



## LCWIP: BWA Proposals for Walking Zones and Routes – June 2018

### Introduction

Bristol Walking Alliance, in its early submission to Bristol LCWIP in March 2018, said that some of the key elements it would like to see in the LCWIP are:

- A walking network map
- Templates for possible future funding packages
- Clear selection criteria for schemes
- Design standards
- Improved data gathering

Two of the stated goals of the Local Cycling and Walking Infrastructure Plan (LCWIP) are to define core walking zones (CWZs) and key walking routes (KWRs).

This further submission sets out proposals for such zones and routes, links them with the existing Primary and Secondary Pedestrian Routes and suggests some criteria and design standards for their development.

### Identifying Core Walking Zones for LCWIP

We understand the idea of Core Walking Zones (CWZs) as being local areas that are centred on a number of walking trip generators that would be expected to attract a significant number of pedestrian trips. Trip generators might include: high streets, local shopping areas, schools, parks, transport hubs, business parks, offices etc. Once the zones have been identified, important pedestrian routes that serve them, up to a distance of around 2km, should be located and mapped [Local Cycling and Walking Infrastructure Plans – Technical Guidance for Local Authorities, Department for Transport 2017].

To maximise the potential value of providing new walking infrastructure, we believe the emphasis should be on:

- development areas in which, through better provision of walking infrastructure, there could be the greatest **increase** in numbers of people walking (or alternatively in numbers of km being walked), and
- existing points of significant pedestrian use where the walking infrastructure is already **inadequate** and needs improvement to encourage further modal shift to walking.

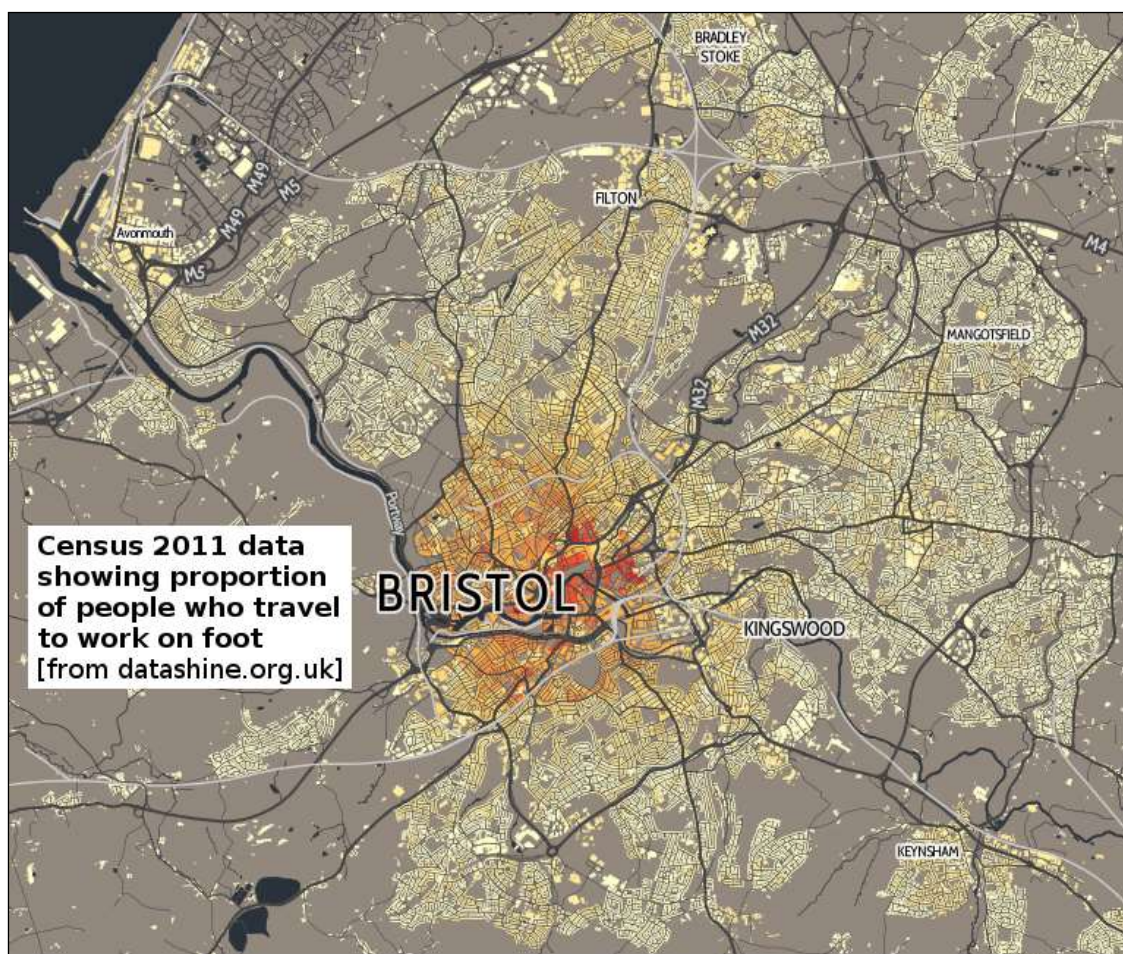
There is an acknowledged lack of data related to current walking volumes and routes, and we reiterate our hope that the LCWIP will highlight this as an issue that urgently needs to be addressed.

