

South Gloucestershire Council

DATE: 20 August 2013

RESULTS OF THE PUBLIC CONSULTATION FOR: A38 Gloucester Road - cycle safety improvement measures

1. Introduction

- 1.1. The A38 Gloucester Road is a busy route for traffic travelling into and out of Bristol and can be busy at its junctions. Some of the junctions have a high concentration of accidents involving cyclists. To improve these sites the council made a successful bid to Sustrans for some of the Department for Transport 2013/14 Cycle Safety Fund. Sustrans is a charity that works with governments, communities, policy-makers and partner organisations to promote healthier, cleaner and cheaper lifestyles and journeys.

2. Scheme that was consulted upon

2.1. Northville Road Roundabout

- Introduce cycle symbols at the roundabout entrances
- Introduce hatching to reduce the carriageway to single lane entry on to the roundabout

A plan of these proposals can be seen on the following consultation drawing:

T001-286-01 A38 - Northville Road Roundabout

2.2. Filton Roundabout

- To convert the existing pedestrian (Puffin) crossing where the ring road meets Filton roundabout to a shared cycle / pedestrian Toucan crossing.
- To convert the eastern footway into a shared cycle/ pedestrian path. This path will start at the side access into the Shield retail park by the Snow and Rock shop and run southwards to the proposed ring road Toucan crossing. It will then continue south to the bus lane just south of Filton Police station.
- Modifications to the road markings on the A38 northbound approach to reduce the crossing distance of the junction and to stop vehicles blocking the path through the junction.

A plan of these proposals can be seen on the following consultation drawings:

T001-286-02-01 Filton Roundabout

T001-286-02-02 Filton Roundabout - A38 Southbound shared use path

2.3. A38 / Filton Avenue Junction

Northbound proposal:

- Provide a 1.5 metre wide cycle lane along the side of the carriageway to allow cyclists to pass the traffic island without having to rejoin the flow of traffic.

Southbound proposal:

- Infill the existing cycle lane with a green coloured surfacing which will highlight the cycle lane and will be a reminder to drivers to double check for cyclists before crossing it.

A plan of these proposals can be seen on the following consultation drawing:

T001-286-03 A38 - Filton Avenue

2.4. A38 Patchway Slips

- Install vehicle activated signs on both the northbound and southbound slip lane entries. The signs will be triangular cyclist warning signs, designed to make cars aware of oncoming cyclists. These will be triggered by cyclists on the A38 approaching the ends of the slip roads.
- Provide a cut-through before the point where the slip road traffic merges with the A38 traffic to give cyclists on the A38 the opportunity of crossing the slip roads.

A plan of these proposals can be seen on the following consultation drawings:

T001-286-04 A38 - Patchway Slip Roads Southbound on-slip
T001-286-05 A38 - Patchway Slip Roads Northbound on-slip

3. Summary of the consultation

- 3.1. A Public Consultation for the schemes was undertaken from 28th June to 29th July 2013. The consultation consisted of road signs placed at the scheme locations inviting the public to view plans of the proposals on the Councils web site. Residential properties that had frontages on to the schemes were sent letters directly inviting them to comment. Invitations to comment were also made directly to the emergency services, local members, Filton Town Council and special interest groups including the local bus operators and cycle forums.

4. Results of the consultation

- 4.1. The consultation attracted 57 responses made up as follows:
- 11 agreed with the proposals.
 - 16 agreed with the proposals but with reservations.

- 14 gave comments without expressing a preference.
- 16 disagreed with the proposals.

4.2. A summary of the objections received along with officer responses have been included in Appendix A at the end of this report.

5. Changes resulting from the consultation

- 5.1. The design of the shared use path heading southbound from Filton roundabout will be reviewed.
- 5.2. Provision of an earlier exit into the road from the shared use path south of Filton Roundabout will be investigated to allow more confident cyclists to return to the carriageway earlier.
- 5.3. Provision of additional roundabout warning signs at Northville Rd roundabout will be investigated and if appropriate installed or passed to the councils Assess and Decide team.

