



A38 Cycle Improvements A38 to Little Stoke Park Shared use Path Feedback Report

Purpose of the report

The purpose of this report is to feedback the results from the recent consultation on the proposal to surface the path from Little Stoke Park, to Redfield Road and then to the A38 subway.

Background

Funding has been allocated by the West of England Combined Authority (WECA) to develop attractive cycle routes along and to the A38, and to help provide good connectivity to the new airfield development. This scheme forms part of this overall project.

Purpose of Scheme

The purpose of this scheme is to provide an all weather route from Little Stoke Park though to the subway crossing of the A38 and to link into the cycle network on the west of the A38.

Proposed Scheme

The proposed scheme would provide a surfaced path over the existing railway bridge, through the field behind Rolls Royce and connect to Redfield Road. A link to connect to the lane and the subway under the A38 would form part of the scheme.

Drawing reference

A general arrangement of the revised crossing is shown on Drawing T423-400-23.

Consultation

Consultation took place from the 5th February 2019 until the 1st March, 2019. Details of the proposals including a plan and a statement of reasons were posted on the South Gloucestershire website. Letters were sent to too properties affected by the consultation. In addition notices were posted and maintained in the area for the 3 week period of the consultation. Local members, the Town Council, and emergency services, amongst other statutory stakeholders were invited by email to view the consultation.

Feedback from the consultation

The online consultation drawing was downloaded a total of 351 times. There were 34 individuals and organisations that responded to the consultation via the questionnaire. 19 of the respondents received a consultation letter, with the others seeing street notices, being told by neighbour's, parish councillors, on the council website etc.

The comments received as part of the consultation have now been reviewed. The respondents were asked whether they supported the scheme as a whole 68% (23 people) in favour, 26% (9) against and 6% (2) don't know). Respondents were then asked about the lighting, with 12% in favour of no lighting,

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50% wanting low level lighting, and 32% preferring normal street lighting. People were invited to make additional comments and these are included in the Appendix.

Figures 1, and 2 show the results of the questionnaire responses.

The full range of comments received is shown in Appendix A.

Figure 1

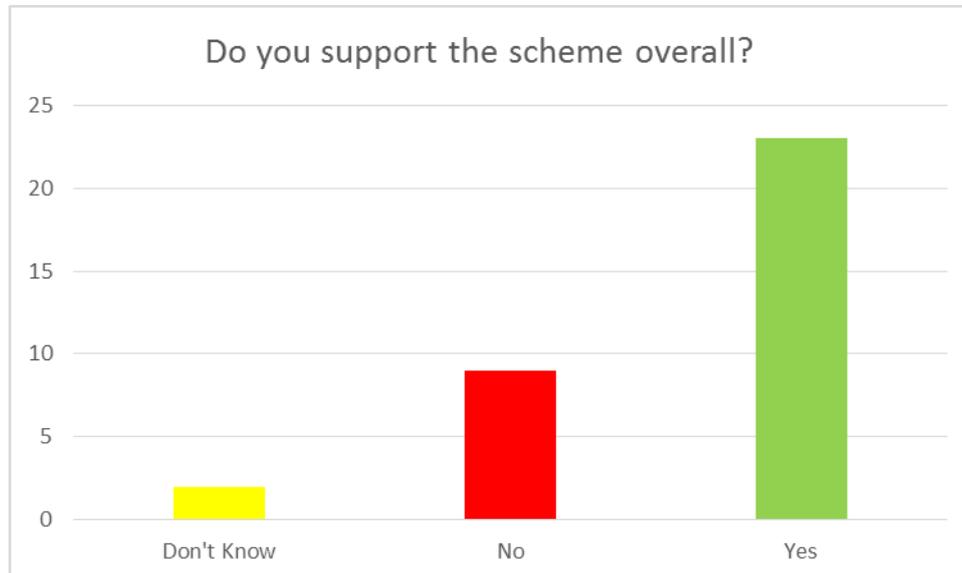
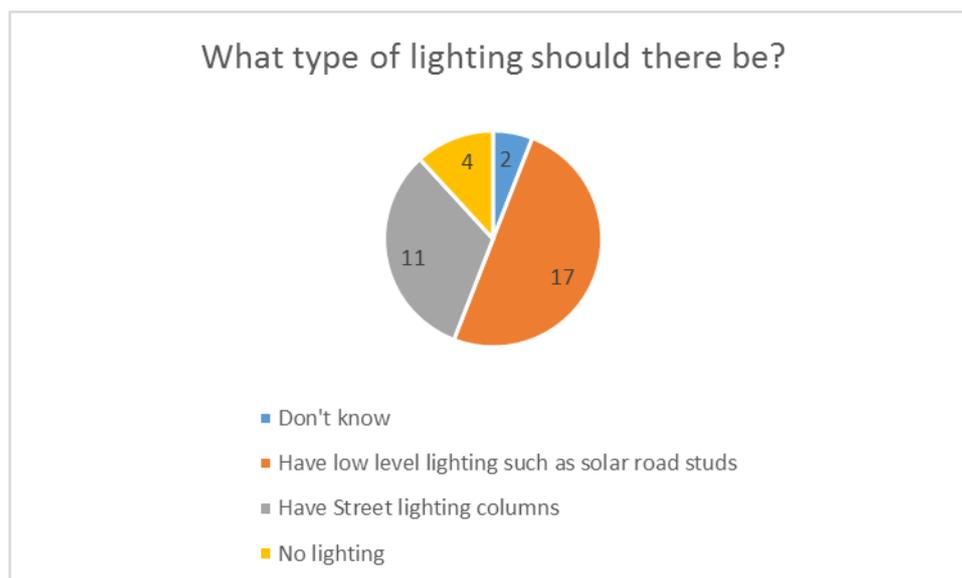