Walking is particularly appropriate for local travel, and would imply many small CWZs being defined based around local neighbourhoods that include high streets, shops, schools and parks. A list of such zones could help prioritise local pedestrian improvements and be the starting point for **a walking network that spanned the whole of the Bristol area**.

However, if the emphasis of LCWIP is to be on a small number of significant interventions, we suggest the focus should be on **connecting areas of residential development with centres of employment**. This also has the greatest potential to enable mode shift during commuting hours and so help ease the congestion and air pollution problems that affect the city.

Large centres of employment in the Bristol area include the City Centre, St Philip's Marsh and Avonmouth Industrial Area, as well as the Bristol north fringe beyond the city boundary. The latter two are not within walking distance of most residential areas, so travel to work there will typically involve train, bus or private vehicle.

One of the few comprehensive data sources on walking, the 2011 Census, shows the wards where there were already significant proportions of people who walk to work [see BCC "2011 Census Topic Report – Who walks to work?", Nov 2014]. This data is summarised by DataShine in this map.



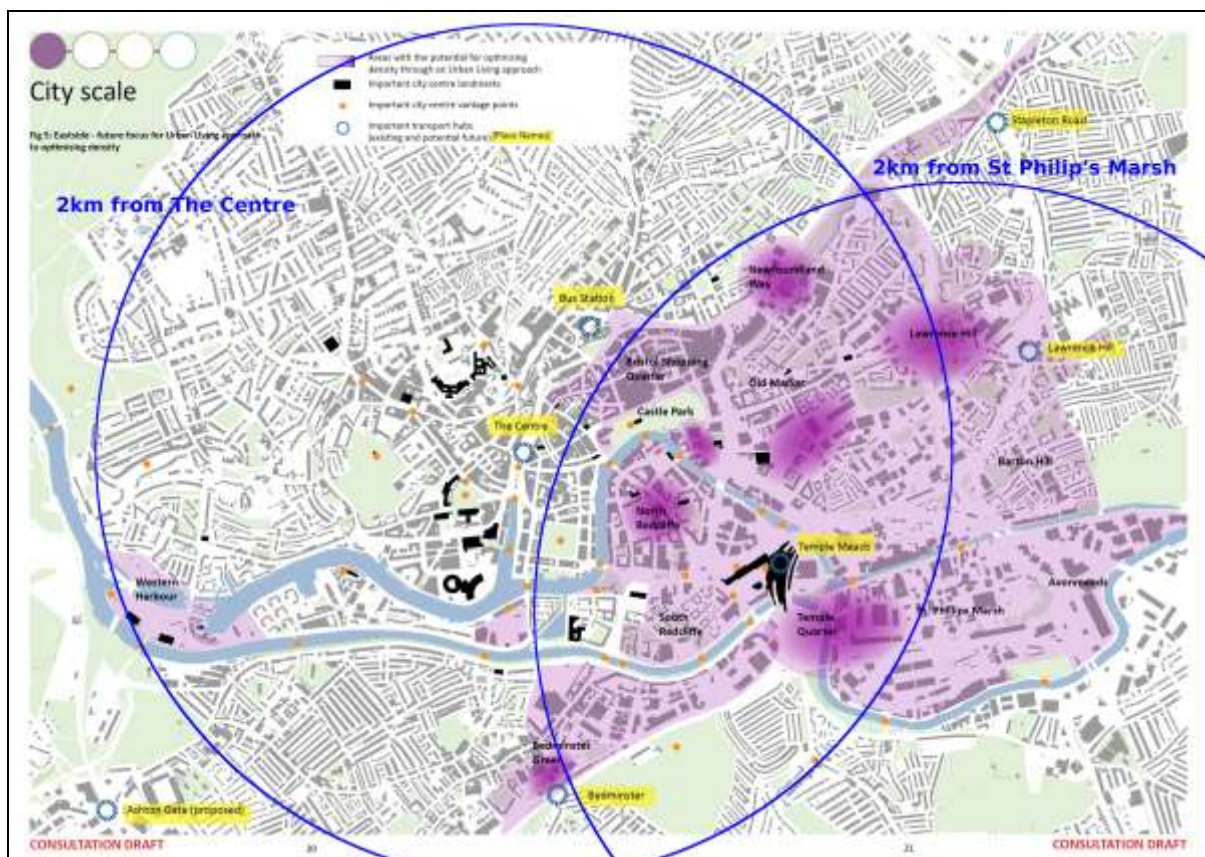
Looking at the data in more detail, the following list shows the Bristol wards (based on the ward boundaries that were in force in 2011) where the greatest proportion of residents walked to work, in descending order of proportion.



