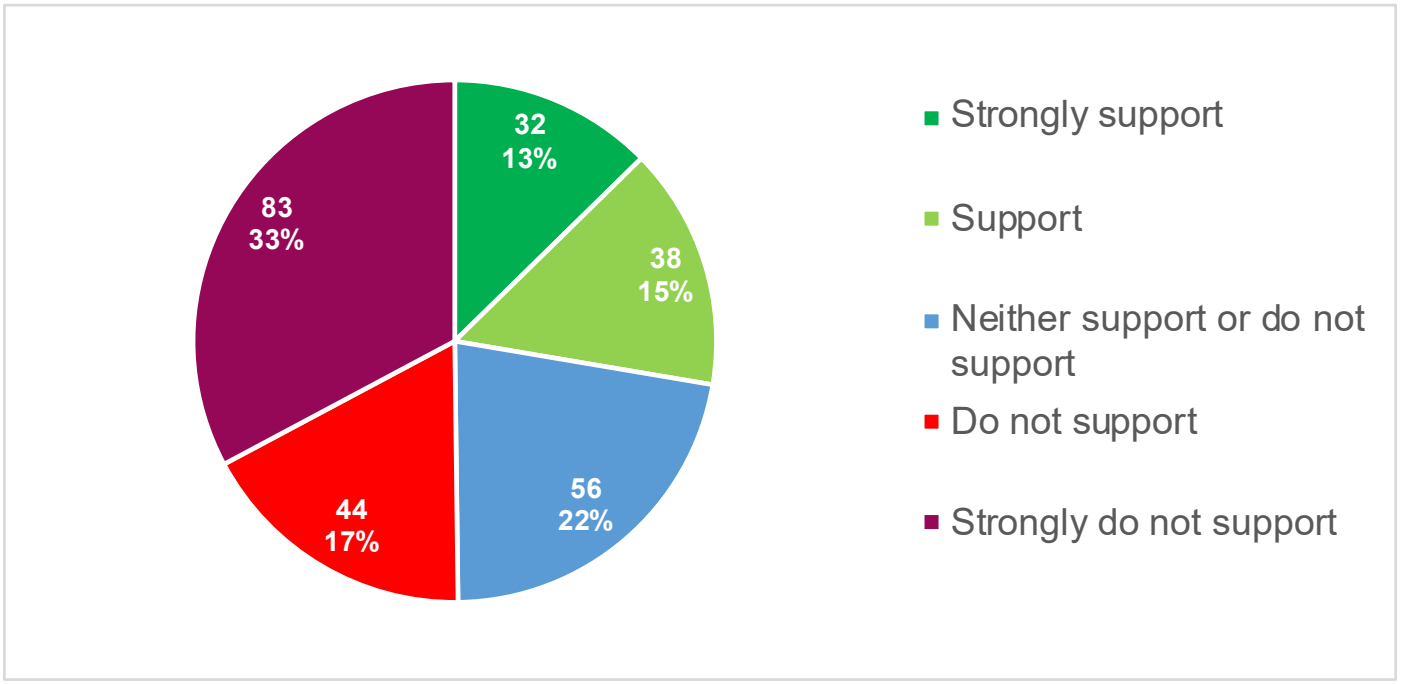


Figure D-6 - To what extent do you support or not support the following statement - Mobility hubs will be an attractive addition to the area (n=251)

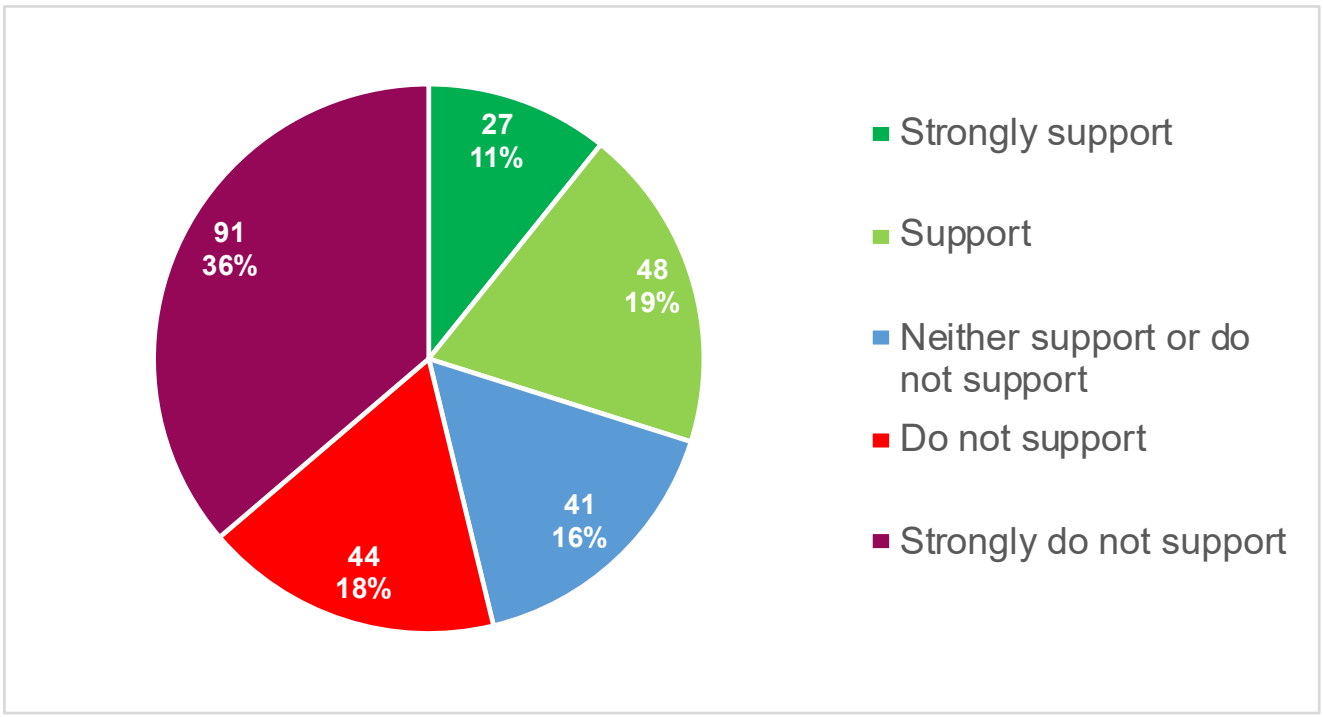


Figure D-7 - The proposals at Bear Flat are in the early stages of design. We'd like to hear from you what types of features you would like to see in the widened footway area being proposed? Please tick as many

as you would like and we will investigate if these are possible. More features will reduce space available for pedestrians.

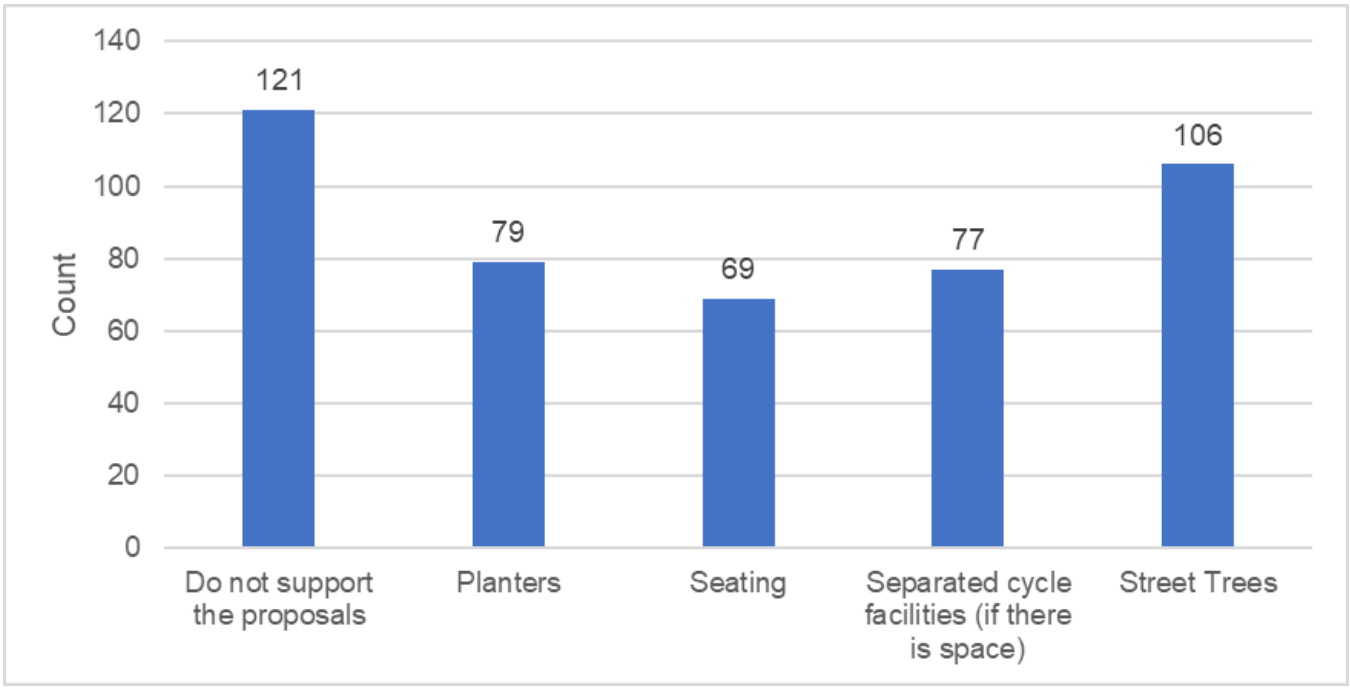


Figure D-8 - Overall, to what extent do you support or not support the proposals to upgrade existing bus stops? (n=251)

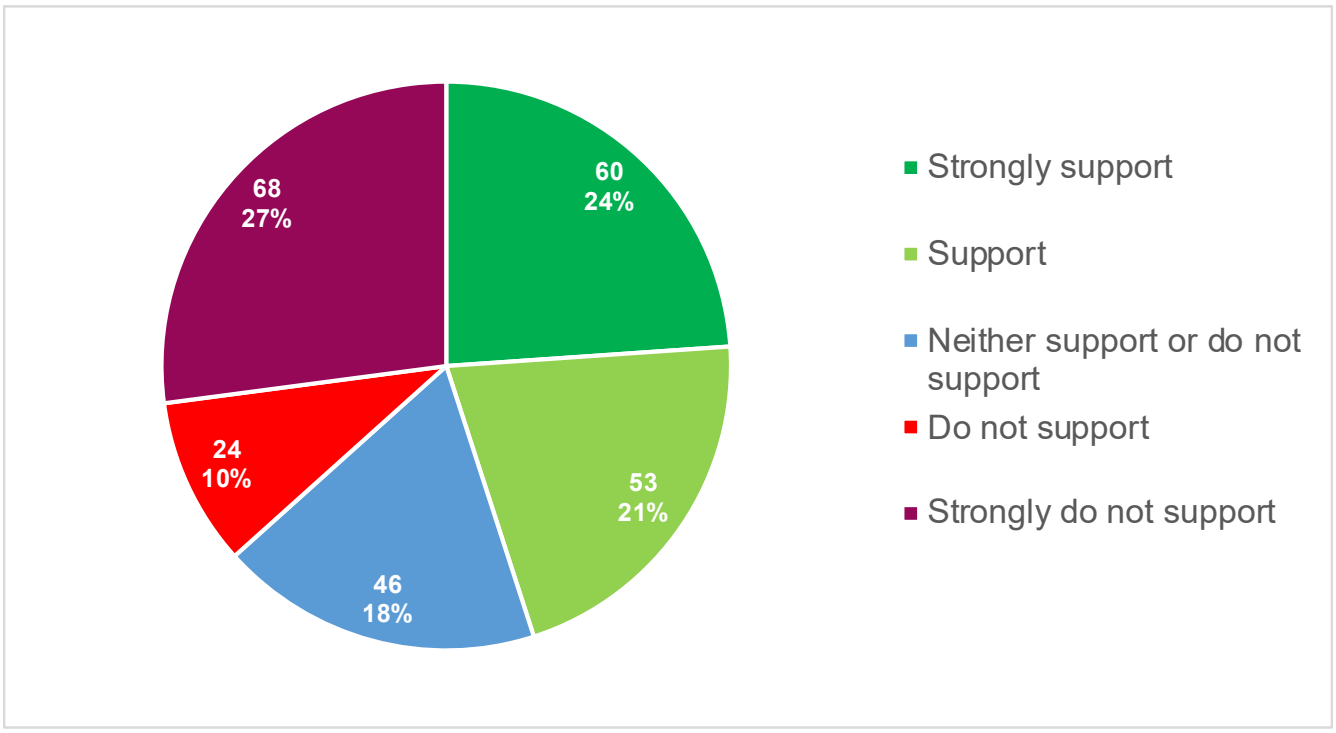


Figure D-9 - To what extent do you support the bus lane on A367 north leaving Odd Down roundabout? (n=252)

