

## Comments by Bristol Walking Alliance on Planning Application: 18/03537/PB Hengrove Park

*The Hengrove Park planning application can be seen as a measure of current thinking about how large residential developments should provide adequate quality of life. In particular, it is dominated by provision for private car parking – a mode of transport that should be of lesser importance in urban areas in the future. Bristol Walking Alliance (BWA), while not opposing the provision of good-quality housing, would like to see more emphasis on sustainable travel, high quality pedestrian infrastructure and better use of public space in such large developments.*

### **Sustainable Travel**

In planning application 18/03537/PB, a template is offered for the layout of a large residential estate. In particular, the associated Design Codes show how the road layout will be dominated by the provision of parking for private cars. These take up a significant proportion of, and will visually dominate, the public realm.

If Bristol City is to meet its agreed goal of becoming carbon neutral by 2030, there must be a much greater emphasis on sustainable travel, including walking, cycling, public transport and shared use of private transport.

In particular, BWA would like to see the following principles applied to all such urban estates:

- Local services and facilities, including food retailers, are available to all residences within **10 minutes** walking time. This is to ensure that residents are able to obtain essential goods without needing to use a car.
- Good bus connectivity, both to the city centre and to other parts of the city.
- More consideration given to pick-up, drop-off or pull-in laybys, especially in places where there are no parallel parking bays. This recognises the current growth in home delivery services and anticipates the future growth of on-demand shared taxi and mini-bus services.
- Tertiary streets should all include ‘home zone’ areas where children can play and neighbours can sit **without through traffic** and which encourages more interaction between neighbours.
- Where on-street private vehicle parking is provided, the infrastructure must exist to install electric vehicle charging points, without the need for trailing cables.

In this case of this proposal, we particularly note the following positive and negative factors:

- + The draft Bristol Transport Strategy shows plans for a MetroBus route through the estate to the city centre.
- + A bus gate is proposed to limit through traffic and stop ‘rat-running’.
- The proposed ‘living street’ character areas, as shown in the Design Codes, still appear to be dominated by motor vehicles.

### **Walking Infrastructure**

We support Outcome #5 of the draft Bristol Transport Strategy which states: Walking to be safe, pleasant, accessible and the first choice for local journeys and combined with public transport for longer journeys.

There is an opportunity to implement design standards for inclusive walking infrastructure and to develop a walkable community to maximise health and socio-economic benefits.

- The internal site walking routes should be segregated from both bicycles and motorised vehicles. This should be **full segregation rather than through different surface design or lines on a shared surface**. We believe that segregation from bicycles using at least different surface levels is also supported by Bristol Cycling Campaign.
- All crossing of side roads should be level for pedestrians, with clear road markings to denote pedestrian priority over motorised vehicles.
- Where pedestrians need to cross the main routes, raised tables should be provided to give priority to pedestrians.
- Any signal assisted pedestrian crossings should be pedestrian activated to avoid unnecessary waiting times.
- Clear, legible walking routes should be provided to bus stops.
- Footways need to provide a minimum width of 2.5m. Where there is no street furniture or on-street refuse collection, a width of 2.0m could be considered acceptable. However in locations where there is a high level of pedestrian movement (i.e. in the centre of the site) a width of 3.3m would be needed.
- Dropped kerbs and tactile paving need to be included around the site and on routes to schools.

A number of the above points relating to walking infrastructure have been made by Bristol City Council Transport Development Management in their response of 11 October. We also support the following points that they raised:

- Two new bus stops are proposed in the middle of the site, which allows for a potential MetroBus service through the site in the future.
- A public transport hub should be created within the development.
- There is a concern that the layouts will lead to vehicles parking on the carriageway or on shared spaces. This can be confusing and potentially dangerous for younger, older, disabled and frail pedestrians.

We also support the following points made in the Crime Prevention Officer's comments:

- Safe and accessible developments contain clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.
- Vehicular and pedestrian routes should be designed to ensure that they are visually open, direct, well used and should not undermine the defensible space of neighbourhoods.
- Routes for pedestrians, cyclists and vehicles should be integrated to provide a network of supervised areas to reduce crime and anti-social behaviour.

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13 December 2018

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