6. Next steps

- 6.1. The Council intends to proceed with the revised schemes and the construction is to be completed by the end of 2013

Appendix A – Objection Summary

BRAEMAR AVENUE / NORTHVILLE ROAD / A38 ROUNDABOUT

OBJECTION:	OFFICER RESPONSE:
<p>Motorists don't give enough space for cyclists as it is, reducing width of road at Northville roundabout will make it worse. 1 respondent</p>	<p>Some accidents at roundabouts happen when cyclists near the kerb are hit by left turning vehicles either squeezing between them and other cars or when turning left across a cyclist that is heading straight on. The width reduction is intended to place the traffic in the middle of the road space. This stops vehicles squeezing past other cars to turn left and enables cyclists to take up a more central position when travelling straight on or right.</p>
<p>Braemar Av Roundabout Request cycle lane from end of A38 southbound bus lane to roundabout. 4 respondents</p>	<p>This location has not been identified as a priority accident concentration site that the funding is targeted at. However, the request shall be passed on to the councils 'Assess and Decide' team for consideration.</p>
<p>Request give way reminders on entrance to roundabout 1 respondent</p>	<p>The regulations do not generally permit the use of give way signs and road markings at roundabouts. However, additional roundabout ahead warning signs will be erected where appropriate.</p>
<p>Request roundabout ahead signs at Northville Rd Roundabout 1 respondent</p>	<p>Additional roundabout warning signs will be erected where possible if no other warning already exist.</p>
<p>Braemar Av request green surfacing for A38 northbound route through roundabout 1 respondent</p>	<p>The use of green surfacing across the entrance to a roundabout has been restricted to those sites where a high concentration of accidents has occurred. This highlights to drivers the presence of cyclists across the junction entrance. The over use of this measure would dilute its impact at those sites with a greater need.</p>
<p>Less cars covering the road width at Northville Rd roundabout will accumulate debris and lead to cycle punctures. 1 respondent</p>	<p>Once the entrances are marked down to single file traffic, It is hoped that cyclists will keep to the lane markings thereby reducing the likelihood of cars squeezing past them especially when cyclists are heading straight ahead or right.</p>
<p>Don't see the point in the red surfacing as people will drive over it anyway. 1 respondent</p>	<p>Kerbs cannot be used to enforce the single file lane entry because the road width is needed for the swept path of larger vehicles.</p>
<p>Northville roundabout placing down some coloured surfacing is not enough the roundabout is enormous but all the space is dedicated to motor vehicles. Request a Dutch style roundabout here. 1 respondent</p>	<p>Much of the road space at large compact roundabouts with a kerbed central island is required because of the swept path of larger vehicles. The use of mini roundabouts without a central island are not recommended in the standards at crossroads. The Dutch style of roundabouts is an interesting development that is currently being investigated by the Transport Research Laboratory. After the initial research has been completed Live trials in parts of the country will be undertaken. South Gloucestershire Council will be keen to see the results of these investigations and if appropriate may pursue funding for suitable sites in the future.</p>
<p>Northville Roundabout sharpening of corners should not be done with red paint. The negative consequence here is there is less room for cyclists and vehicles to share. 1 respondent</p>	<p>Once the entrances are marked down to single file traffic, It is hoped that cyclists will take up their place in the single file traffic lane thereby reducing the likelihood of cars squeezing past them especially when cyclists are heading straight ahead or right.</p>