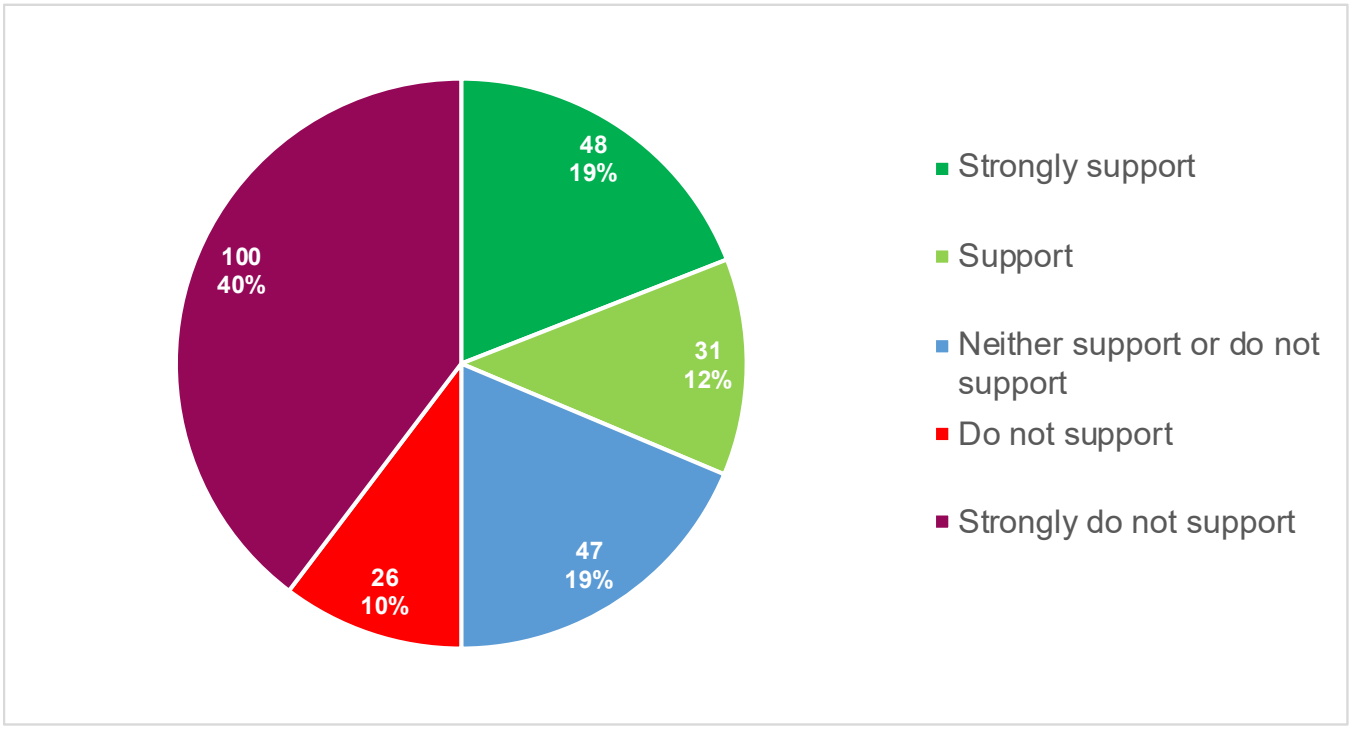


Figure D-10 - To what extent do you support the bus lane heading towards Bath between Wayside bus stops, northeast of Midford Road, to Hatfield Road? (n=251)

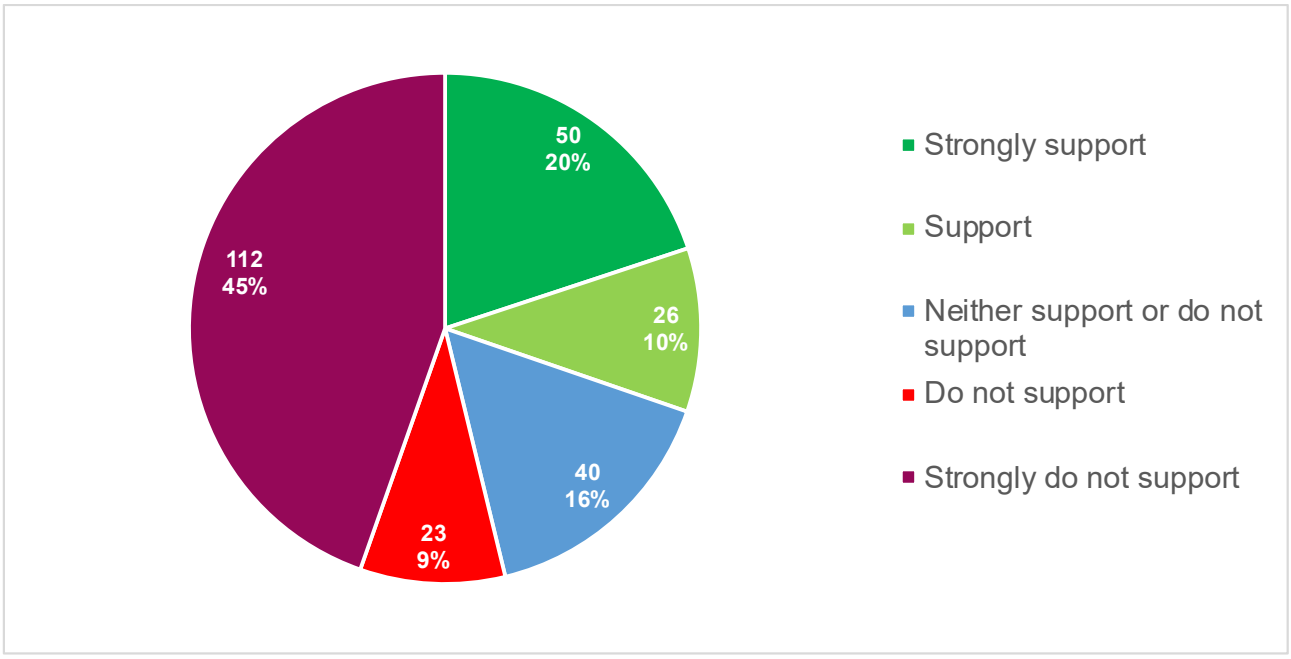


Figure D-11 - To what extent do you support the bus lane extension on A367 on the approach to Churchill Gyratory? (n=252)

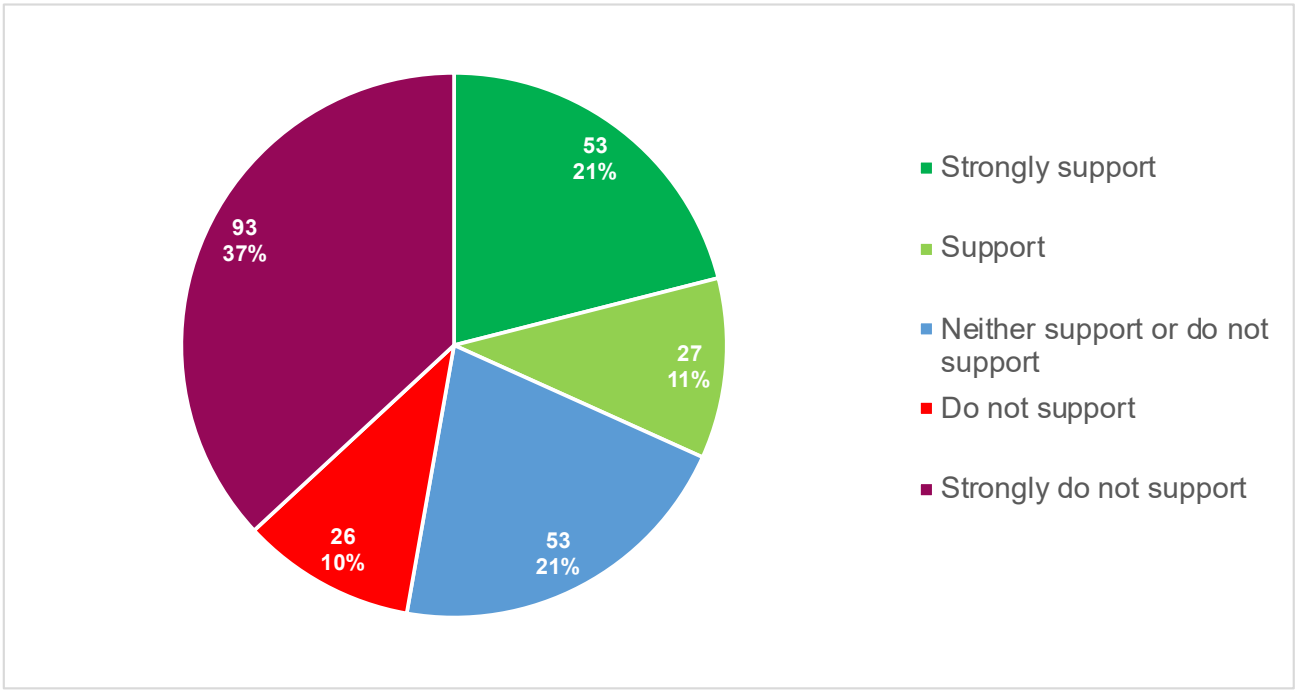
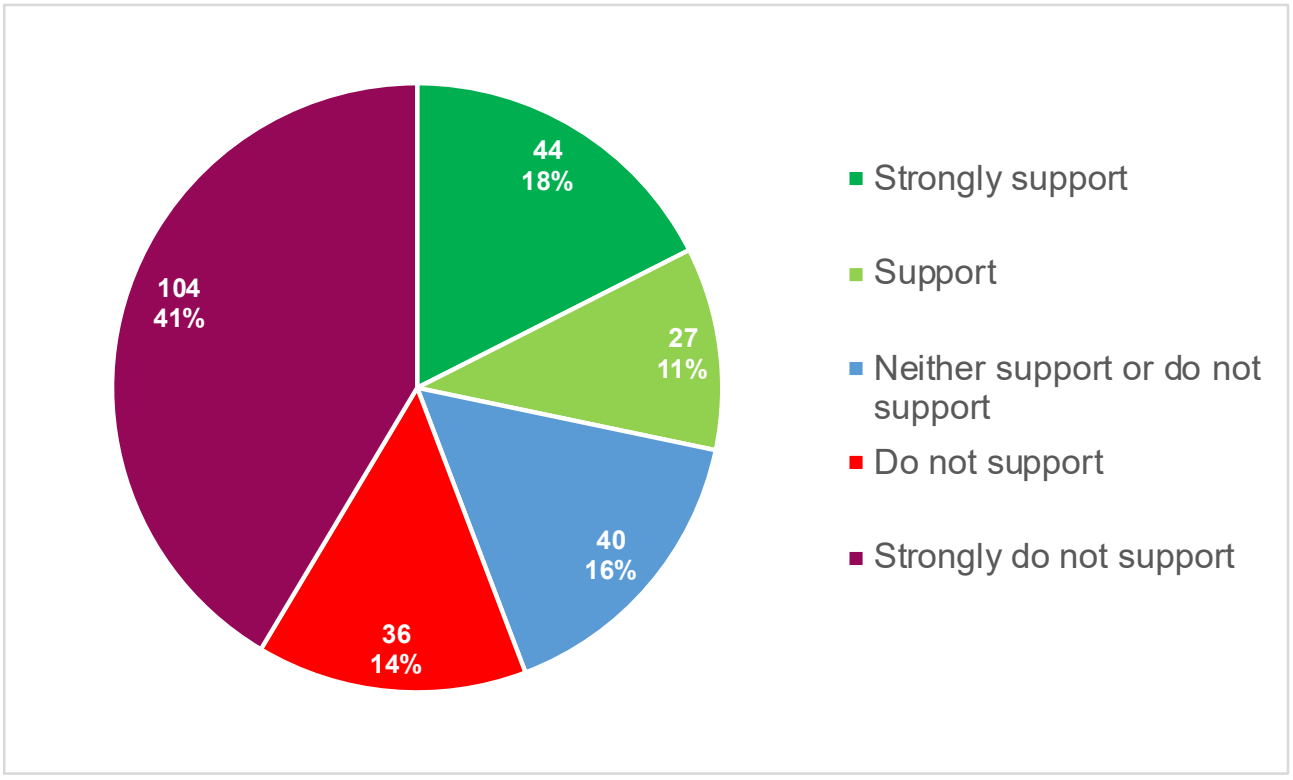


Figure D-12 - To what extent do you support or not support the following statement? These proposals (bus stop improvements and bus lanes) will encourage more people to use the bus (n=251)



Appendix E. Odd Down to Whitchurch Full Results

Appendix E presents the full results of the Wellsway to Odd Down questionnaire. The following figures are included:

Table E-1 - Appendix E figures

Figure E-1 - Overall to what extent do you support or not support the proposals to create Mobility hubs? (n=239)

