

Comments by Bristol Walking Alliance on Planning Application
19/01050/F: Floating Pontoon Between Bristol Temple Quay And Cattle
Market Road Bristol BS1 6DG



Bristol Walking Alliance (BWA) believes the design of the proposed pontoon will be inadequate as a City Centre shared use route.

In planning application 19/01050/F it is proposed to build a pontoon walkway on the south side of the Floating Harbour underneath the Temple Meads railway bridge to connect Temple Quay and Cattle Market Road.

BWA supports the provision of new pedestrian routes to link significant destinations within and around Bristol city. In particular, we see it contributing significantly to Policy BCAP 32: Quayside Walkways of the Bristol Central Area Plan. We would wholeheartedly support this proposal if it were only for the use of pedestrians.

However, we do not believe it will be suitable for use as a route to be shared with cyclists.

This may well become a popular route once the university development at Temple Meads is Pedestrian Route on the Central Area Plan, will also add to the potential pedestrian traffic.

Based on the guidance provided in the CROW manual, cited in the Bristol Shared Pedestrian/Cycle Space Review, pedestrian and cycle traffic should be fully combined only if there are fewer than 100 pedestrians per hour per metre of usable cross-sectional width. The Shared Use policy (see <https://travelwest.info/projects/sur>) is that fully segregated routes are used where flows are high.

The design is for a 4m wide walkway bounded on both sides by railings, the width being constrained by the space under the railway arch. This would provide good clearance for walking, including accessibility for wheelchairs and mobility scooters, travelling in both directions. However, cyclists require extra clearance to avoid collision with pedestrians or railings. If allowance is made for 0.5m clearance each side of a cycle, the effective total width available is reduced to 3m.

We do not believe there will be sufficient width to allow shared use in the future, particularly at times when the walkway might be heavily used. Pedestrians, especially the young, the elderly and the disabled, feel unsafe when having to contend with cyclists in a limited space. 4m is insufficient width for two-way travel for both pedestrians and cyclists on a well-used route.

We request that the future use of this as a shared use route be conditional on the peak measured flow of pedestrians.

Given that the 4m width is inadequate, we suggest no demarcation line between the cycle route and the pedestrian route, as we think a demarcation line will encourage greater cycling speeds and will not give adequate clearance between pedestrians and cyclists in a confined space.

If the pontoon is initially made available for shared use, we request that prominent signage is included to ensure cyclists are required to give way to pedestrians.

Bristol Walking Alliance
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