- Cabot – 45.7%
- Clifton East – 36.4%
- Cotham – 36.2%
- Lawrence Hill – 34.7%
- Clifton – 34.5%
- Southville – 32.6%
- Ashley – 29.8%
- Windmill Hill – 26.3%
- Bedminster – 24.0%

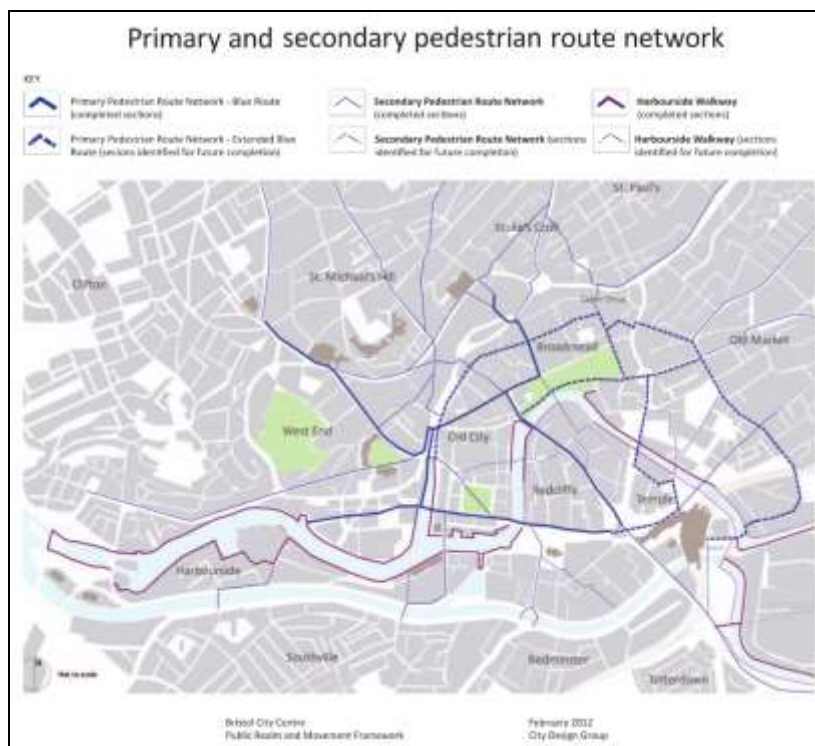
So we would choose to focus on areas within walking distance (2km) of the City Centre and St Philip’s Marsh. Of the 14 areas identified in the proposed change and development strategy outlined in the Bristol Local Plan Review (Feb 2018), 6 of them would fall within this category.