Figure 2



Future Programme

The majority of respondents were supportive of the proposal. As such the detailed design will be developed and, subject to the scheme being awarded funding, it is provisionally scheduled for implementation during 2019/20.

Local Councillors

Councillors within the local wards were consulted, with the following responses:

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Cllr Shambhu

“I support the A38 Patchway cycle link as it will significantly improve the quality of walking and cycling path. Proper care must be taken during design and implementation to ensure that there is sufficient side space for elderly people to walk, and additional litter bins for dog and general waste should be provisioned.”

Engineers Response:

The path is 3m wide which allows for both cyclist and pedestrian to move along the path. Your request for litter/dog bins is not part of the scope for this project but the request has been forwarded to the relevant section.

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General Notes

Motorcycle Barrier

It is intended to use an A Frame type barrier where the width can be varied after installation as required, as shown below.



Example of an A Frame type barrier

Local Councillors

“I support the A38 Patchway cycle link as it will significantly improve the quality of walking and cycling path. Proper care must be taken during design and implementation to ensure that there is sufficient side space for elderly people to walk, and additional litter bins for dog and general waste should be provisioned.”

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Appendix A

Comments received at Consultation via the online questionnaire	Officer's response
This will be a useful especially when the Gypsy Patch lane overbridge is closed	Thank you for your comments
This proposed path will be going through a well used path used by dog walkers. And is free of cyclist, who race along the path in the sports field on their electric bikes and have been known to collide with pedestrians and their dogs. And will one day do a serious injury to an elderly walker. Please keep some foot paths and pavements, somewhere in South Glos. free of cyclist and have some consideration for us elderly pedestrians, who can-not ride a bike, and prefer to walk. .	Thank you for your comments. Within the area some paths will remain "un-made" and therefore free of cycles.
In my opinion, this scheme is a brilliant idea and long overdue. The path from Little Stoke park over the railway bridge is a quagmire in bad weather. It will be great to walk on a proper path instead of a dirt track.	Thank you for your comments
I wouldn't bother with the motorcycle barriers, these just make it hard for disabled users. I know there are people that cycle to Rolls-Royce that have disabilities (they ride wide tricycles to work), and other people that cycle with trailers who drop their kids at local childminders by pulling a trailer. Putting barriers to cyclepaths just to block motorbikes would make it hard for the disabled to use, so don't do it. In 6 years of commuting 30,000 miles by bike I have only ever seen one moped on a path. Why make it hard for hundreds of thousands of law-abiding users? Cyclepaths are also very useful for people on mobility scooters and wheelchairs, or assisted bicycles (e.g. a rider with a disabled person on board). Please don't make it awkward for them. Make it easy for people of all abilities to get to work. Do not put up unnecessary obstacles. Please put in a very high quality cyclepath, as this is going to get used loads. Look at the width of the one at Warmley on the Bath to Bristol Cyclepath as best practice. By the Cafe;/Station this is an excellent width, and it fantastically smooth and easy to use, for everyone.	Thank you for your comments. The need to provide motorcycle barriers addresses concerns raised by other respondents. The type of barrier chosen and shown above should not prevent the users quoted from using the path. At both end of the paths speed reduction measures are needed to ensure that cyclists join the existing network at safe speeds and with proper regard for other users.
The proposed route will replace the existing footpath with a shared use path that is unsafe for pedestrians to use. Both ends of the railway bridge are accessed by narrow sloping paths that even if cleared of vegetation will not be wide enough to allow cyclists to pass pedestrians safely, even if they attempt to limit their speed which a significant minority won't particularly in the narrow areas. The area around the bridge is also used by dog walkers and there is a chance that a cyclist travelling at speed in the narrow areas will come into contact with or frighten a dog. From my experience signage such as used on Hatchet Road by	Thank you for your comments. Shared use paths are often built on undulating ground where speeds of users vary and these do not pose significant problems. A path of 3m wide can be achieved on the approaches to the bridge. The bridge is wider than 3 metres so there is plenty of space available to ensure that cyclists and dogs/dog owners do not come into conflict. In addition there is a right angle bend on one approach and a steep uphill