FILTON ROUNDABOUT & A38 SOUTHBOUND SHARED USE PATH

OBJECTION:	OFFICER RESPONSE:
Filton Roundabout object to southbound shared use path continuing south past police stn - too many young children. 3 respondents	The recommended minimum width of a shared use path is 2.5m. Shared use paths are generally used by the slower and less confident cyclist with the faster commuter cyclists preferring to stay on the road.
Object to shared use path from Toucan to Springfields - too many residential pedestrians and elderly 3 respondents	The recommended minimum width of a shared use path is 2.5m. Shared use paths are generally used by the slower and less confident cyclist with the faster commuter cyclists preferring to stay on the road.
Request signalise A38 northbound approach to Filton Roundabout 4 respondents	This has not been identified as an area for the cycle safety schemes to address under this project.
Concern that this is the first step in stopping cyclists using Filton Roundabout on road 2 respondents	It is not the intention of this scheme or the council to remove cyclists right to use the carriageway. These measures are designed to allow the less confident cyclist to traverse the roundabout safely.
Request cycle lane on northbound entry to Filton Roundabout 2 respondents	The road space available is not wide enough to accommodate a 1.5m minimum cycle lane together with 2 general traffic lanes when allowing for the swept path of larger vehicles.
Can you introduce cameras to enforce yellow boxes? 1 respondent	The council does not have the legal authority to enforce yellow boxes with cameras.
Can you install red light cameras on A4174 WB approach 2 respondents	Our records of accidents involving personal injury are supplied by the police. There has been only one recorded injury accident on the westbound approach to the roundabout in the last 3 years and this involved a car and cyclist on the same traffic signal phase. Without any reported injury accidents caused by vehicles going through red lights there is little justification for red light cameras.
Request new northbound A38 cycle lane from police Stn to Roundabout. 1 respondent	The council has an aspiration to improve the facilities in this area and will be consulting on further proposals in due course.
Request A38 southbound right turn cycle lane on approach to Filton Roundabout very dangerous to get into lanes and on to roundabout when traffic travelling fast. 2 respondents	This has not been identified as an accident priority area for the cycle safety schemes to address under this project. There is an advanced cycle stop line at this location which is due to receive a refresh of the green coloured surfacing. This should assist cyclists getting into the correct lane to turn right. Previously there was a nearside cycle lane at this location however this was removed following a number of collisions between southbound (straight on) cyclists and left turning vehicles. No accidents of this type have been recorded since this removal.
A38 northbound entry to Filton Roundabout blocked Request change of sequence or red light camera on A4174 WB approach as they are jumping lights and then eating into gap time for A38 northbound entry. 3 respondents	The signal timings for this roundabout are being reviewed as part of the ring road widening schemes and the Pegasus house junction works. The signals consultants will maximise the whole operation of this roundabout including gap creation for the un-signalised arm. See previous response regarding red light cameras.
Request shared use footway markings on Filton Roundabout A38 southbound shared use path. 1 respondent	Signs to indicate the extents of the shared use path will be erected along its route. Consideration to the installation of markings will be considered upon review of the scheme following consultation.
Request reinstatement of give way	The regulations do not generally permit the use of give way signs and