1. Bristol City Centre (Proposal CDS 1)
2. Bristol Temple Quarter (Proposal CDS 2)
3. St Philip’s Marsh (Proposal CDS 3)
4. Western Harbour (Proposal CDS 4)
5. Lawrence Hill (Proposal CDS 5)
6. Central Bedminster and Parson Street (Proposal CDS 7)

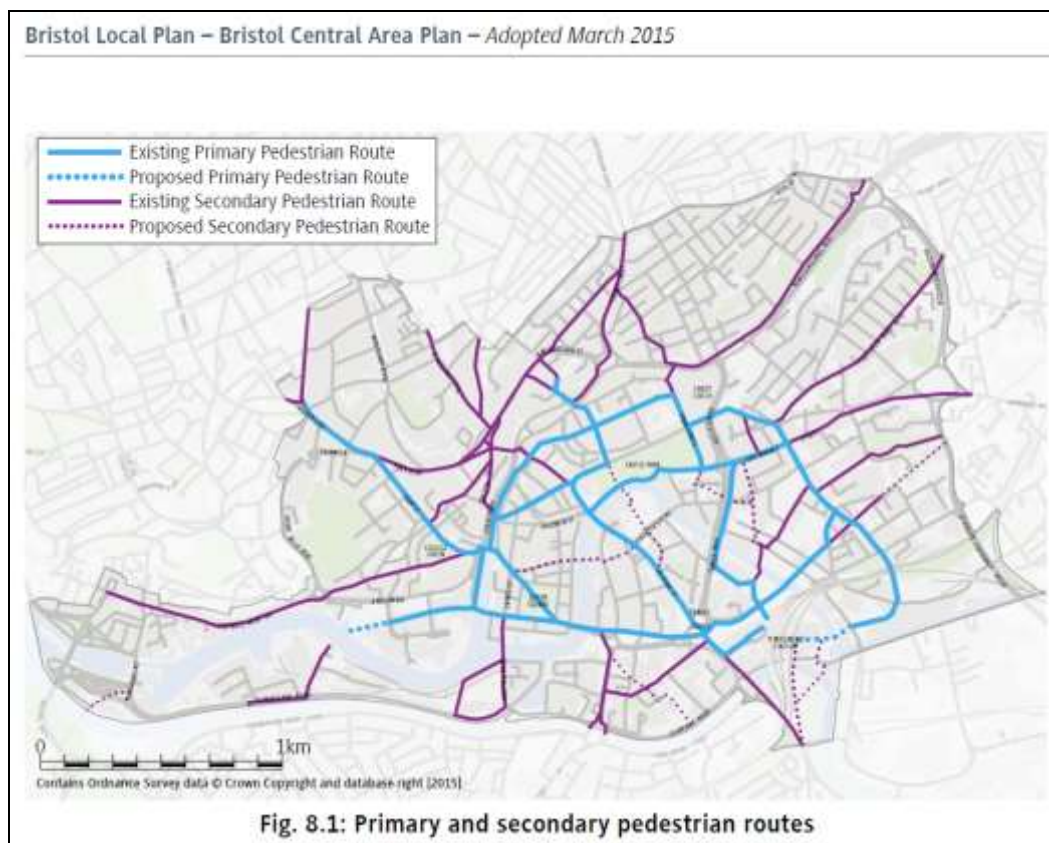


## Existing pedestrian routes

The Bristol City Centre Public Realm and Movement Framework, of February 2012, set out a Primary and Secondary Pedestrian Route Network, plus the Harbourside Walkway.



The Bristol Central Area Plan, of March 2015, (part of the current Bristol Local Plan) sets out in Policy BCAP30 a set of existing and proposed primary and secondary pedestrian routes, which updated the previous network, though omitted the Harbourside Walkway.



The Primary Routes were “based on the need to provide high quality pedestrian routes between a series of key city centre destinations and reflecting the areas for growth or regeneration identified by the Core Strategy”. The Secondary Routes “create links to other key routes, provide access to the primary pedestrian route network from areas outside the city centre and provide alternatives to the main routes”.

## The City Centre Framework

The BWA response to the recent City Centre Framework consultation (May 2018) suggested some modest extensions to the BCAP30 routes within the centre.