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<p>Parkway asking cyclists to give way to pedestrians are ignored by most cyclists and there is no way in the proposed location of enforcing speed restrictions on cyclists that does not make use by pushchair users impractical.</p> <p>My view is that far from improving access for Pedestrians this proposal would exclude them and turn this into part of the cycling superhighway particularly as a significant minority of cyclists don't accept the shared part of a shared use paths - in their view pedestrians are just in the way on the cycle path</p> <p>A better solution to the temporary loss of access on Gypsy Patch lane would be to go via the railway bridge at Patchway Station and fence off a pass through the land of the former Watsons steelworks and/or Rolls Royce depending when the most suitable access point is on Gypsy Patch lane during the road works.</p>	<p>approach on the other, which should both act as good speed reduction features.</p> <p>All options to accommodate movements during the closure are being investigated, although the routes suggested are unlikely to be possible.</p>
<p>I have independently proposed this route be provided for the Gypsy patch temporary closure, at the SG cycle Forum.</p> <p>It would also be a beneficial long-term route.</p> <p>Support is conditional upon more detailed plans.</p>	<p>Thank-you for your comments</p>
<p>An entrance from this path into the Rolls-Royce site would be a great benefit for those travelling to RR from the north, or from the Little Stoke / Bradley stoke area. Currently to access RR by bicycle from these areas it is necessary to either go via Gypsy Patch Lane or the A38 junction near the Royal Mail / Travelodge - neither of which are 'cycle friendly'.</p>	<p>SGC are discussing this with RR.</p>
<p>Look forward to seeing this scheme enacted in order to provide an important footpath and cycle route link across the railway and over to the A38. Especially if the next phase of Metro Bus goes ahead which could see Gypsy Path Lane closed, - could see this new pathway becoming a vital transport link for commuters and residents alike to access local shops and businesses.</p>	<p>Thank you for your comments</p>
<p>Delay installing motor-cycle barriers until, and unless, there is actual evidence of misuse by motorcyclists: motorcycle barriers do impede the flow of cyclists, making cycle journeys longer and more laborious and therefore less attractive.</p>	<p>The need to provide motorcycle barriers addresses concerns raised by other respondents.</p> <p>At both ends of the path speed reduction measures are needed to ensure that cyclists join the existing network at safe speeds and with proper regard for other users.</p>
<p>I don't think the section of Redfield Road included in this scheme is practical for a couple of reasons.</p> <ol style="list-style-type: none"> 1. The road is heavily congested with vehicles early mornings and evenings on both sides of the road at the time I envisage this track would be used the most. Safety would be a concern and I see no reason, and it would be unfair, to impose parking restrictions on residents in that road to minimise the danger. 2. The bend is a blind corner as you turn into Ravenscourt Road from Redfield Road. It is dangerous in a car and would be potentially lethal for a cyclist at the speed that some cyclist ride. It would be an accident waiting to happen. <p>The present alternative route to using Gypsy Patch Road is adequate while the bridge is closed, although I agree it will become congested. Going through Stoke Lodge, down onto the A38 into Bristol or up Patchway Bypass to The Mall and beyond. Another suggestion would be to open Patchway Bypass to cars in addition to the cyclists for the period the bridge is closed.</p>	<p>Cyclists will not require any additional road space, and need less than a motor vehicle.</p> <p>Noted all users will need to proceed with caution, however this is the same for motor vehicles and the bend reduces vehicles speeds.</p> <p>This route suggested would not be attractive to cyclists by being congested and longer. The long term aim is to provide an attractive low traffic/traffic free route.</p>