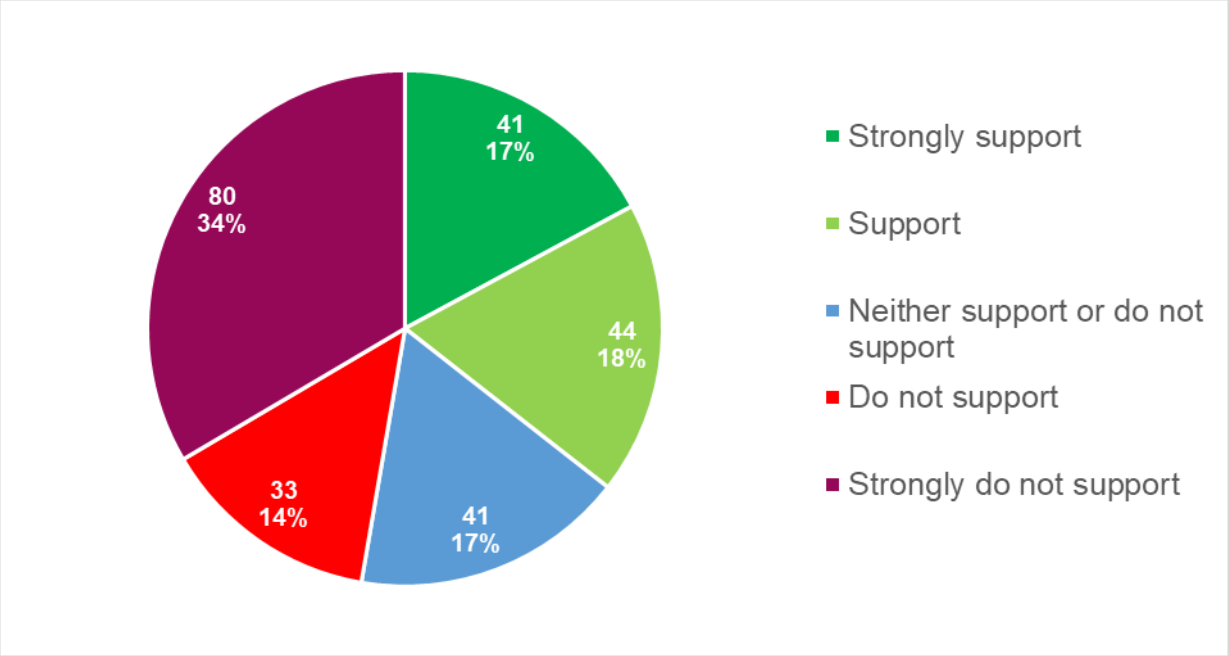
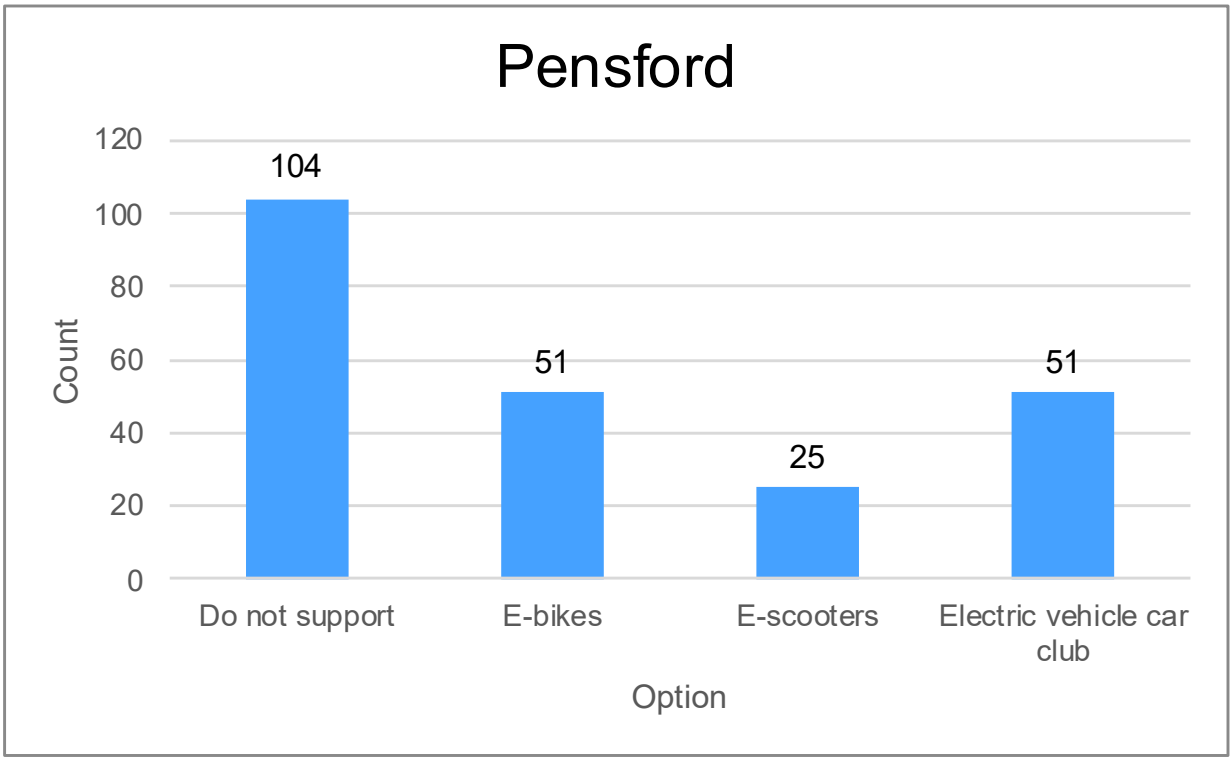
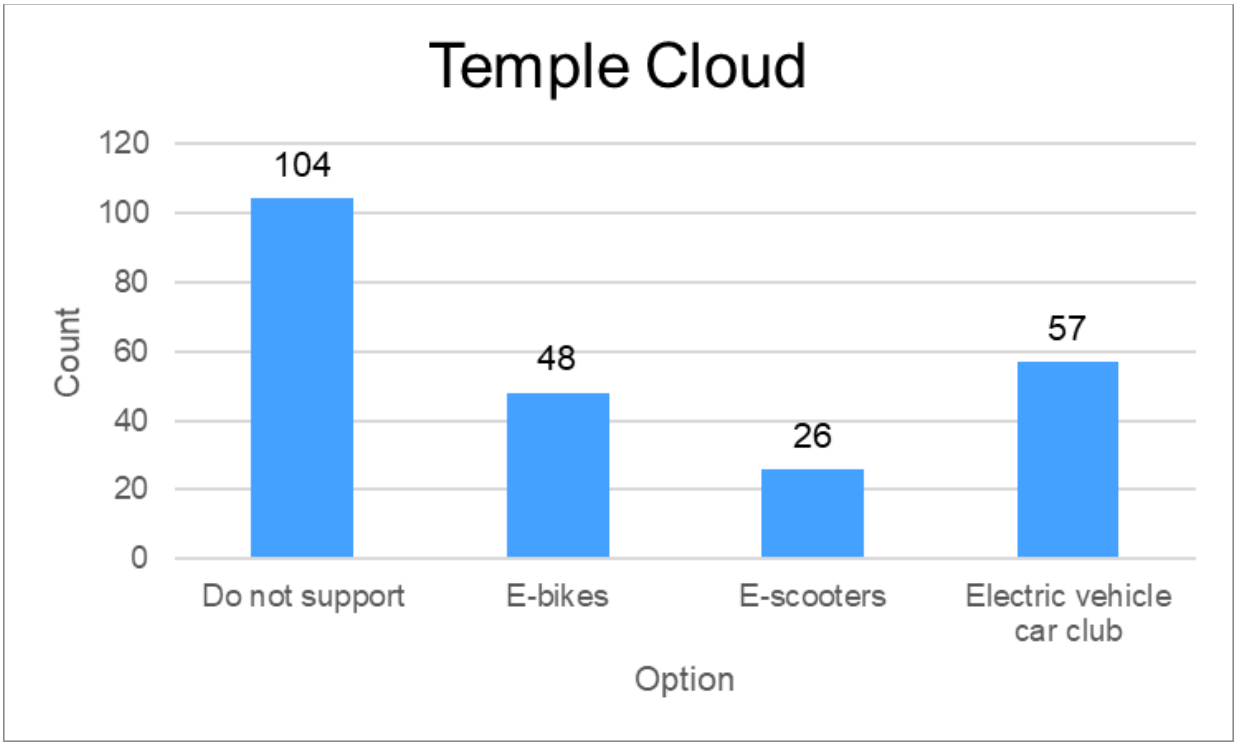
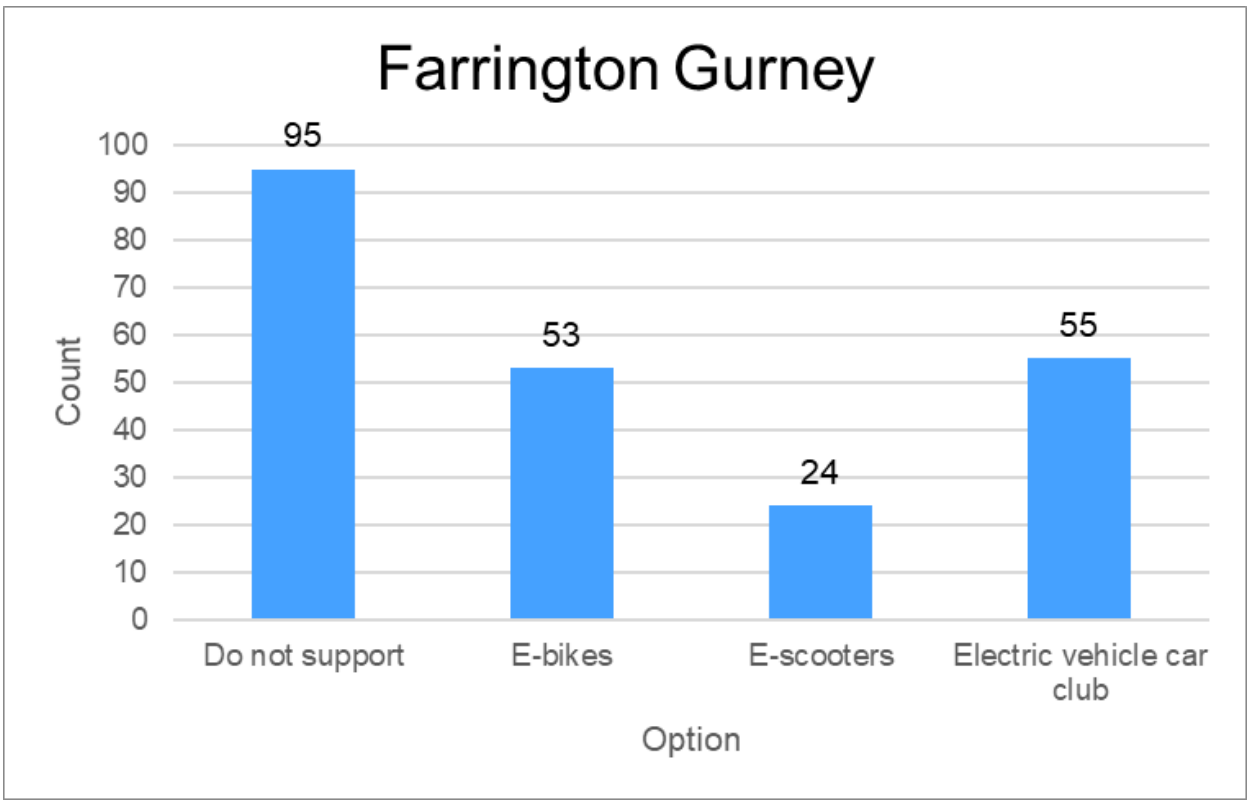
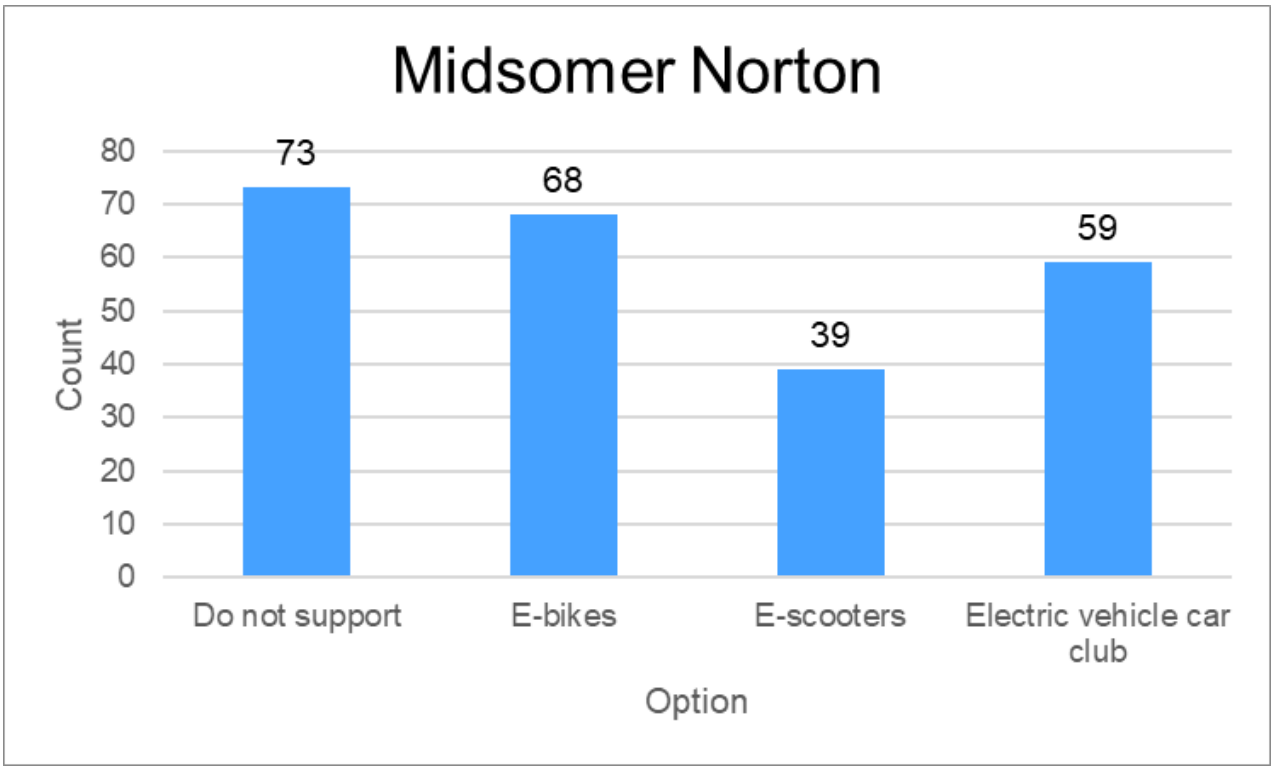