We also proposed some minimum standards to guide future development of existing and proposed pedestrian routes, as follows.

### For **Primary Pedestrian Routes** and **Pedestrian Priority Areas**:

- minimum unobstructed **footway width 3m**
- removal of unnecessary footway obstructions
- continuous pavements, including crossings of side roads **at footway level** with pedestrian priority
- crossings of main roads with wide zebra crossings or pedestrian priority lights-controlled crossings

### For **Secondary Pedestrian Routes**:

- minimum unobstructed **footway width 2m**
- removal of unnecessary footway obstructions
- crossings of main roads with zebra or lights-controlled crossings

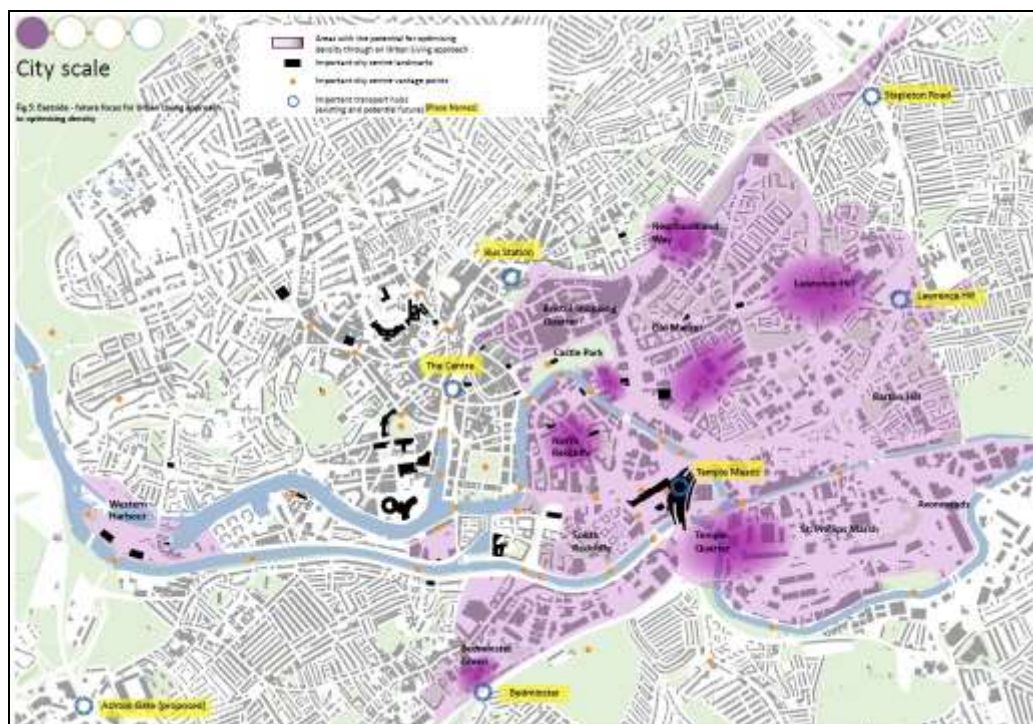


## Proposed criteria for identifying Key Walking Routes for LCWIP

BWA propose that the existing Primary and Secondary Pedestrian Routes defined by BCAP30, together with the Harbourside Walkway, **should be the starting point** for identifying Key Walking Routes (KWRs) for LCWIP.

We would add the new Primary and Secondary Routes we proposed for the City Centre Framework, as shown above.