FILTON ROUNDABOUT & A38 SOUTHBOUND SHARED USE PATH

OBJECTION:	OFFICER RESPONSE:
markings at northbound entry to Filton Roundabout. 1 respondent	road markings at roundabouts.
Request cycle Advanced Stop Line on Filton Roundabout A38 northbound entry. 3 respondents	Advanced stop lines are not recommended for use at un-signalised entry arms to roundabouts.
Filton Roundabout Greater improvements needed for northbound Cyclists Request similar Toucan crossing of Northbound route. 2 respondents	The traffic island on the Southmead Road arm is not large enough to support the pedestrian and cyclist refuge needed for a Toucan crossing.
Request the roundabout be signalled differently to improve the small gaps afforded to A38 northbound cyclists. 5 respondents	The signal timings for this roundabout are being reviewed as part of the ring road widening schemes and the Pegasus house junction works. The signals consultants will maximise the whole operation of this roundabout including gap creation for the un-signalised arm.
Filton Roundabout advancing the stop line will just increase the aggressiveness of both cyclists and drivers. This will not improve safety. 1 respondent	Advancing the stop line shortens the distance that the cyclist needs to travel to cross the junction. This means that the cyclist could be less aggressive in pulling away from the stop line given the same time to cross.
Residents exiting out of their properties may not see faster moving cyclists on a shared use path. 2 respondents	The visibility is generally good with some isolated locations that will be reviewed in light of the consultation and amendments made to improve the layout. The designers will also investigate providing an early access back into the road for the faster cyclists to return to the highway where they have expressed a preference to be.
Footway too narrow with bus stop to support shared use path on A38 Gloucester RD North. 1 respondent	The existing path behind the bus shelter is greater than the 2.5m minimum recommended width required for shared use path.
Object to southbound shared use path from Toucan poor visibility round corner to busy dental surgery. 1 respondent	The forward visibility in this area is approximately 20m. Cyclists using shared use facilities have a duty of care to other users and should not cycle in a way that endanger other footway / cycleway users. Additional cycle symbols and 'SLOW' markings will be laid to remind all users of the layout and shared use facilities.
Filton Roundabout Toucan crossing route will not be used by many because it takes too long to get round and too many stops 6 respondents	The Toucan crossing is designed to allow the less confident cyclist to traverse the roundabout more safely. More confident cyclists will still be able to use the road to cross the roundabout.
Shared use path outside snow and rock welcome but may cause problems at bus shelter recommend clear panels to improve visibility 1 respondent	This bus shelter is an advertising supported shelter. While the northern end has clear panels the southern end contains advertising panels so clear panels would not be an available option. The anticipated usage of this section by cyclists is low as most cyclists are expected to stay on the carriageway until the new dropped kerbs access nearer the junction.
Reduce roundabout earthworks height and signage to improve visibility around roundabout. 1 respondent	The roundabout satisfies the visibility requirements in the design standards. Providing excessive visibility can lead to high entry speeds potentially leading to accidents.
Request a sign to remind drivers to indicate when left turn at Filton Roundabout northbound entry	Current guidance from central government is to reduce the number of road signs that can cause driver distraction. It would be unusual to place signs of this type in the highway. However, should the council

FILTON ROUNDABOUT & A38 SOUTHBOUND SHARED USE PATH

OBJECTION:	OFFICER RESPONSE:
1 respondent	receive further requests of this nature the council's Assess and Decide team will reconsider this request.
Request Right turn general traffic lane at A38 Filton roundabout northbound approach 1 respondent	This request would involve considerable cost which is outside the scope of the agreed funding for the schemes. It will be passed to the councils 'Assess and Decide' section for future consideration.
A38 Filton Roundabout southbound exit cyclists get squeezed as 2 lanes merge to 1 request reduce to 1 lane + cycle lane 1 respondent	Reducing the exit to 1 lane southbound would require the circulatory carriageway and the A38 southbound ahead lanes to be reduced to 1 lane also. This would result in a significant loss of capacity and increase in queuing on the A38 southbound approach.
Please confirm the legality of shared use paths and how it overrides the act of parliament reserving the use of footways to pedestrians and making cycling on the footway legal. 1 respondent	To convert or permit any part of a footway to be used by cycles, the exclusive use by pedestrians should be removed under section 66(4) of the Highways Act 1980, and a cycle track 'constructed' under section 65(1) of the act. No physical construction is necessary but there needs to be clear evidence that the local highway authority has exercised these powers. This can be provided by a resolution of the appropriate committee. This has been provided by the Councils committee approval of the cycling safety bid and entry into the capital programme of works.
Vehicles park / drive along the footway from Filton Roundabout to Springfields. This creates an additional hazard will this be tackled? 1 respondent	Only the police can enforce driving or parking obstructions on the footway where there is no traffic regulation order (Double Yellow Lines etc). Where waiting restrictions do exist the council undertakes enforcement and this area shall be referred to the councils parking enforcement team.
Request southbound bus lane from Filton Roundabout to Ex bus lane 1 respondent	This is a significant scheme request that is outside of the scope and budget for this scheme.
There is no dedicated space for cyclists at Filton Roundabout it is all devoted to cars 1 respondent	Filton roundabout caters for very high volumes of traffic and all of the road space is used to deliver that capacity. Dedicating space to cyclists would have a significant impact on other road users. The council has a responsibility to ensure that the network runs as efficiently as possible for all road users including public transport, cyclists, goods services and cars.
Filton Roundabout Shared use path Raised tables should be used across junctions to make cars give way to cyclists and pedestrians on side roads. The pavement should be widened to ensure a consistent width. Along whole length. 1 respondent	The use of raised tables at side roads is not affordable within the current budgets available, however this request will be passed to the councils 'Assess and Decide' team for consideration.
Request dropped kerb access straight after roundabout to allow exit from southbound toucan route into road. 1 respondent	Agreed, this additional measure shall be investigated for delivery and if a suitable location and funding permit it shall be implemented.
Request to colour green Southmead rd cycle lane 1 respondent	This area has been identified as to be reviewed under a future scheme.