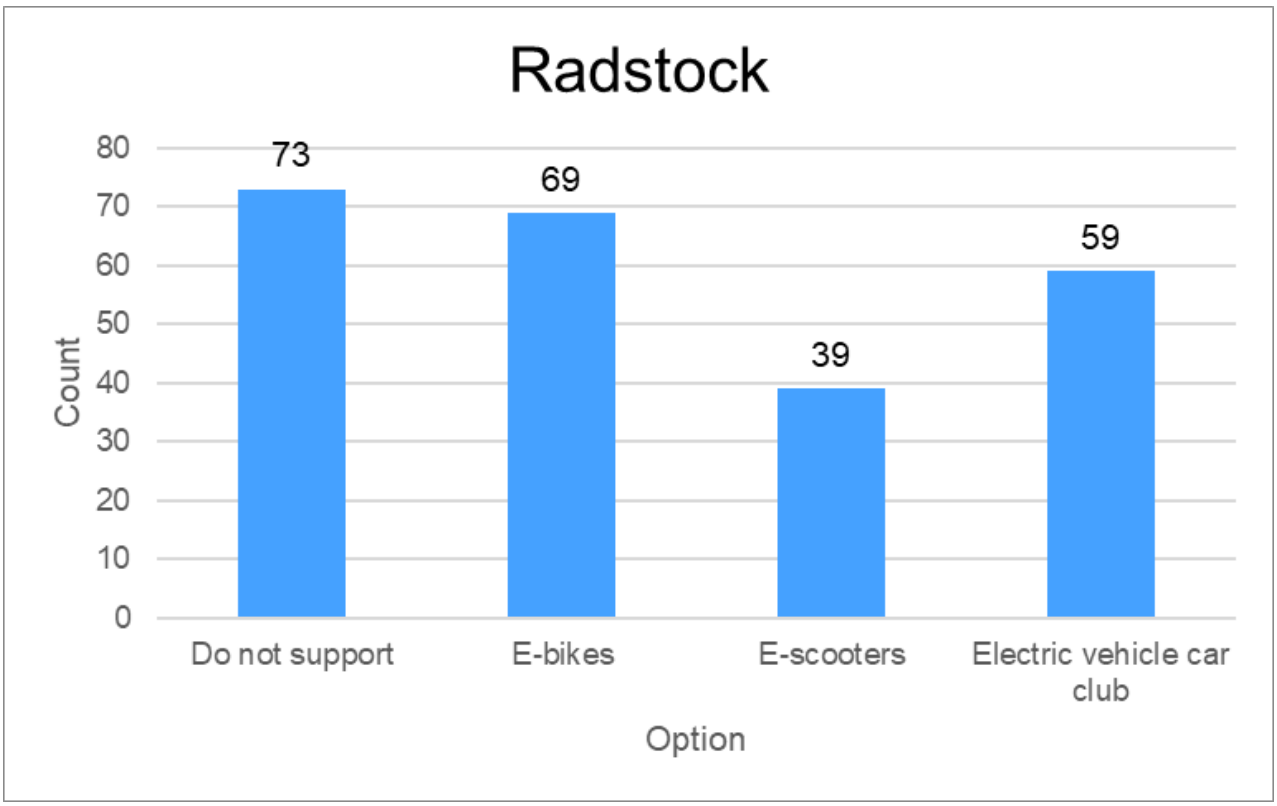
Figure E-2 – Location specific analysis






Farrington Gurney
100
90
80
70
60
50
40
30
20
10
0
Count
95
53
24
55
Do not support
E-bikes
E-scooters
Electric vehicle car club
Option


Midsomer Norton
80
70
60
50
40
30
20
10
0
Count
73
68
39
59
Do not support
E-bikes
E-scooters
Electric vehicle car club
Option


Radstock
80
70
60
50
40
30
20
10
0
Count
73
69
39
59
Do not support
E-bikes
E-scooters
Electric vehicle car club
Option

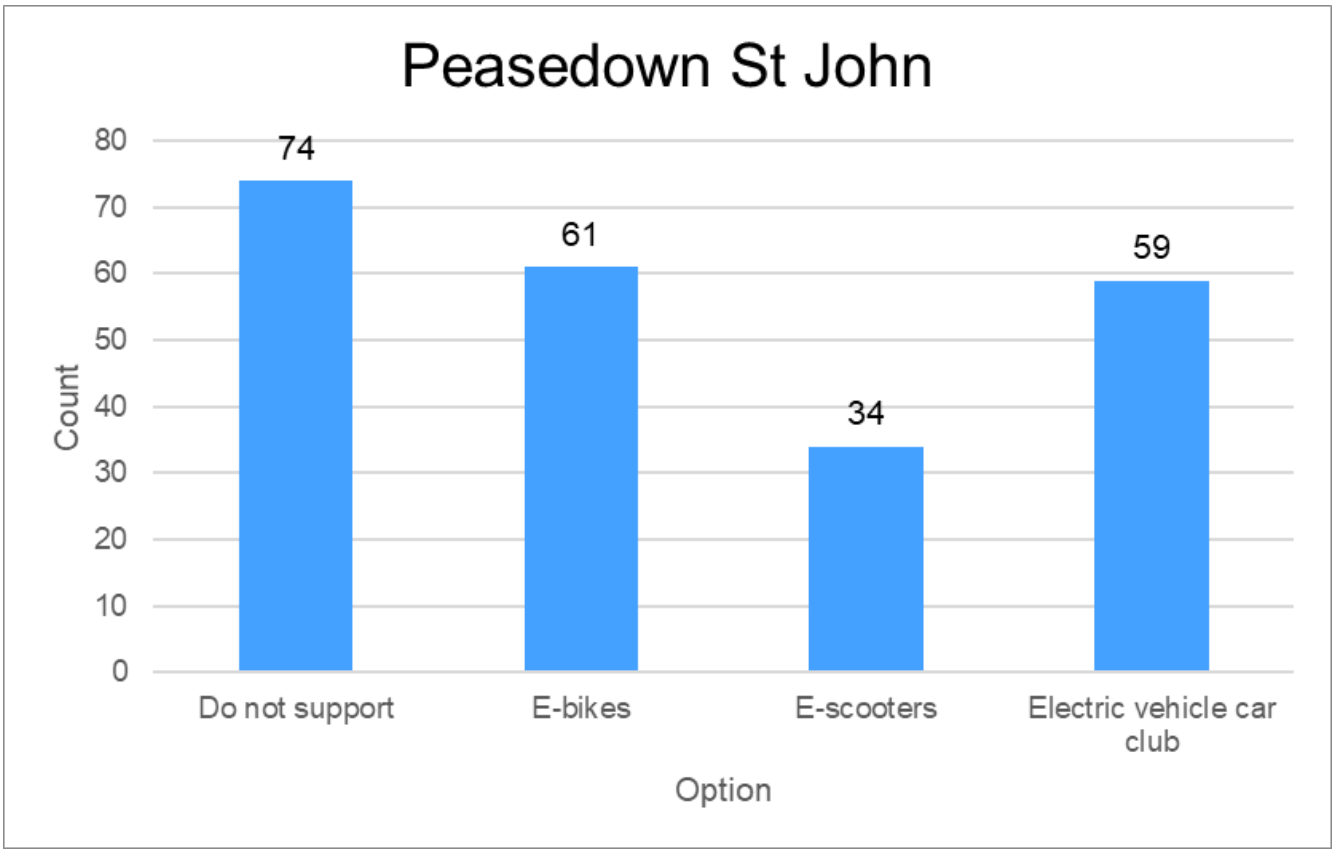

Peasedown St John
80
70
60
50
40
30
20
10
0
Count
74
61
34
59
Do not support
E-bikes
E-scooters
Electric vehicle car club
Option

Figure E-3 - These proposals (mobility hubs) will encourage more people to use the bus (n=231)

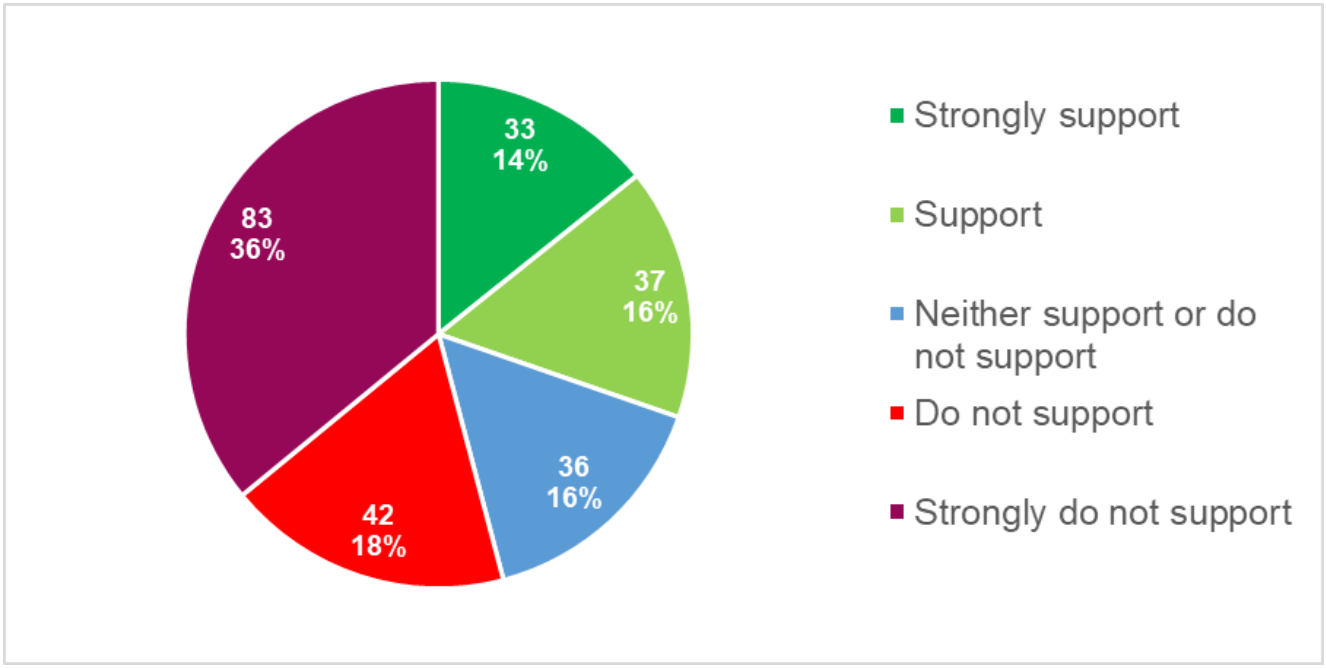


Figure E-4 - These proposals (mobility hubs) will make people travel longer distances to the bus stops (n=229)