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<p>Has a survey been carried out to assess how many cyclists use Gypsy Patch Bridge other than those going to Rolls Royce? Can Rolls Royce give access to their cyclist from the field which the proposed path will cross. I'm not convinced that this work would benefit a sufficient number of cyclist to say, this would be money well spent.</p>	<p>The path is to provide a link from the old airfield site across the A38, railway and to the Patchway cycle network.</p>
<p>I am responding both as a local resident and as a representative of Bristol Cycling Campaign.</p> <p>I strongly support this scheme and expect to use the route myself several times a week if it is built.</p> <p>On several occasions, I have observed school children (presumably cycling home from school) struggling to lift their bikes over the two kissing gates at the entrances to Rolls Royce's field. I assume that these gates will be removed as part of this scheme, and it is essential that they are removed.</p> <p>Similarly the steps on the railway bridge need to be eliminated, as do the barriers in the A38 subway which are a safety hazard in poor light (risk of cyclists noticing them too late and colliding with them).</p> <p>We would very much prefer that the proposed motorcycle barriers are not included in the scheme. If for some reason they are retained, then a design should be chosen which minimises inconvenience to cyclists, e.g. a retractable design which is only brought into operation when there is in fact a problem with motorcycles.</p> <p>The width of the short footpath between Redfield Road and Rolls Royce's field is very much less-than-ideal for a cycle route. We understand that in the short-term this is the only route available and therefore we support its use as an interim route. However we urge the council to continue to strive to secure a better route. A route around the perimeter of the Rolls Royce works would be both more direct and enable a wider path to be provided.</p> <p>Consideration should be given to providing ramp from the west-end of the railway bridge to the west-bound platform of Patchway Station. This would greatly improve accessible access to the station from Patchway and Charlton Hayes and hence encourage more use of sustainable transport.</p>	<p>Thank you for your comments</p> <p>The path will be designed to be step free.</p> <p>Noted. The need to provide motorcycle barriers addresses concerns raised by other respondents.</p> <p>At both end of the paths speed reduction measures are needed to ensure that cyclists join the existing network at safe speeds and with proper regard for other users.</p> <p>Noted and investigations will continue into other routes</p> <p>Noted this has been forwarded for consideration and inclusion into future works programmes.</p>
<p>It would be good to have an alternative that takes you away from the Gypsy Patch road and links up with the A38 as I cycle to work and if I can avoid this area it would be fantastic</p>	<p>Thank you for your comments</p>
<p>My concern is the crime and anti-social behaviour generated by this path and what measures exist to address this or can be developed; currently during winter months while this path is less passable there is a noticeable drop in anti-social behaviour with teenagers and young adults drunk at throwing things at our cars and urinating in our gardens and the escape route for thieves are less passable. A newly surfaced path will mean this route now brings these groups through a residential area all year round. Would an alternative where the path travels along the north edge of the field directly onto the A38 not be more desirable for all parties allowing a wider route</p>	<p>"Research into criminal behavior demonstrates that the decision to offend or not to offend is more influenced by cues to the perceived risk of being caught than by cues"..... "Natural surveillance limits the opportunity for crime by taking steps to increase the perception that people can be seen"</p> <p>There is no current route from the top of the field to the A38</p>
<p>No detailed drawings showing how it will impact on adjoining houses to existing footpath. Talk of the path being 10 feet wide ? but no drawing to confirm this.</p>	<p>SGC are working with the two affected houses to provide a mutually agreeable arrangement. The intention is to provide a path generally 3m wide except where there are constraints such as at the houses.</p>