FILTON AVENUE / A38 JUNCTION

OBJECTION:	OFFICER RESPONSE:
Request Extend southbound green surfacing or cycle lane at Filton Av along whole length of left filter and join up with bus/cycle lane 6 respondents	This will require an additional 97m of cycle lane. Should the additional funding required become available this will be considered for inclusion.
Request alternative crossing of Filton Av - cycle lane too dangerous in middle of ahead and left turn lanes 1 respondent	This option would be beyond the affordability of this project.
Request left turn to Filton Av returned to turn left / straight ahead lane 1 respondent	The left turn into Filton Avenue cannot be converted to a combined left and straight ahead lane as the number of lanes available after the junction for straight on are already fully allocated.
Northbound shared path drops into carriageway and cyclists will have to stop and give way and so slowing down most cyclists will just shoot out into road therefore not safe 1 respondent	The on carriageway northbound cycle lane will be fully generated to move traffic over before the shared use path allows traffic into it. Cyclists should however still check and give way to any vehicles in their path when entering into the carriageway.
Prefer to use shared use footway across airbus entrance opposite Filton Av 1 respondent	The shared use path will still be open to cyclists. None of these facilities will be removed under these proposals.
Filton Av southbound cycle path should be segregated and given a phase across the Filton Av Junction. 1 respondent	This would involve considerable extra expense beyond the funding available to undertake the necessary signals and infrastructure upgrades.
Filton Av northbound cycle lane should be segregated from the road and the side road give way to cycle lane. 1 respondent	The existing northbound facilities separated from the road will still be available. This scheme is time and funding constrained, changing the priority at the side roads along this route will require additional funding and further consultation that is not available at this time.

PATCHWAY SLIP ROADS

OBJECTION:	OFFICER RESPONSE:
Patchway southbound slip crossing why rejoin? better off staying in slip rd then rejoining at the end 1 respondent	Staying on the carriageway under the existing facilities will still be an option available to cyclists.
Patchway slip yes please to signs, no to slip crossings - unsafe or hinders progress. 2 respondents	This type of slip road crossing is recommended as an alternative in the London Cycling Design standards and has been used successfully in other parts of the country.
Are the cycle signs at Patchway slips only triggered by cyclists 1 respondent	Correct, the signs should only be triggered when a cyclist passes over a detector on the main carriageway.
Give way markings should be placed on the southbound Patchway slip so drivers give way to cyclists crossing. Wrong message that cyclists should give way to traffic that is on the slip road when they should be giving way to the cyclists 1 respondent	Drivers travelling on the slip road are not changing lanes or merging at the point when the cycle lanes cross the slip roads. Some drivers could miss the give way markings potentially causing serious injury to the cyclist crossing the slip road.
Agree with Cycle crossings of Patchway slips. Cycle lanes should not cross the merge points 2 respondents	Cyclists will still have a right to use the carriageway. The green surfacing across the merge points is there to highlight to drivers that cyclists may be present.
Patchway southbound on slip Vehicles	The traffic would be merging using mostly mirrors which is less safe