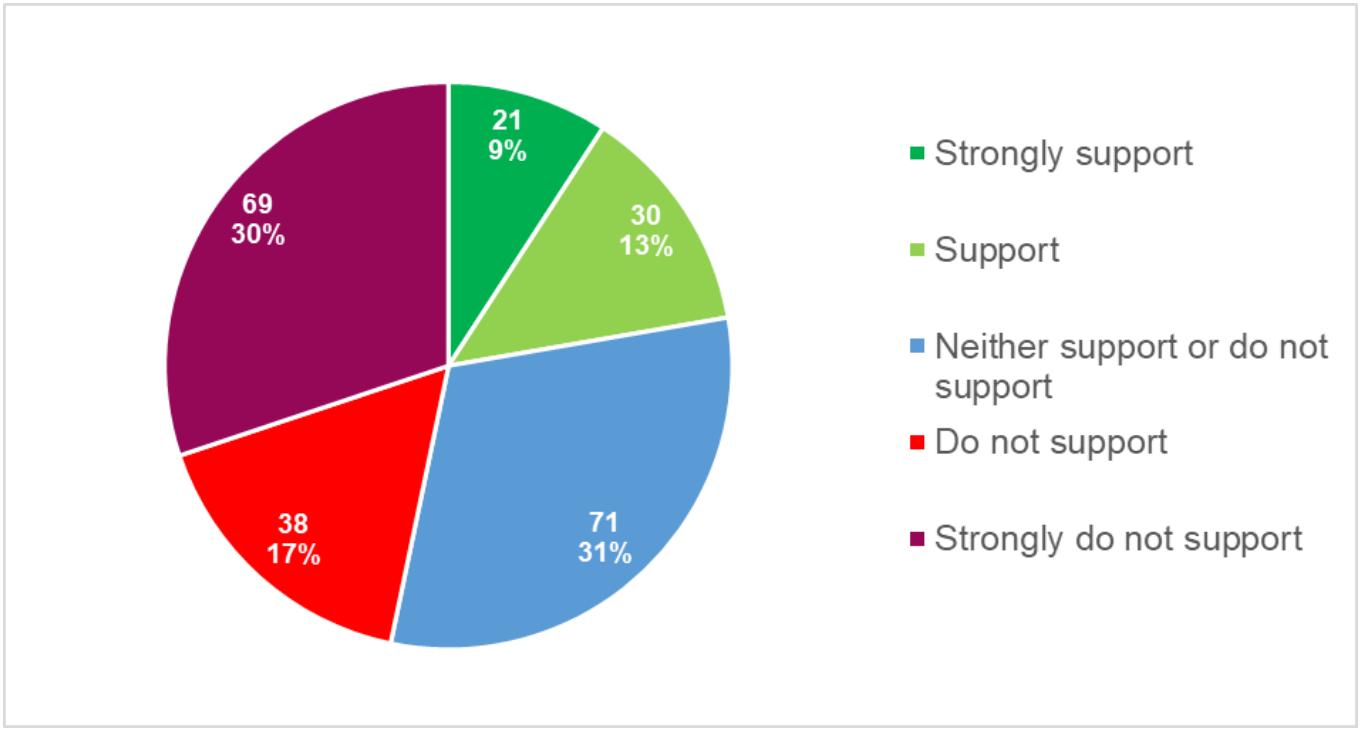
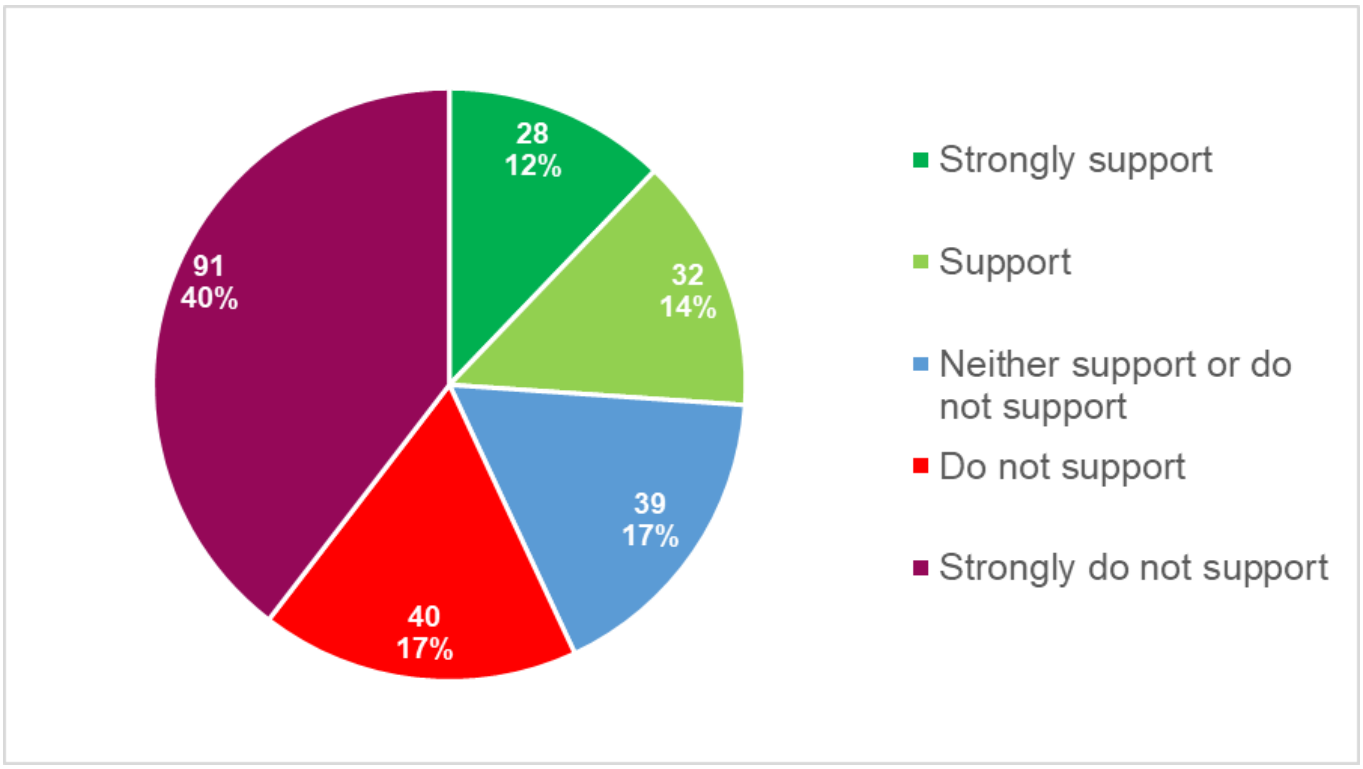


Figure E-5 - These proposals (mobility hubs) will make the bus stop feel safer (n=230)



D

Figure E-6 - Mobility Hubs will be an attractive addition to the area (n=233)

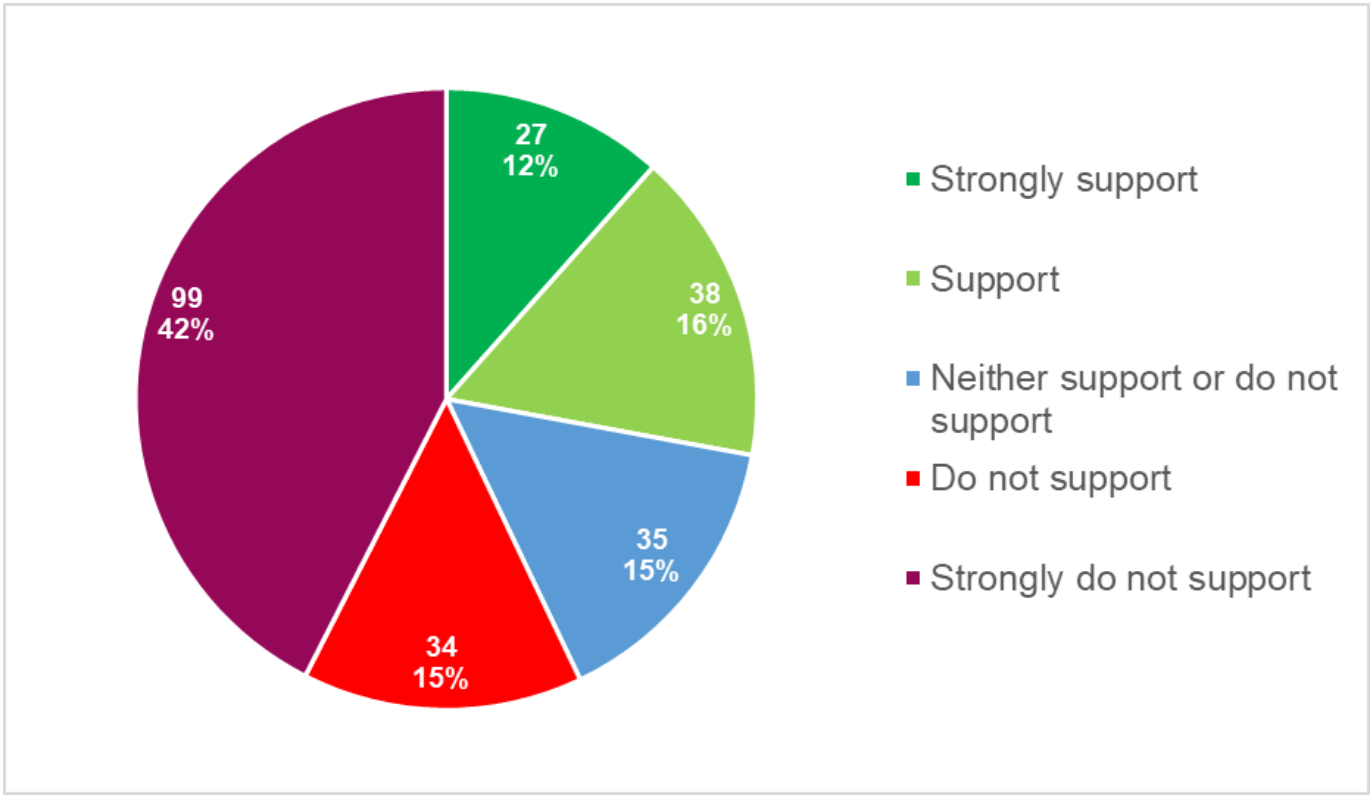


Figure E-7 - Overall, to what extent do you support or not support the proposals to upgrade existing bus stops? (n=234)

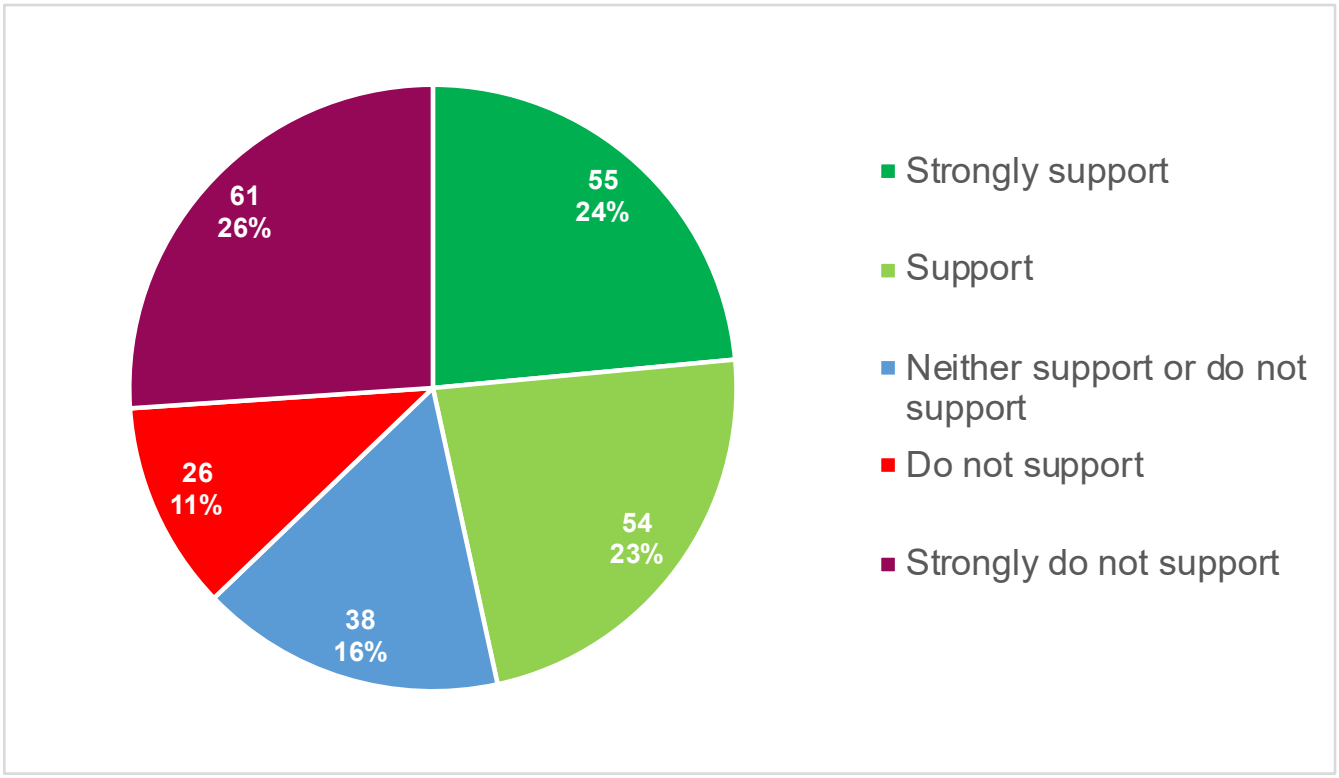


Figure E-8 - These proposals (bus stop improvements) will encourage more people to use the bus (n=230)

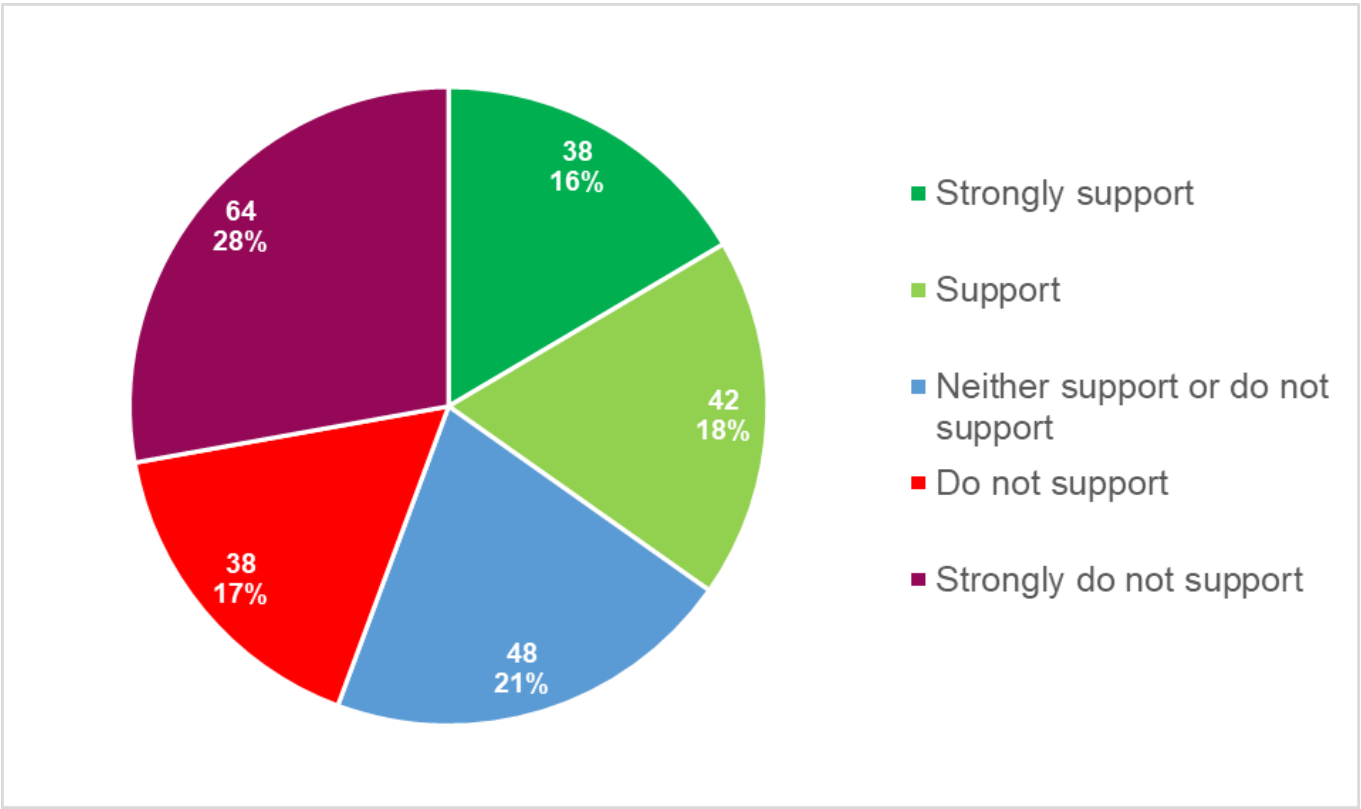


Figure E-9 - These proposals (bus stop improvements) will make the bus stop feel safer (n=228)