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<p>On going problems with parking in Redfield Road ,with gates being obstructed ,and lorries and even milk floats having their progress obstructed.</p> <p>With vehicles parking on adjacent corner to footpath in Redfield Road how safe would cyclist ingress and egress be?</p>	<p>Cyclists will not block gates or cause additional obstruction to vehicles.</p> <p>Measures to ensure the safety of users will be developed and incorporated into the design</p>
<p>It will be difficult to walk along a path that is used by cyclists and pedestrians as the path from the railway bridge into the field is narrow, as is the footpath from the field to Redfield Road.</p> <p>I also don't see the need to use the back lane behind the shops even if the lane is resuraced and the bushes cut back. Quite a few vehicle movements are made along this lane everyday by residents and deliveries. Residents who live along the A38 and Ravenscourt Road do park their vehicles in the lane, as parking has been restricted along the A38. There are no street lights along the lane, thus making walking along it in the dark a safety hazard. Access on foot can be along the already LIT pavement in front of the shops behind the railings, which I think most pedestrians will follow anyway and bikes can cycle along the access road quite safely. To light all the path will cost a lot of money and access can already be had by walking/cycling along Station Road to the A38 which in the dark would be safer as I certainly wouldn't walk in the field in the dark.</p>	<p>The intention is to provide a 3m wide path where possible, The path will be narrower beside the houses.</p> <p>The footway and service road are not suitable for two way cycle flows.</p> <p>Pedestrians will be able to follow which ever route they wish.</p> <p>The route is to provide for cyclists and the link to Station Road is down steps at this time. You comments have been forwarded to the Councils Assess and Decide team for consideration for inclusion into future works programmes.</p>
<ol style="list-style-type: none"> 1. Redfield Road is not wide enough to take extra traffic. 2. Road surfaces in Redfield and Ravenscourt Roads are in extremely poor condition. 3. Concerns that cyclists will use pavements as roads are in poor condition. There is a varied age group in Redfield Road and cyclists using pavements will cause a dangerous hazard and will be a HEALTH AND SAFETY ISSUE. 4. It is noticed that there are motor cyclist barriers at each end. Are motor cyclists being encouraged to use this proposed thoroughfare? The roads are not wide enough and neither are the pathways. 5. The lane leading from Rolls Royce field to Redfield Road is not wide enough to accommodate 2-way cyclists as well as pedestrians and dog walkers. HEALTH AND SAFETY ISSUE. 6. Redfield Road is barely wide enough to cope with residents' vehicles as it is a very small 'country' road. Parking is very restricted as it is so cyclists 'weaving' in and out of vehicles will be another HEALTH AND SAFETY ISSUE. Damage can also be caused by cyclists bumping into vehicles i.e. wing mirrors etc as the road is so narrow. 7. Emergency vehicles/road kerbside waste collections need access to residents properties and as it is such a narrow road, adding extra traffic will be a HEALTH AND SAFETY ISSUE 8. As larger vehicles/lorries use Ravenscourt Road into Redfield Road due to businesses at the opposite end of the lane, this will be a HEALTH AND SAFETY ISSUE as Redfield Road cannot accommodate extra traffic. 	<p>No additional road space will be needed to accommodate the cyclists The highway inspector will be requested to inspect the road surface.</p> <p>The footways are for pedestrians</p> <p>The motorcycle barriers are to prevent use of the path by powered two wheelers.</p> <p>Noted all users will need to proceed with caution.</p> <p>Cyclists and pedestrians will not increase congestion, damage to vehicles is more likely the result of other motor vehicles if space is constrained.</p> <p>Cyclists and pedestrians will not delay emergency response teams</p> <p>Cyclists and pedestrians will not increase congestion and is no different to traffic at the moment. Cyclists being higher have a clear view of the road ahead. It is no different than for motor vehicles.</p>

