

## **Response by Bristol Walking Alliance to the Muller Road Consultation**

Bristol Walking Alliance would like to make the following points in connection with the proposals for Muller Road improvements. In general, we support improvements to sustainable and public transport and particularly improvements to the walking infrastructure.

### **Welcome improvements to the pedestrian infrastructure**

The improvements being proposed that affect pedestrians, and which we welcome, are:

- Upgrading all bus stops, including improving accessibility
- New lights-controlled crossings at Ralph Road junction, Tackley Road junction and opposite Fairfield School
- Raised tables to improve pedestrian crossing of entrances to Darnley Avenue, Parkstone Avenue, Brent Road, Draycott Road, Stottbury Road, Tackley Road, Dormer Road
- Closing the junction with Springfield Road to motor traffic

### **Changes that we question**

We believe the following proposed changes will create problems for pedestrians:

- Shared use footway only 3m wide between Stottbury Road and Tackley Road. There is likely to be contention between school children and cyclists on this section, especially in the morning when school and commuter journeys coincide. Shared use should only be considered if pedestrian count data shows the number of pedestrians is sufficiently small. 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.
- Shared use is indicated on the plans for the north-east and south-east corners at junction with Shaldon Road and the south-east corner at junction with Tackley Road. On each of these corners, it is inappropriate for cyclists to be using the footway as the likelihood of collision with pedestrians is increased through their paths crossing.

### **Proposals for further improvements**

We suggest the following improvements to the proposals that would further benefit pedestrians:

- Align all four pedestrian crossings at the junction with Glenfrome Road to the directions of the pedestrian desire lines along the roads. Currently only the northern crossing arm is shown as aligned in this way.
- Make the pedestrian crossing on the northern arm of the Ralph Road junction single-stage rather than two-stage, like the crossings on the other two arms at this junction.

## **Concorde Way**

There are no improvements included in these proposals to Concorde Way where it crosses Muller Road. This is a key shared use route for pedestrians and cyclists that needs improvement particularly in the section between the Muller Road lights-controlled crossing and into and along Petherbridge Way. The footway along the north-east side of Muller Road and round the corner into Petherbridge Way is inadequate for shared use, with limited width and the potential for pedestrian and cycling paths to cross.

## **Additional comments**

We encourage as much tree re-planting in the green space between Muller Road and the new footway as possible, and in other locations alongside the road to mitigate the effects of traffic pollution.

We would also like to see benches provided at appropriate points along the route for more frail pedestrians – at the side of the footway where they do not restrict pavement width. Improved wayfinding would also help, including distances/times to walk to specific destinations.

Bristol Walking Alliance

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