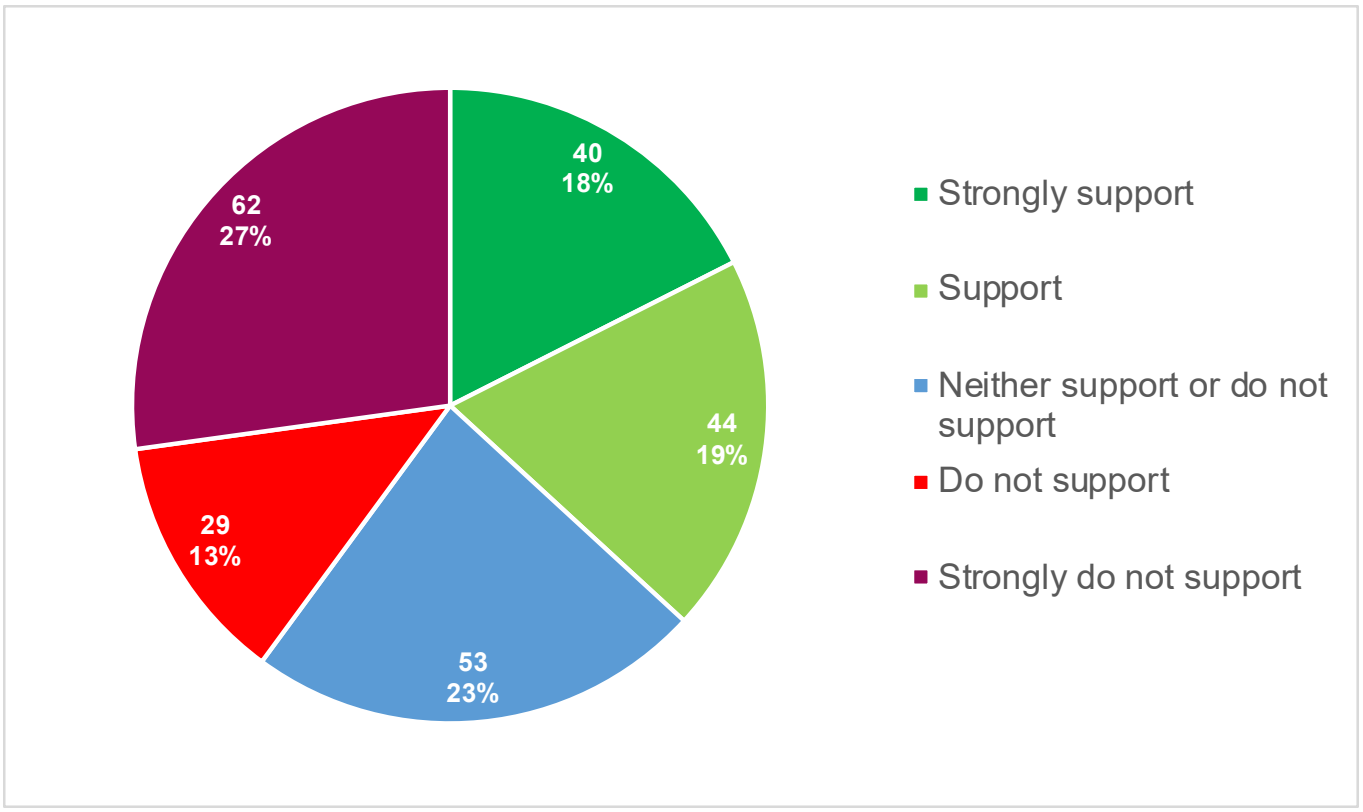


Figure E-10 - These proposals (walking, wheeling and cycling improvements) will make walking, wheeling and cycling more attractive? (n=229)

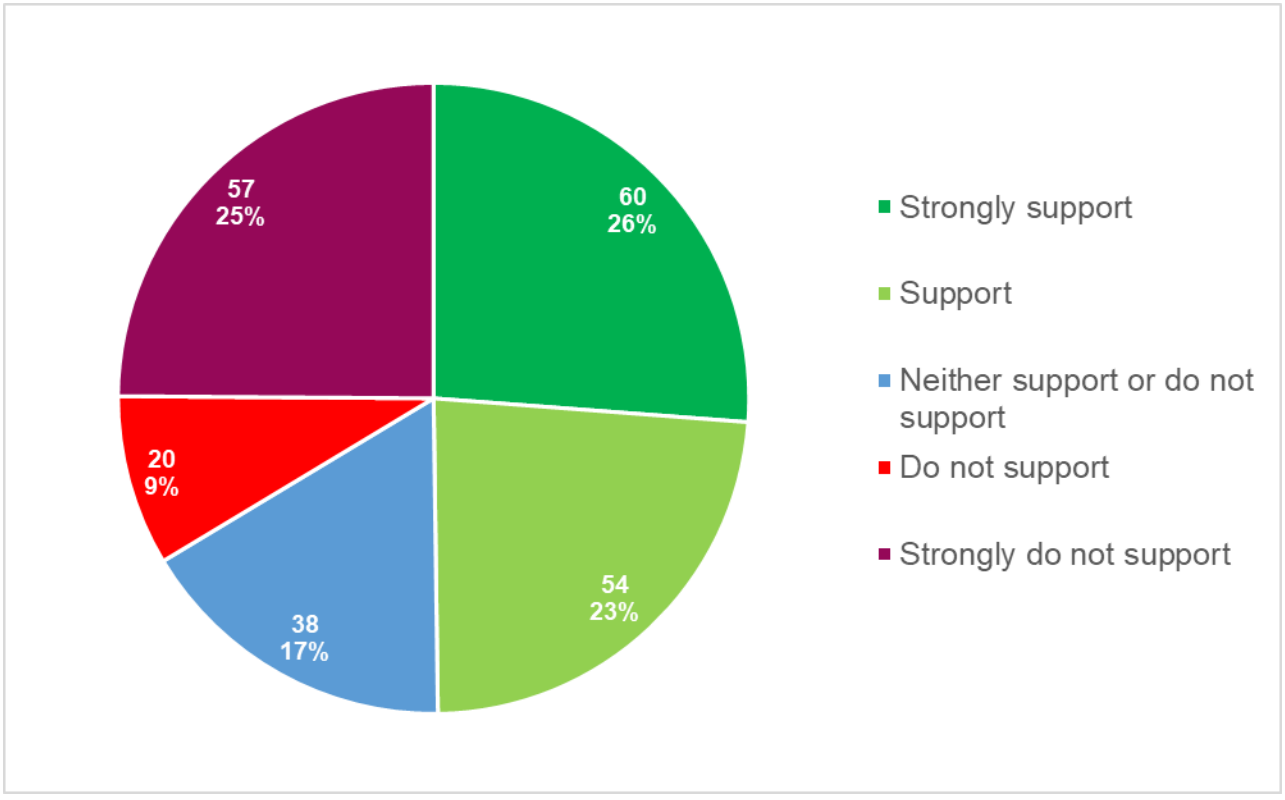


Figure E-11 - These proposals will make me and/or my family walk, wheel and cycle around the area more (n=233)