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<p>I am responding both as a local resident and as a representative of Bristol Cycling Campaign.</p> <p>I strongly support the creation of this route and expect to use the route myself several times a week if it is built.</p> <p>On several occasions, I have observed school children (presumably cycling home from school) struggling to lift their bikes over the two kissing gates at the entrances to Rolls Royce's field. I assume that these gates will be removed as part of this scheme, and it is essential that they are removed.</p> <p>Similarly the steps on the railway bridge need to be eliminated, as do the barriers in the A38 subway which are a safety hazard in poor light (risk of cyclists noticing them too late and colliding with them).</p> <p>We would very much prefer that the proposed motorcycle barriers are not included in the scheme. If for some reason they are retained, then a design should be chosen which minimises inconvenience to cyclists, e.g. a retractable design which is only brought into operation at times when there is in fact a problem with motorcycles.</p> <p>The width of the short footpath between Redfield Road and Rolls Royce's field is very much less-than-ideal for a cycle route. We understand that in the short-term this is the only route available and therefore we support its use as an interim route. However we urge the council to continue to strive to secure a better route. A route around the perimeter of the Rolls Royce works would be both more direct and enable a wider path to be provided.</p> <p>Consideration should be given to providing a ramp from the west-end of the railway bridge to the west-bound platform of Patchway Station. This would greatly improve accessible access to the station from Patchway and Charlton Hayes and hence encourage more use of sustainable transport.</p> <p>The proposed route is useful in its own right, especially as a diversionary route during the proposed closure of Gypsy Patch Lane, and obviously it needs to be available for use before the closures begin. However the route is needed even more as part of an "aspirational major route" between Bradley Stoke Town Centre and Cribbs Causeway - as set out in the South Glos Cycling Strategy: http://www.southglos.gov.uk/documents/01-SG-Network-Map.pdf</p> <p>We look forward to progress being made with the rest of the route, including:</p> <p>Provision of a segregated cycleway on the heavily-trafficked central section of Savages Wood Road (between Brook Way and Bradley Stoke Way). Parking will need to be eliminated to make space for this. There are too many pedestrians for a shared-use path to work well here.</p> <p>Modification (or preferably removal) of the unnecessarily restrictive barriers on the existing short cycle path at the west end of Savages Wood Road. There is certainly no need for two sets of barriers a few metres from each other as at present. No feedback report has yet been provided on the 2015 consultation on this short cycle path: https://consultations.southglos.gov.uk/consult.ti/T429_577_01_SharedUsePath - Sign-posting and some minor improvements of routes through Little Stoke and Charlton Hayes.</p>	<p>Thank you for your comments</p> <p>The path will be designed to be step free.</p> <p>Noted. The need to provide motorcycle barriers addresses concerns raised by other respondents.</p> <p>At both end of the paths speed reduction measures are needed to ensure that cyclists join the existing network at safe speeds and with proper regard for other users.</p> <p>Noted and investigations will continue into other routes</p> <p>Noted this has been forwarded for consideration and inclusion into future works programmes.</p> <p>Agreed</p>
<p>Concerns:</p> <p>1. Potential for motorbikes to gain access to the path</p>	<p>1. The proposal includes a barrier which deters and limits the potential for motorcycles to use the area.</p>