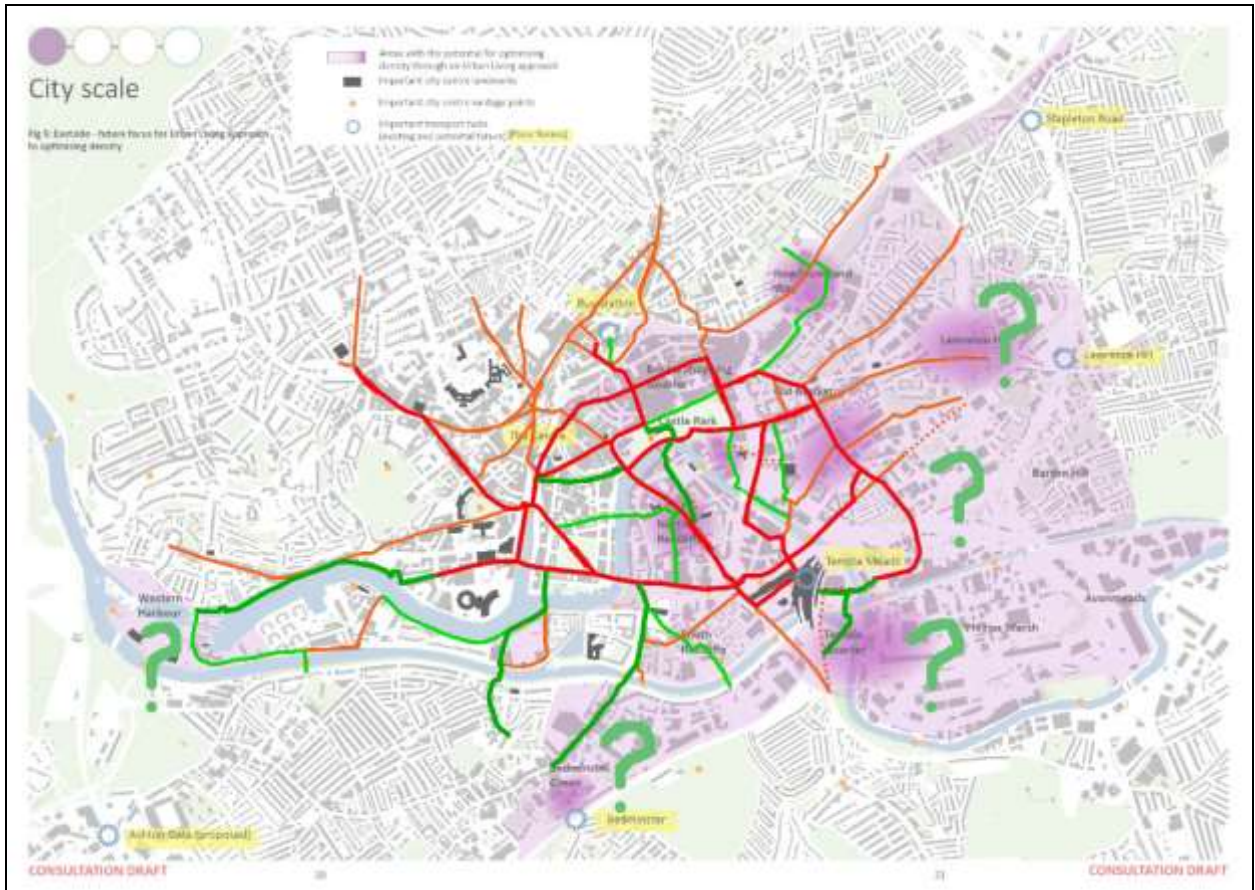
Beyond that, we suggest that this network is extended outward from the centre to those **areas identified in the Urban Living SPD Consultation Draft (February 2018) as having the potential for optimising density through an Urban Living approach** at City Scale.



This approach is intended to encourage those moving into and living in these priority development areas to see walking as a viable option for access to the city centre and its facilities, both for employment and for leisure. It would define a set of areas into which the existing primary and secondary routes would be extended. These areas could include:

- Western Harbour (and Southville?)
- Bedminster and Bedminster Green
- Lawrence Hill
- Barton Hill
- St Philip's Marsh

Exactly where the primary and secondary pedestrian routes could go to link these areas should be identified in consultation with the local communities in these areas.



BWA is interested to collaborate in the identification of such an expanded set of pedestrian routes.

## Conclusion

We believe there is value in basing initial choices of Key Walking Routes on the extension of existing primary and secondary walking routes into proposed development areas around the city centre.

There is a need to collect better data to identify existing points of significant pedestrian use where the walking infrastructure is inadequate and needs improvement.

Local communities should be involved in defining other Key Walking Routes, based on local neighbourhoods, in order to expand the walking network map to cover the whole of the Bristol area.

Bristol Walking Alliance

29 June 2018