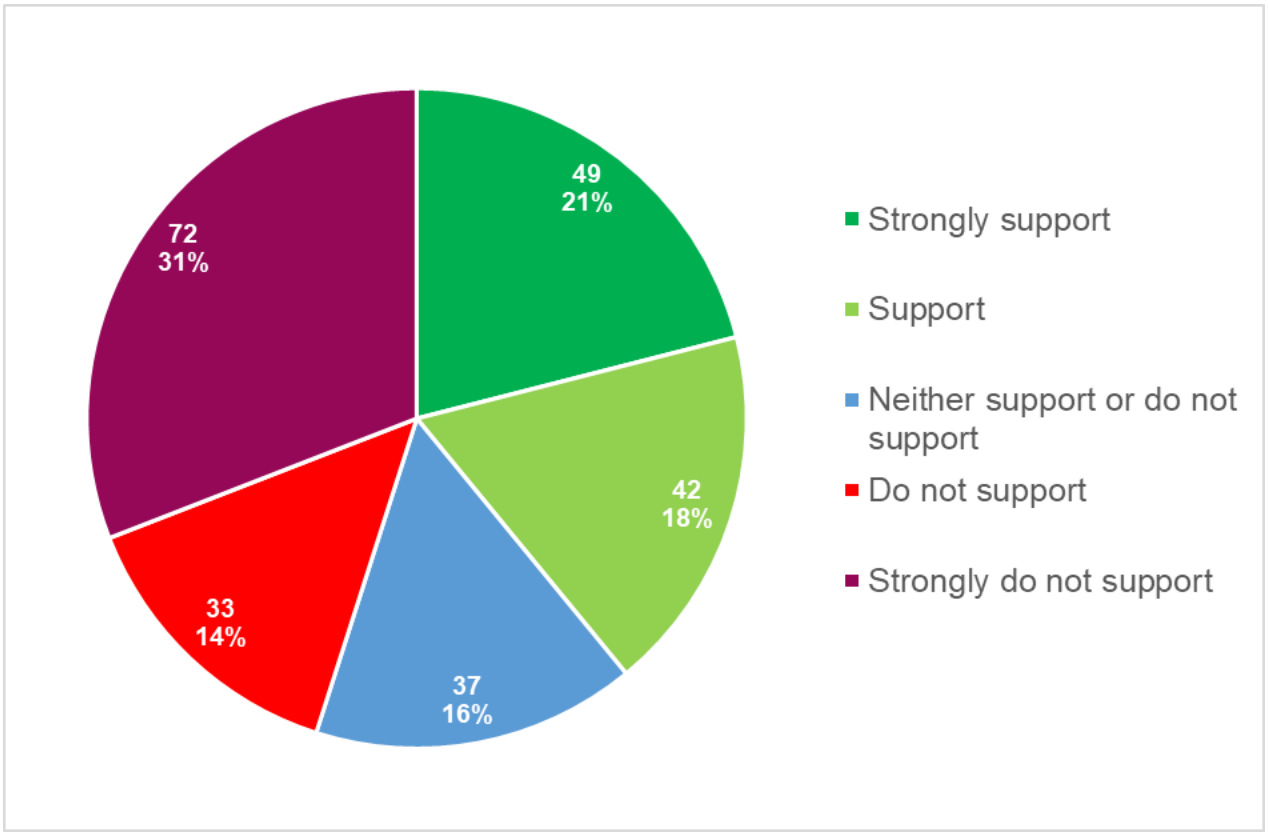
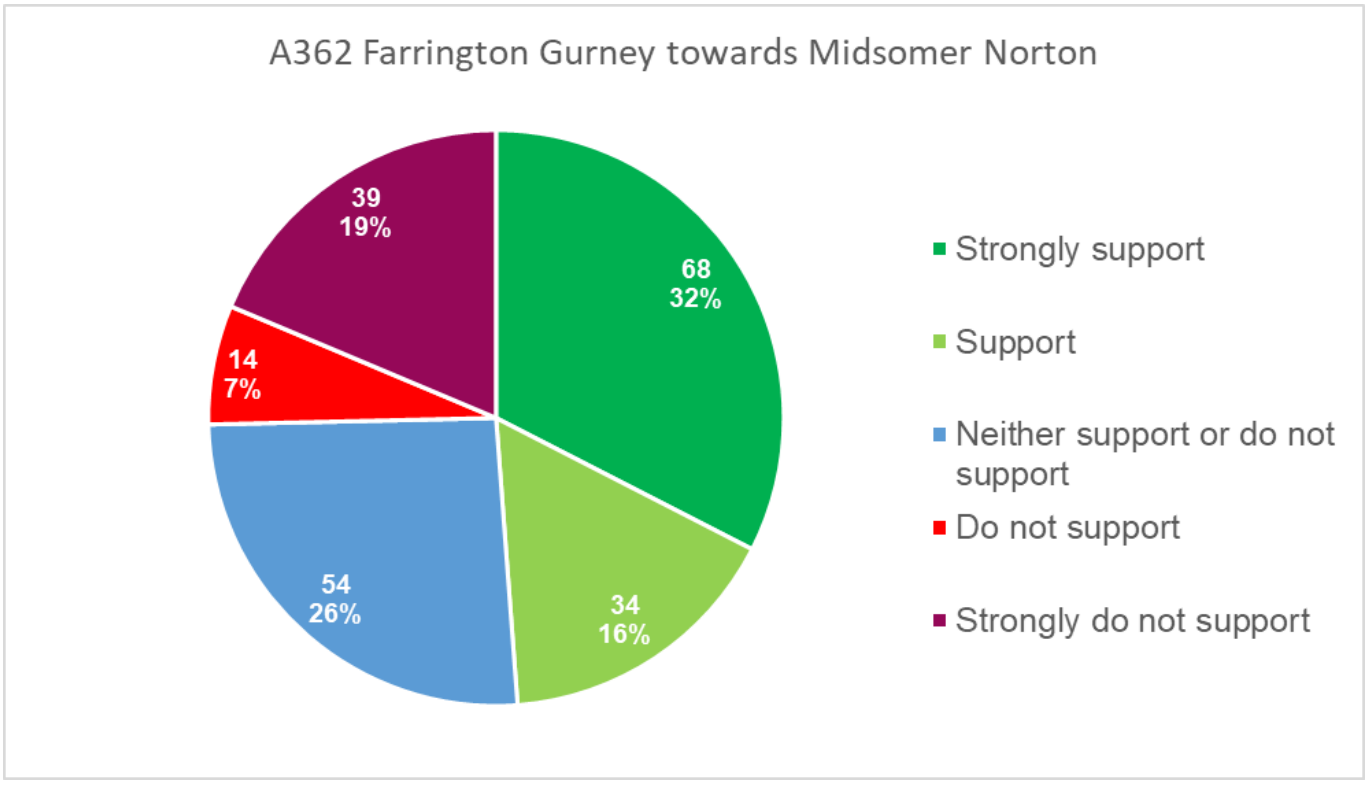
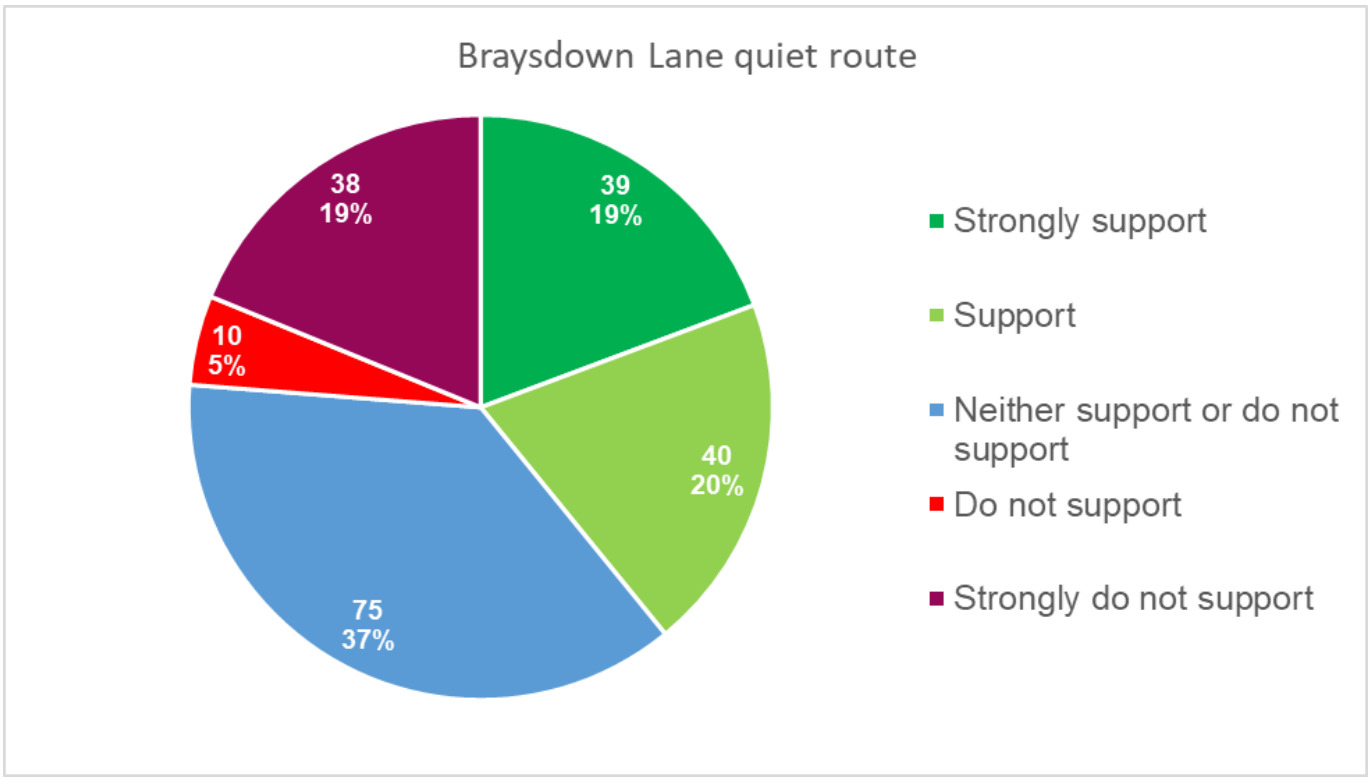


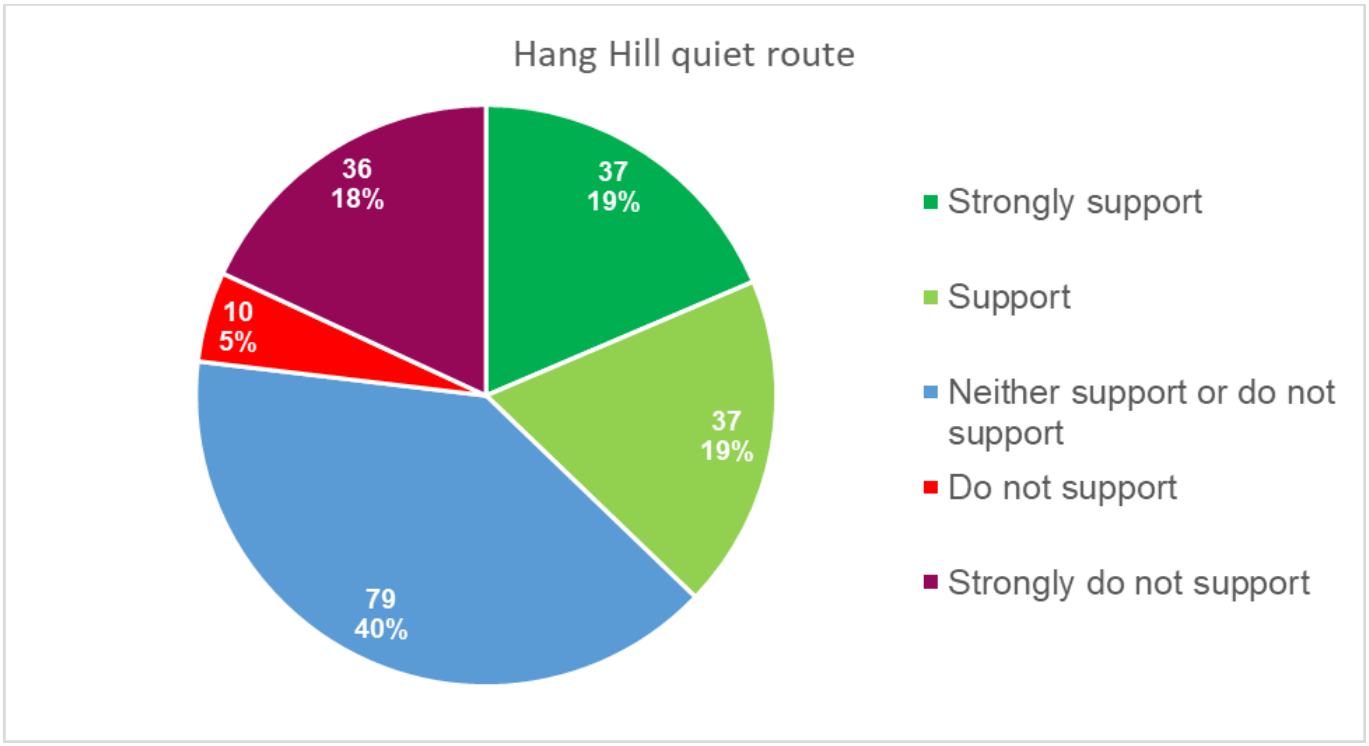
Figure E-12 - Improvement specific analysis (n=209)



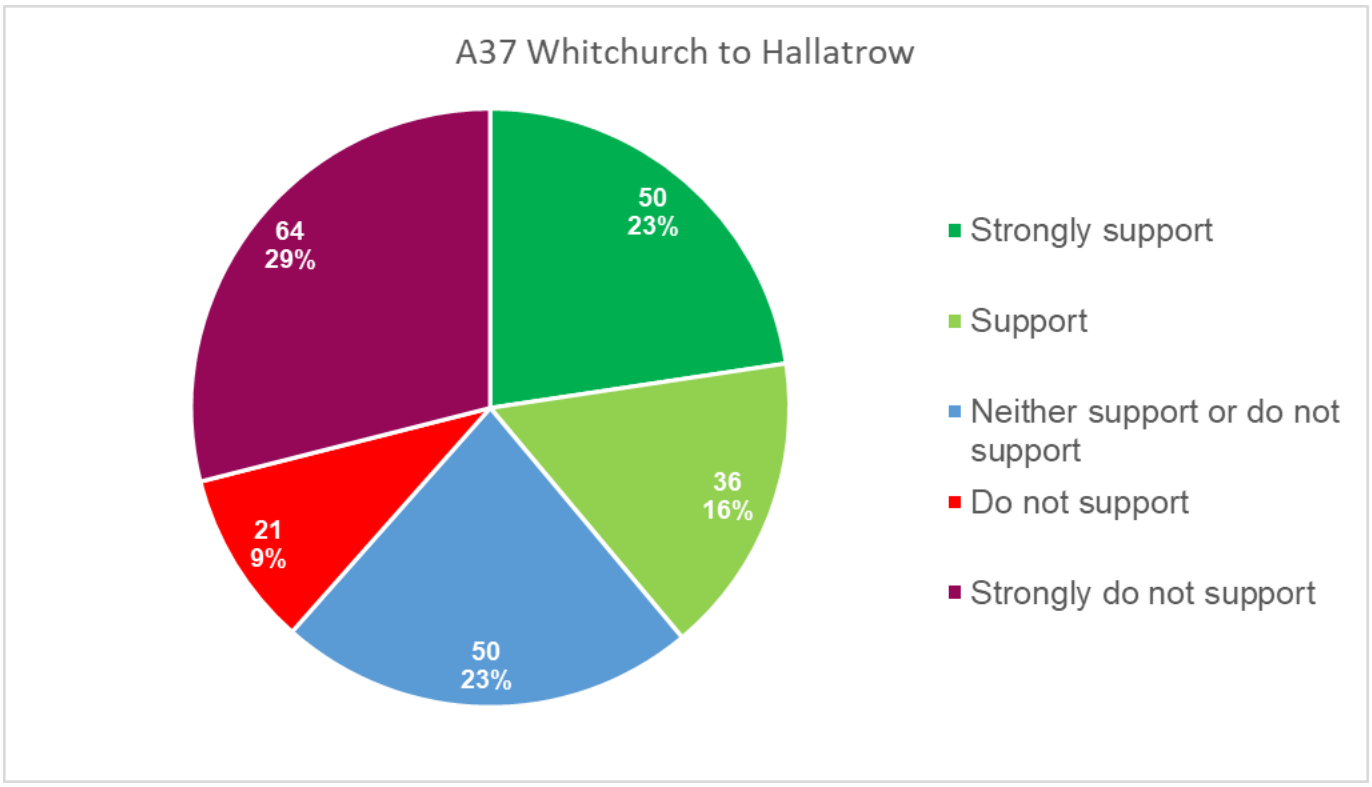
(n=202)


Braysdown Lane quiet route
39
19%
40
20%
75
37%
10
5%
38
19%
Strongly support
Support
Neither support or do not support
Do not support
Strongly do not support

(n=199)


Hang Hill quiet route
37
19%
37
19%
79
40%
10
5%
36
18%
Strongly support
Support
Neither support or do not support
Do not support
Strongly do not support

(n=221)


A37 Whitchurch to Hallatrow
50
23%
36
16%
50
23%
21
9%
64
29%
Strongly support
Support
Neither support or do not support
Do not support
Strongly do not support

(n=209)