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<p>2. Potential impact on local security and crime levels in Redfield Road and Ravenscourt Road, with increased numbers of pedestrians using the route through these roads</p> <p>3. Redfield Road and Ravenscourt Road is crowded with respect to street parking used by residents. This improved access could encourage these roads to be used as an alternative car park with foot access to the Patchway train station.</p>	<p>2. "Research into criminal behavior demonstrates that the decision to offend or not to offend is more influenced by cues to the perceived risk of being caught than by cues"..... "Natural surveillance limits the opportunity for crime by taking steps to increase the perception that people can be seen"</p> <p>3. It is about half a mile (over 800m) to the station, and there are closer alternatives for people to use, and currently the area is not used.</p>
<p>As an organisation that works with businesses that will be impacted by the Gipsy Patch Lane road and bridge works, we are keen to see this project progressed as soon as possible. It is a great opportunity to support people who can walk and cycle to work - contributing to lower traffic and pollution levels and a healthier workforce. Adequate lighting will be required to ensure people feel safe to use the link in the winter months and evenings. The path also needs to be wide enough to make sure pedestrians and cyclists can give each other the necessary space.</p>	<p>Thank you for your comments</p>
<p>I am concerned about the section of path that will run along the lane to the rear of Ravenscourt Road.</p> <p>My main concern is the security of my property with increased footfall and cycle use.</p> <p>I also have concerns about reversing out of my garage into the lane and not having a reasonable view of any approaching pedestrian or cyclist.</p> <p>The lane is currently strewn with rubbish from the flats and shops on Gloucester Road that back onto it. I am concerned that this might escalate with the increased use of the lane.</p> <p>It is not clear on the map what route a cyclist is expected to take once they emerge from the lane onto Ravenscourt Road. If they were to turn right and then left onto Redfield Road then I would have safety concerns due to the congested parking situation on these roads.</p> <p>I currently use the field area between Redfield Road and Patchway Railway station to exercise my dog. I would be concerned if this area were to become restricted to dog walkers like myself.</p>	<p>The area is already open to members of the public. People are more likely to see and be seen and as such less likely to undertake anti-social activities.</p> <p>The path will be aligned to ensure the maximum visibility, and is the same as any other vehicle using the lane.</p> <p>Fly tipping is and remains a problem. Areas where people are observed / moving through often prevents fly tipping happening in the first place.</p> <p>Cyclists would re-join Redfield Road and travel south to the lane at the rear of the shops, and then to the subway.</p> <p>There will be and there is no intention to change to the area in terms of when and how it is used notwithstanding that people will be able to cycle on the path.</p>
<p>It will encroach into our garden with loss of trees & Shrubs (birds nesting at the moment). Concerned where bikes will go in this quiet road as cars already parking on pavements; on bend opposite of which is dangerous; we still have to get out of our drive across the footpath.</p>	<p>Works would avoid the bird nesting season. Works would seek to minimise the encroachment.</p> <p>Ways to ensure the safe use of your drive will be developed.</p> <p>Cyclists will not be at higher risk than existing traffic on Redfield Road.</p>
<p>Concerned about vehicles using the lane and having a pedestrian footpath using the same piece of land and vans; vehicles park there. along the front of the shops seems make more sense - also cutting some of the costs as the railings are already there.</p>	<p>The existing footway beside the A38 is unsuitable for two way shared use when an alternative is available. The road side barrier makes the space even more unsuitable. Bicycles and vehicles use the same space already and vehicle numbers are low on the lane.</p>
<p>This is an intrusion into an already overcrowded Road, I feel it is an accident waiting to happen.</p> <p>Taking away the only green space on the area which is already</p>	<p>The green space will largely remain and will still be usable</p>