<p>should be encouraged to stay on the slip as long as possible to give them time to become aware of other road users before joining the main carriageway. Vehicles would also be able to undertake cyclists</p> <p>1 respondent</p>	<p>than merging at the end of the down ramp from a motorist point of view. Motorists could also be concentrating too much on their mirrors that they still miss a cyclist on the A38 ahead of them.</p>
<p>A38 northbound on slip This slip Rd used to be long enough to allow a safe merge by adjusting speeds and picking merge point. The slip entry merge is too short now because of the hatching previously introduced. 1 Respondent</p>	<p>The London Cycling Design Standards recommends reducing the length over which a slip lane merge happens in order to shorten the length of carriageway over which cyclists are vulnerable.</p>
<p>Request extend A38 northbound Patchway cycle lane to under flyover</p> <p>2 Respondents</p>	<p>This has not been identified as an area for the cycle safety schemes to address under this project. The request shall be passed on to the councils 'Assess and Decide team' for consideration.</p>
<p>Patchway northbound & southbound slip, no to crossing slip roads, cyclists should be fed to cycle lane and drivers made to give way. 1 respondent</p>	<p>Staying on the carriageway under the existing facilities will still be an option available to cyclists. At the current merge points motorists on the slip roads are already supposed to merge and give way to existing traffic on the main road.</p>
<p>Request extend cycle lanes on southbound Patchway slip up spiral and down under bridge 1 respondent</p>	<p>This has not been identified as an area for the cycle safety schemes to address under this project. The request shall be passed on to the councils 'Assess and Decide team' for consideration.</p>
<p>Request Patchway slip southbound road markings after bridge to move over cars on A38 southbound to ease entry to A38 after being in slip road crossing</p> <p>1 respondent</p>	<p>This has not been identified as an area for the cycle safety schemes to address under this project. The request shall be passed on to the councils 'Assess and Decide team' for consideration.</p>
<p>Request a stop sign at Patchway slip northbound entry to A38 and remove slip road crossing as 2 options will confuse cyclists and motorists as to where cyclists should be 1 respondent</p>	<p>Vehicles stopping at the merge on to the A38 would be left with a very difficult merge trying to get up to speed to rejoin the main carriageway.</p>
<p>Patchway slips crossings gives wrong impression that cars are more important than cyclists and that cyclists should give way to them. 1 respondent</p>	<p>The slip road crossings are there to give the less confident cyclist a safer way to join the A38. Cyclists crossing the slip roads (should they wish to) are leaving the A38 main carriageway and changing lanes they should therefore give way when changing lanes.</p>
<p>Patchway slips replacing one conflict point with three conflict points that drivers have to be aware of. 1 respondent</p>	<p>This type of slip road crossing is recommended as an alternative in the London Cycling Design standards and has been used successfully in other parts of the country. The opportunity will still be available for cyclists to stay on the A38 ahead lanes should they still wish.</p>
<p>Patchway slip northbound having 2 cycle lanes tapering to nothing in between them could be confusing to motorists</p> <p>1 respondent</p>	<p>Drivers will only need to merge at their existing merge on to the A38. The existing cycle lane on their near side does not cross their path (unless they are entering the filling station and not merging). Later on after the pedestrian over bridge the cycle path that was on the near side drops into the northbound bus lane without merging on to the main carriageway.</p>