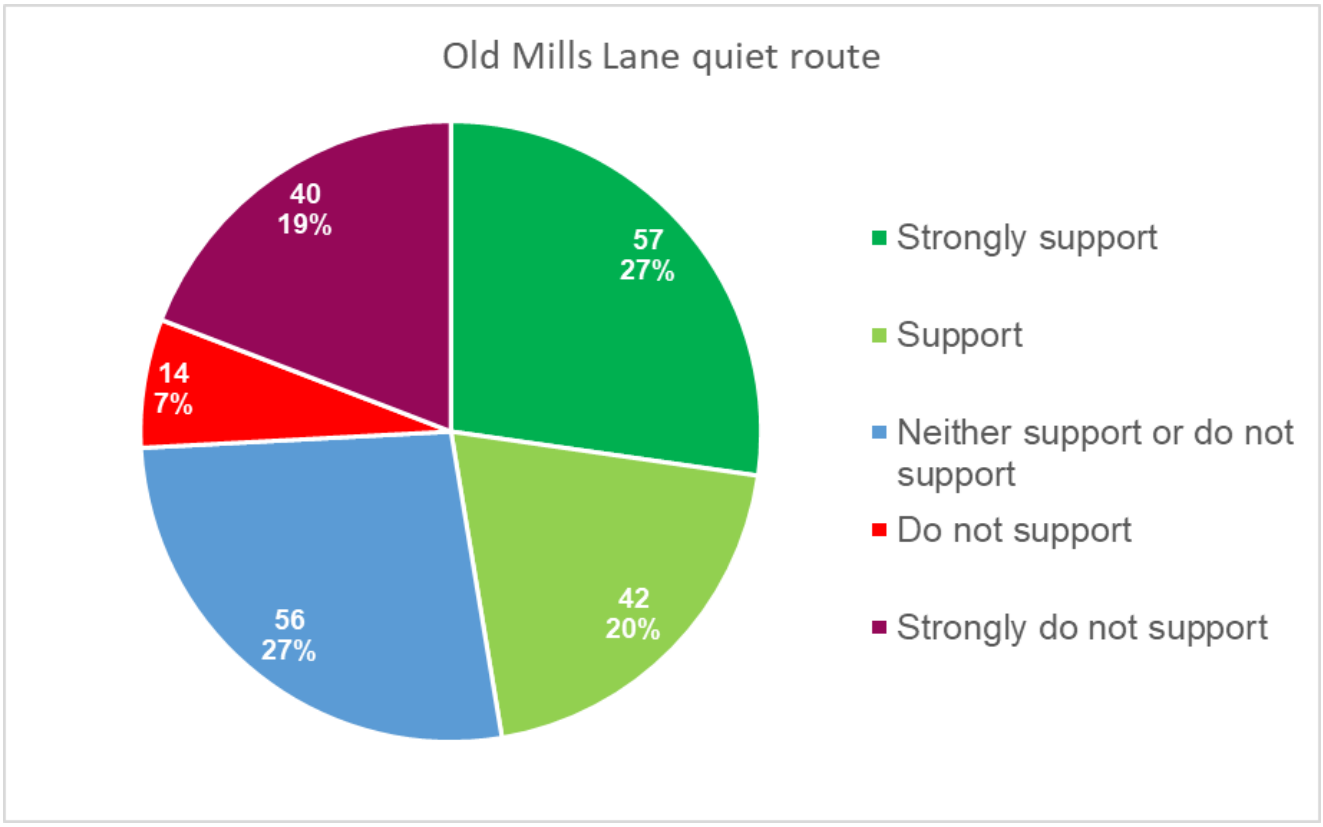

Old Mills Lane quiet route
57
27%
42
20%
56
27%
14
7%
40
19%
Strongly support
Support
Neither support or do not support
Do not support
Strongly do not support

Figure E-13 - To what extent do you support or not support the proposals to reduce speeds at the A367 / Bath Road junction? (n=212)

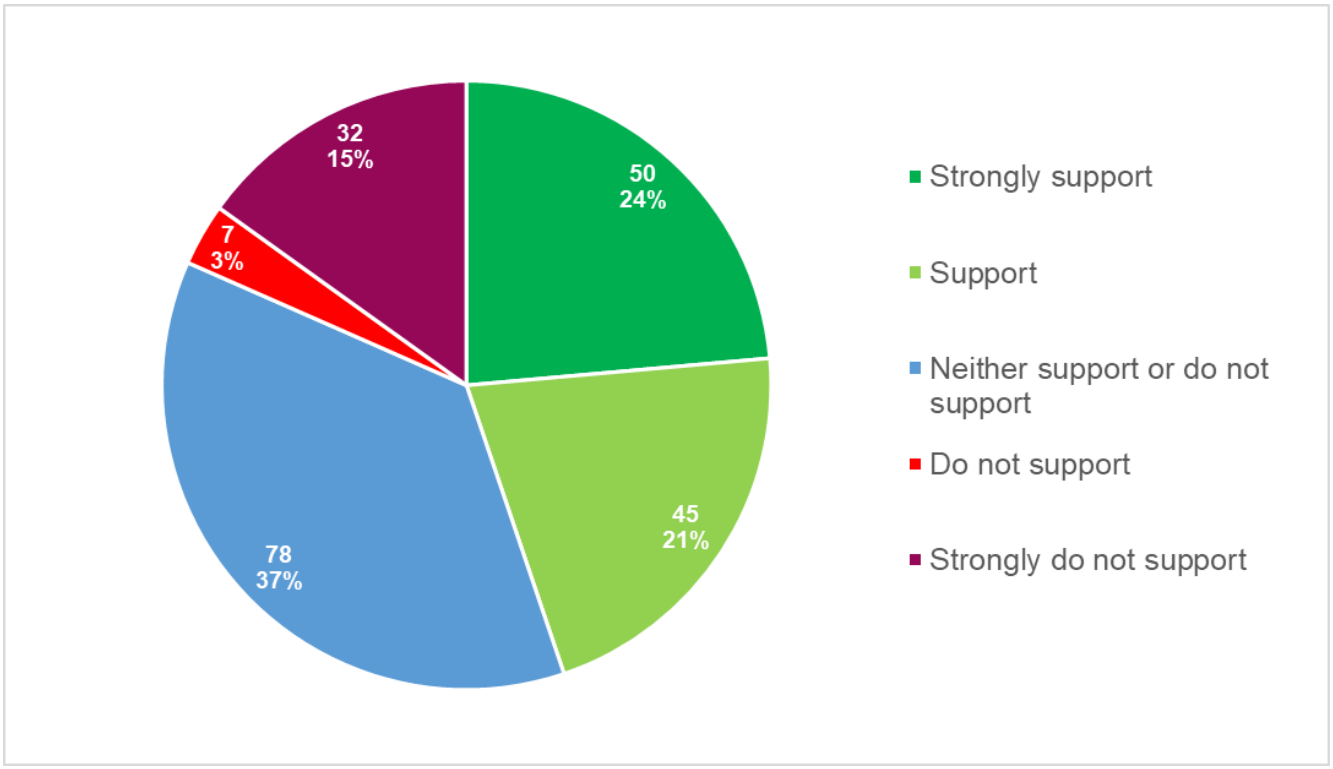


Figure E-14 - To what extent do you support or not support the proposals to provide pedestrian crossings at the A37 Staunton Lane junction? (n=213)

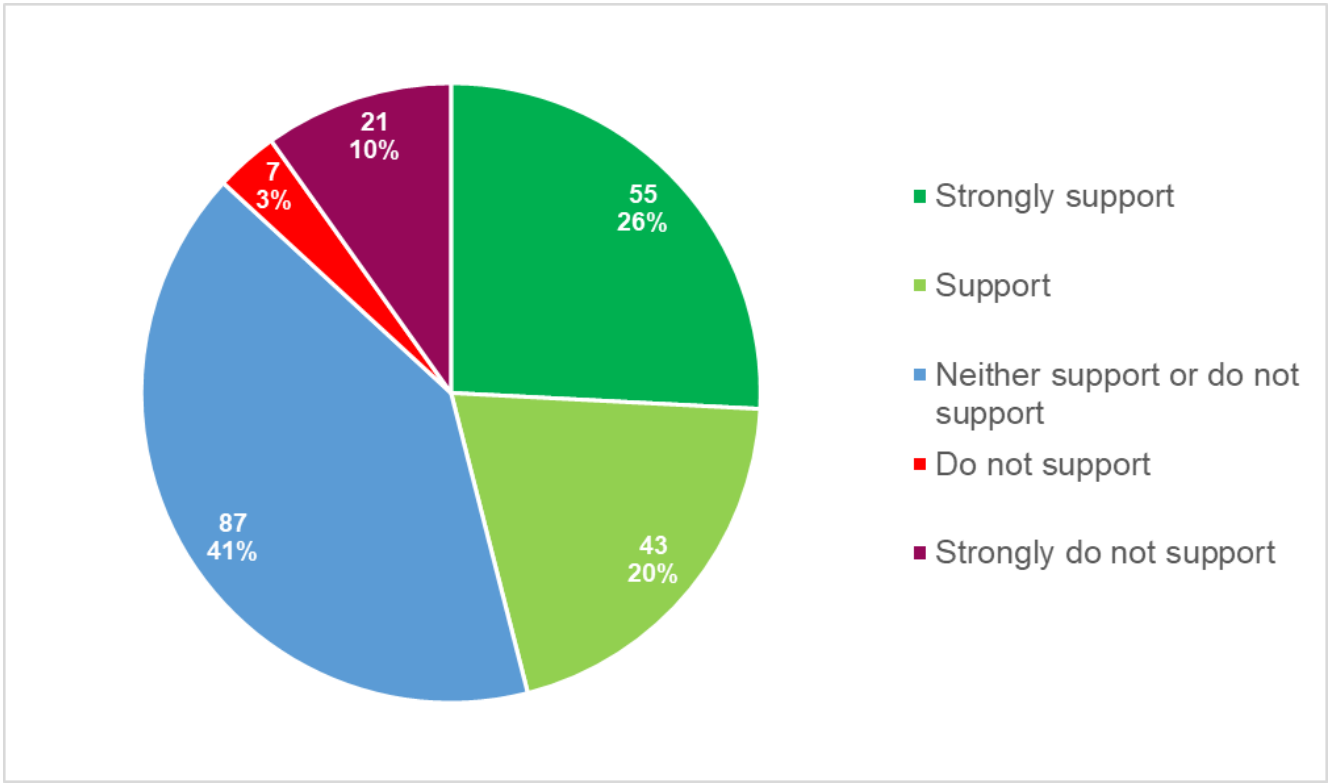
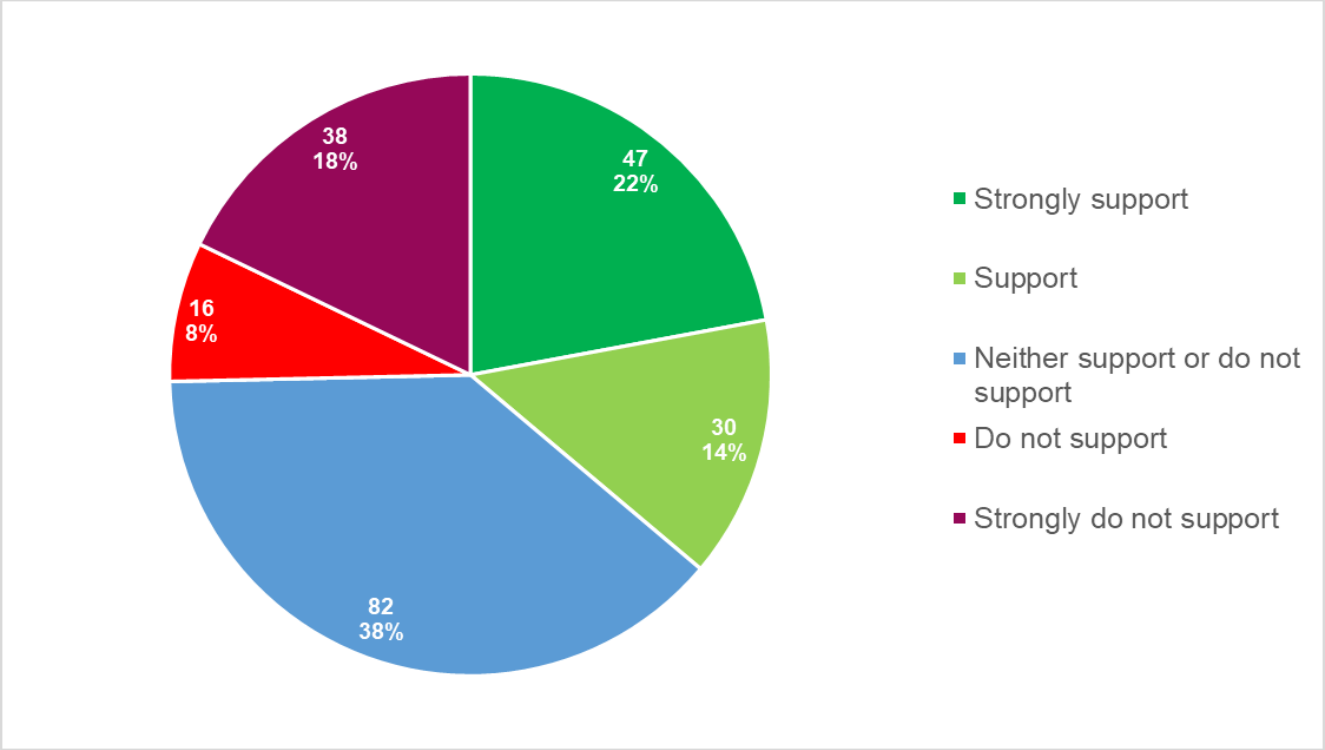


Figure E-15 - To what extent do you support or not support the proposals to prioritise buses through the traffic signals at the A37 Staunton Lane junction? (n=213)



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