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<p>well used by ramblers, dog walkers, families,</p> <p>This SPACE is not enough to make my objections clear.</p>	<p>for ramblers, dog walkers, and families. Some respondents are pleased the path will be all weather.</p>
<p>Any additional path to accommodate cycle users and pedestrians is a positive thing. Thank you for taking the time to consider this.</p>	<p>Thank you for your comments</p>
<p>I find this very difficult and overly complicated to respond to and think this is to stop me and others from commenting. I object to the regimented style and demands for disclosure within this comments section: I believe the inferred requirement to use internet to respond limits me (and precludes a large part of the aged population). Therefore it is not fair or gives equal opportunity. At no point does it say persons unable to may nominate a respondent.</p> <p>It is suggested paper copies are available but does not clearly state paper response comments are possible. It is, but reading the notice fails to make that very clear.</p> <p>Furthermore the apparent lack of opportunity to have a public discussion and question the truthfulness and completeness of disclosure of information again does not allow me to judge the information given, I can assume it is complete but it is clearly not.</p> <p>My objection is on lack of information for the casual commentator (nothing provided on definition of cycle paths, highway, pavement cycling, signage, inconsiderate cycling offences etc, priorities, construction of large wall, what is m/cycle barrier etc) - how and why should a normal resident have to research all this just to comment? it is very inadequate disclosure of information to receive a balanced and complete picture.</p> <p>I further object on the grounds of safety, the enclosure of a potentially unlit lane and the lack of public cctv to deter, prevent and aid detection of crime in an area of obviously increased usage in footfall and around the clock. What signage is proposed, where and what if any safety measures are already proposed? Why have you not stated the authorities policy of enforcement (or rather lack of it and discretion) on cycling offences especially the physical use of pathway by cyclists? No comment on safety exists at all.</p> <p>I further object on the grounds of increased cycle usage on shared basis causing reduction in the safety of path usage and road crossing by a resident group above the average local age (less mobile, agile or visually aware) and with a nigh on adjacent residential facility with persons of learning difficulties and disabilities Furthermore the mixed plan of countryside pathway, cycle path markings and road usage causing uncertainty and confusion in pedestrians.</p> <p>Certain pieces of the minimal information given is questionable: i.e.- the statement of 3 metre wide shared use path infers this land area is already agreed and owned or managed by the Authority concerned. This is not the case and is misleading. the use of the term motorcycle barrier indicates (in most peoples mind) to include mopeds or "mini-motos", pit-bikes or other mechanically propelled vehicles etc: this is misrepresentation and gives an implied reassurance that the A frame proposed cannot achieve. These are smaller.</p> <p>Re comment form Q4: it is a variable figure by season, day,</p>	<p>Thank-you for your comments regarding the questionnaire / survey form. This layout has been developed over time and whilst not always satisfactory for all users has been successfully completed on considerable number of other consultations undertaken to date.</p> <p>In order that one individual does not respond repeatedly it is necessary that repeated responses by one person are not made, and this is the reason that the verification questions must be completed.</p> <p>The consultation is designed for and to allow the public to have a voice on local projects.</p> <p>The consultation is to seek the views of the community on the proposal. Details of the wall construction will be discussed with those directly affected. The terms used are generally widely used.</p> <p>The area is currently open to all, at all times. "Research into criminal behavior demonstrates that the decision to offend or not to offend is more influenced by cues to the perceived risk of being caught than by cues"... "Natural surveillance limits the opportunity for crime by taking steps to increase the perception that people can be seen"</p> <p>Cyclists will be directed to use the Redfield Road carriageway. Other paths in the field will remain unaffected.</p> <p>The intention is to provide a generally 3m wide path except where there are constraints such as at the houses etc.</p> <p>Noted, almost all measures to protect or prevent mis use of facilities can be circumvented by a determined individual. Owners of mini moto etc need to ensure they are used legally and responsibly</p>

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<p>weather etc. It will be between 0 and 4 daily. Therefore as I cannot give a single honest answer I have no choice but to be unable or unwilling to answer.</p> <p>Also in this respect why is the time (months, years etc) that this area has been used not asked, as this perhaps as if not more relevant if local historical evidence is required.</p> <p>No details are given in any part that makes the casual commentator aware that the grounds of appeal include matters of personal health and or safety. The questionnaire is skewed toward only answering the questions that seem least relevant. i.e. My address, name etc bear no relevance to the appeal and my validity to comment could be obtained or verified in many other less intrusive ways, likewise the "having"; to register.</p>	<p>Noted. This is to help understand the comments and provide context. It is understood to be an approximation.</p> <p>The area will remain open to the public.</p> <p>This is a consultation on a project that has been included in an agreed future works programme.</p> <p>There is the opportunity within the questionnaire for people to comment on the items they consider most important, on which no direct question have been asked.</p>
<p>I have indicated that we only use this route a couple of times a year. Predominantly, it gets muddy, it is uneven underfoot and it is dark. I believe the only real users of the route are dogwalkers, occasional walkers following a map or youths who maybe find the dark route good for any unsociable habits.</p> <p>If the route was paved and lit, I believe it will be a much safer and attractive route for more people to make use of, and will therefore detract rather than encourage unsociable behaviours.</p> <p>We are a quiet, sometimes little-known road in Patchway, and I know some neighbours find the thought of more people about intrusive. Personally, I believe that if there are more people passing through, there are more eyes around to notice anyone behaving suspiciously, and therefore could make for a safer environment.</p>	<p>Thank you for your comments.</p> <p>Research indicates that higher usage reduces antisocial behaviours.</p>

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Appendix B

Comments received at Consultation via other methods	Officer's response
Letter	
Expressed concerns over width of Redfield Road and with flooding of overloaded sewer at the rear of the properties in the field.	Cycles will not add to congestion or block the road.

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