GENERAL COMMENTS / OBJECTIONS OR RELATING TO MORE THAN ONE SCHEME

OBJECTION:	OFFICER RESPONSE:
Request southbound shared use path between Gipsy patch La and Filton Av 1 respondent	This has not been identified as an area for the cycle safety schemes to address under this project. The request shall be passed on to the councils 'assess and decide team' for consideration in future works programmes.
Schemes are too minor in nature request dedicated cycle lane separate from road from Filton Roundabout to M5 junction. 6 respondents	The schemes have been identified to address specific accident concentration sites. Larger more strategic schemes would require considerably more funding and infrastructure modifications only deliverable under bigger projects such as the Cycle City project.
Request Filton Av surface is renewed as it is in poor condition 1 respondent	This request shall be passed on to the councils Streetcare maintenance section for consideration.
Encourage cyclists to wear high visibility and use lights especially at night 3 respondents	The council has always encouraged cyclists to ride safely including wearing high visibility clothing and using lights. The council's road safety teams in the past have also run promotions giving away high visibility backpack covers and vests.
Too many cyclists driving through red lights not paying attention and using unsuitable footways bullying pedestrians 5 respondents	The council has no powers to tackle these issues. These are matters for the police to enforce under moving traffic offences.
Most of the cycle lanes are at the expense of motorists 2 respondents	The council has a duty to support all forms of transport. Where possible the council seeks to improve facilities that encourage more sustainable forms of transport and protect vulnerable road users.
Some cycle lanes are put in and not used by cyclists e.g. royal mail A38 flyover is used instead. 1 respondent	Review of the Hays Way junction is outside the scope of this project which is focused on 4 separate accident concentration sites.
Request improve northbound / southbound cycle route through Hays Way junction from A38 and cycle foot path or put cycle lane on flyover 8 respondents	Review of the Hays Way junction is outside the scope of this project which is focused on 4 separate accident concentration sites.
Commuter cyclists travel 20mph Shared use paths are not much use and are dangerous for pedestrians. 8 respondents	Fast commuter cyclists will still have the option to use the road. Shared use footway / cycleways are generally used by the slower less confident cyclist. These less confident cyclists may eventually prefer to use the road more as their confidence and experience increases. Cyclists using shared use facilities have a duty of care to other users and can be subject to police penalties for cycling in a way that endanger other footway/cycleway users.
Request all surfaces laid smooth and kept free of debris 2 respondents	All new construction should be finished to a high standard. For maintenance issues this request shall be passed on to the councils Streetcare maintenance section for consideration.
Request continuous A38 bus & or cycle lane or segregated cycle path from Thornbury or Aztec west to Filton Roundabout 4 respondents	The schemes have been identified to address specific accident concentration sites. Larger more strategic schemes would require considerably more funding and infrastructure modifications only deliverable under bigger projects such as the Cycle City project.
Request green surfacing on cycle lane A38 southbound up Filton Hill 1 respondent	This has not been identified as an area for the cycle safety schemes to address under this project. The request shall be passed on to the councils 'Assess and Decide team' for consideration.
Request Segregated cycle path on wide footway northbound down Filton Hill	This has not been identified as an area for the cycle safety schemes to address under this project. The request shall be passed on to the

1 Respondent	councils 'Assess and Decide team' for consideration.
Why are we spending so much money on changes to our road that only benefit the minority of users? 1 Respondent	The council has a duty of care to support the needs of all road users. Cycling represents a sustainable form of transport with positive health benefits and the council is keen to support and promote this form of transport. However, cyclists are also a particularly vulnerable group of users when considering accidents.
Disagree with cycle symbols have no validity and are not mentioned in the highway code 1 respondent	The cycle symbol is a Department for Transport approved road marking. While it may not specifically be mentioned in the highway code it is shown in the diagram that accompanies Rule number 178 Advanced stop lines.
More money should be spent on traffic flows and removing bus lanes where there is no bus service 1 respondent	This is outside the scope of this project, however this comment shall be referred to the public transport team to investigate.
Request improvements to Gipsy patch flyover 1 respondent	Review of the Hays Way junction and flyover is outside the scope of this project which is focused on 4 separate accident concentration sites.
Disagree with Virtual cycle lanes coloured green on Patchway slips and Braemar Av Gives cyclists a False sense of security especially next to other real cycle lanes marked green 2 respondents	Virtual cycle lanes placed across junctions with green surfacing but no off side road markings have been used where there is not enough width to fit a full cycle lane. They highlight to drivers that cyclists may be present. These Virtual cycle lanes are an approved standard detailed in the Transport For London design standards for junctions and crossings.
Disagree with cycle symbols outside of cycle lanes gives wrong impression to motorists and cyclists 1 respondent	Cycle symbols are often used outside of cycle lanes to serve as a reminder to motorists that cyclists may be present.
Request additional route signage from A38 to Aztec West via Coniston Rd 1 respondent	This has not been identified as an area for the cycle safety schemes to address under this project. The request shall be passed on to the councils 'Assess and Decide team' for consideration.
Object to Advanced cycle stop lanes. Cyclists are too slow away from lights and hold up traffic 1 respondent	Advanced cycle stop lanes are an approved standard and are shown in the highway code under rule number 178. They give cyclists an opportunity to safely move into the correct lane at traffic signal junctions.
A38 northbound drivers straighten out Elm Park mini entrance thereby squeezing cyclists. Request cycle lane / markings to guide drivers over. 3 respondents	There is insufficient room at this junction to install a cycle lane with the swept path of vehicles without loss of the kerbline deflection. Removing the deflection of the kerbline would result in considerable increase in vehicle speeds.
Request Dutch style of roundabouts for cyclists with segregated outside circulatory 2 respondents	The Dutch style of roundabout design with a segregated orbital cycle lane is an interesting development and we look forward to the results of the Transport Research Laboratory investigation and trial schemes. However, conversion of an existing roundabout with existing urban infrastructure could be costly and the additional space required is considerable. Additionally, these junctions may not be suitable for signalised roundabouts where the green light could conflict with traffic stopping to give way to a circulating cyclist. They would also impact operational efficiency of the signal timings.
Request better tactile paving as current ones are too slippery in wet conditions 1 respondent	The tactile paving used meets the current standards. This has not been reported as an issue in the past and shall be investigated to see if suitable better alternatives are available.
Request more continuous routes generally including A38 northbound and	The schemes have been identified to address specific accident concentration sites. Larger more strategic schemes would require

