

Response by Bristol Walking Alliance to the A4018 Consultation

Bristol Walking Alliance would like to make the following preliminary points in connection with the outline proposals for A4018 road improvements. Many of our points relate to the detail of implementation, which have not yet been made available, rather than the broad proposals. In general, we support improvements to sustainable and public transport and particularly improvements to the walking infrastructure. We would like to be consulted on detailed designs at an appropriate stage.

Shared Use with Cyclists

We see that it is proposed to introduce or improve shared use of footways between walkers and cyclists along several stretches of the route, including:

- the footway on the east side of Passage Road between Brentry Lane and Greystoke Avenue
- the footway on the east side of Falcondale Road
- the footway on the west side of Westbury Road between Henleaze Road and Roman Road
- a new shared-use path on Durdham Down alongside Westbury Road

We hold the same view as the Bristol Cycling Campaign that shared walking/cycling routes should be avoided whenever possible. Segregation of these modes of travel is better for both.

In all cases of shared use, which inevitably introduces potential conflict between pedestrians and cyclists, we ask that the usable width of a shared-use footway/path is a minimum of 4 metres. The CROW manual, cited in the Bristol Shared Pedestrian/Cycle Space Review, considers that pedestrian and cycle traffic can be fully combined only if there are fewer than 100 pedestrians per hour per metre of usable cross-sectional width. However, the Council does not have data on pedestrian numbers, so should err on the side of caution. Having a 4 metre width allows for the possibility of surface demarcation between pedestrians and cyclists if necessary.

- for the section of Durdham Down alongside Westbury Road, the likelihood of faster-moving commuter cyclists is higher, especially outbound as it is slightly downhill. Such faster cycling would not fit well with the multi-user proposed leisure path on the Downs side of the trees. We think the possibility of segregated use of the footway adjacent to the road for faster-moving cyclists should be explored in more detail.

Pedestrian Crossings at Junctions

The proposals include improvements and additions to lights-controlled pedestrian crossings, both standalone and at road junctions. We welcome such improvements, but caution that pedestrian desire lines must be taken into account, unnecessary delays to progress minimised and mid-crossing island pens avoided whenever possible.

In particular, we ask that:

- the crossing of Greystoke Avenue with the junction of Passage Road/Falcondale Road is not a dogleg as shown on the plans, and separates the crossing for pedestrians and cyclists (since it forms part of National Cycle Network Route 4)

- the crossing of Falcondale Road is better aligned with pedestrian progress along Stoke Lane, since this is a well-used pedestrian route
- the crossing of Falcondale Road is better aligned with pedestrian progress from Downs Road and the southern part of Westbury Road across to the northern part of Westbury Road
- consideration is given to those crossing Falcondale Road using the two footpaths that join Falcondale Road just north of the Stoke Lane junction and just south of the Canford Lane junction. Safe crossing is possible when the nearby lights are red for Falcondale Road motor traffic. There could be a different surface treatment that at least acknowledges the pedestrian route, even if there is no other crossing infrastructure. And/or a central refuge. Similarly between the Canford Road and Henbury Road junctions, somewhere between the footpath on the east side and the footpath on the west side.
- we expect pedestrian traffic crossing Falcondale Road into and out of Westbury Village is more frequent than that travelling along Falcondale Road, so the timing of crossing lights should be set accordingly
- the west arm of the White Tree roundabout on Westbury Road should have a zebra crossing along the route of the new path
- all pedestrian crossings should be minimised in length (i.e. road width) to reduce fear of getting 'stranded' and improve crossing efficiency

Pavement Parking

- please address pavement parking by residents on Falcondale Road between Canford Lane and Canford Road junctions - perhaps by marking out where cars can be parked and where they can't, in order to leave enough space for pedestrians

Canford Road

- we support the new signalised crossing at the junction of Canford Lane and Canford Road as it enables safe crossing of Canford Road

Westbury Village

We support the proposal to stop through private motor traffic. The pedestrian experience in the village is spoiled by the impact of motor vehicles, both the flow of traffic and the walls of on-street parked cars, and we would welcome changes that reduce the impact. Studies have shown that sometimes restricting motor traffic and making a town centre more attractive for those on foot can be good for business (see for instance <https://tfl.gov.uk/info-for/media/press-releases/2018/november/getting-more-people-walking-and-cycling-could-help-save-our-high-streets>.)

However, we understand that the current proposals are likely to change as a result of the current consultation. If it is the case that the bus-only proposal is dropped and through traffic is still allowed, we suggest at least the following interventions within Westbury Village:

- widen the footway to the south of the War Memorial and along the south side of Westbury Hill to provide a minimum 2 metre clear width

- for the area of High Street near the war memorial, reduce the road width to no more than is needed for one carriageway each way. And/or use a different surface treatment to indicate pedestrian priority, whilst retaining a distinct pedestrian crossing which is needed for visually impaired people.
- leading up to and around the roundabout the width of road for motor traffic seems wide and the pavements are narrow – it seems an unfair allocation of the total highway width. Consideration should be given to changing the junction into a simple cross-roads.
- widen the footway where possible along the High Street to reduce speeding traffic, provide a more pleasant environment for pedestrians and so increase the attractiveness of the centre of the village
- introduce additional traffic calming, including where possible road narrowing, along High Street and Passage Road as far as Greystoke Avenue to dissuade speeding and through traffic and provide more space and a better experience for walking
- traffic calming could include raised tables with pedestrian crossings (zebra or informal) to allow better routes to the school, including east of Shipley Road (as proposed) as well as the existing raised table west of Shipley Road, and potentially at more locations along this stretch
- traffic calming/restriction signs at the top of Chock Lane and Passage Road to deter through traffic
- pedestrian crossings at the east end of the shops on Westbury Hill (near the junction with Cambridge Crescent) and at the shops on Canford lane (where the footpath from Lampeter Road joins Canford Lane)
- removal of on-street parking on Westbury Hill and High Street to enable wider pavements and improve the pedestrian experience. (We realise this will be more controversial.)
- improve the crossing of side junctions, e.g. continuous pavements. The worst junctions are Stoke Lane, the car park entrance on Westbury Hill, Westbury Court Road (the route to/from another car park), Trym Road, Henbury Road.

Bristol Walking Alliance

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