southbound instead of stopping and starting in pieces 4 respondents	considerably more funding and infrastructure modifications only deliverable under bigger projects such as the Cycle City project.
Request general increase to 2m wide cycle lanes 1 respondent	Generally a 1.5m cycle lane is the maximum that can be fitted in a 7.5m wide dual carriageway without moving the kerblines (Which is very costly). A 2m cycle lane would leave insufficient space for other traffic lanes resulting in drivers being forced to drive in cycle lane.
When off road alternatives are provided drivers are often aggressive to cyclists using the road. 3 respondents	Generally cyclists have a right to ride on the carriageway and the provision of cycle symbols on the road even when there is not enough room for a cycle lane provides a reminder to drivers that they could be there.
Request extend green surfacing northbound from Filton Av past airfield to over flyover 1 respondent	This has not been identified as an area for the cycle safety schemes to address under this project. The request shall be passed on to the councils 'Assess and Decide team' for consideration.
Request brighter / bolder colours for the cycle lanes as they do not stand out enough 1 respondent	Bold colours are made with pigments added to the surfacing, however these fade and wear off over time. Naturally occurring stone with the correct colours exist which lasts much longer however they are not as strong a colour as the pigment based surfacing.
Southbound evening traffic queues from Kellaway Av to Filton Roundabout because right turn vehicles for Kellaway Av vehicles queue back and block A38 Southbound 1 respondent	This junction is outside of the South Gloucestershire Councils area of responsibility. The issue will be passed to Bristol City Council for consideration.
All the plans are designed around cars giving a clear message cars are more important and cyclists should get out of their way. 1 respondent	All of the cycle safety schemes are designed to improve safety for cyclists. However, the council also has a duty to maintain the efficiency of the highway network.
Bristol city reserves green for cycle paths that are segregated from the road. Colouring should be co-ordinated across authorities. 1 respondent	Co-ordination between authorities is very desirable and it is unfortunate that there is a mis-match between authorities. However, for one authority to change colours a large number of existing schemes would either be the wrong colour or need to be replaced.
Unconfident cyclists should not be encouraged by these schemes to cycle on a 40mph carriageways as they are not continuous routes and will be quickly overwhelmed by the traffic when the route ends. 1 respondent	These schemes are designed to improve safety for existing accident concentration sites and concerns that are happening now.
This money should be spent on design of more ambitious schemes that should then form the basis of bids to do a proper job. Do not spend small amounts of money on insignificant schemes. 1 respondent	These schemes are designed to improve safety for existing accident concentration sites and concerns that are happening now. Larger more strategic schemes would require considerably more funding and infrastructure modifications only deliverable under bigger projects such as the Cycle City project.