

Walkability Report No. 4 - Appendix

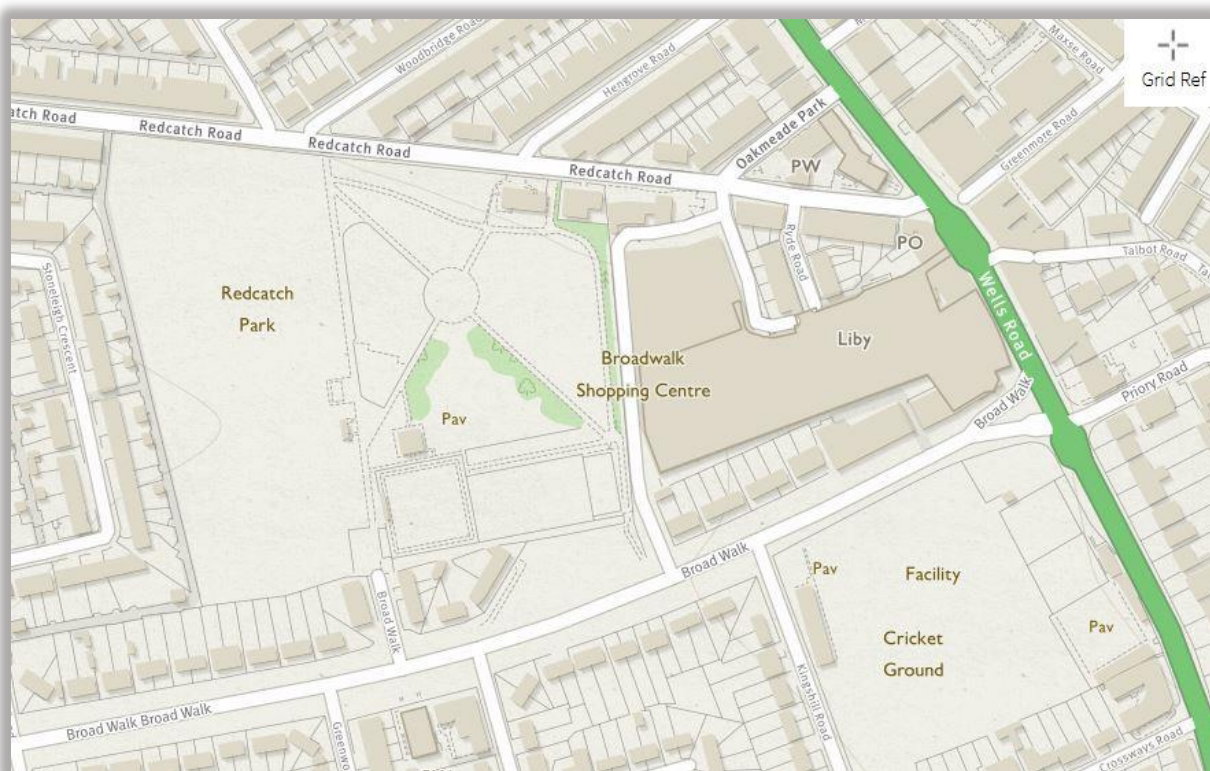
Feedback by volunteers on the obstacles and benefits of the streets around the Broadwalk Shopping Centre, Knowle May 2019

Volunteers walked the streets around the Broadwalk Shopping Centre, Knowle on two occasions – Wednesday, 8th May at 6pm and Saturday, 25th May 2019 at 2pm for about an hour on each occasion. Seven people contributed to the audit.

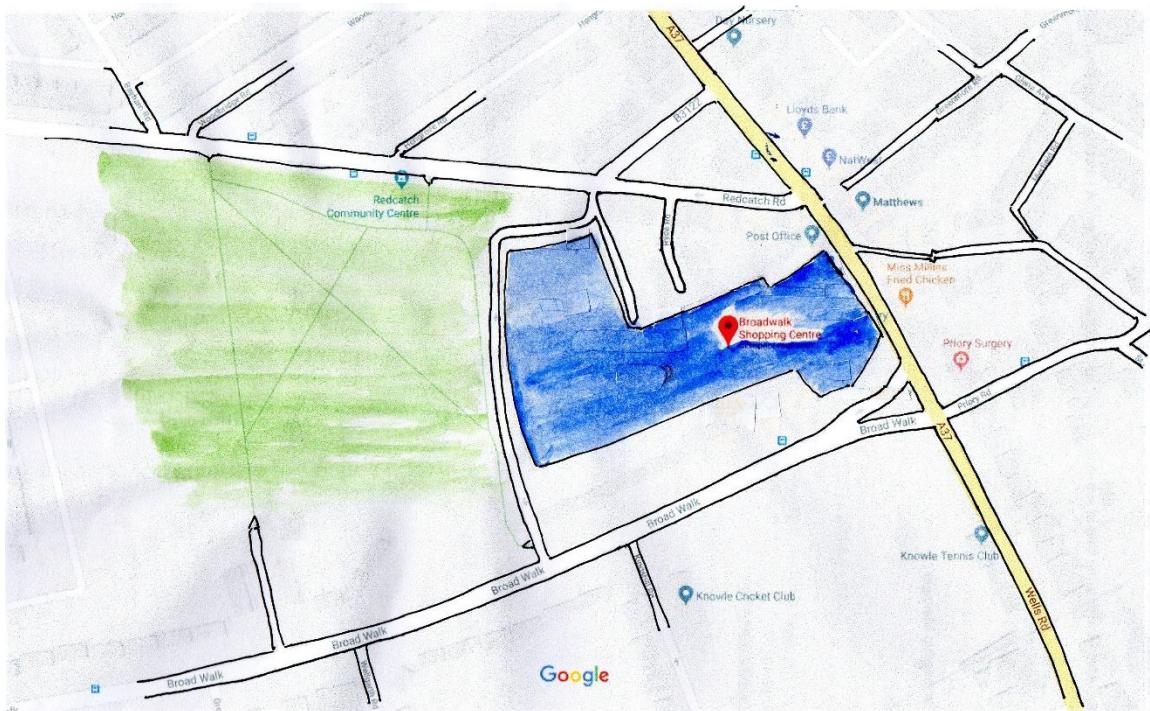
We took photographs and made observations along the way to record our experience of the walkability of the route. For ease of understanding, comments are collated by street and junction. The report starts with matters encountered in the streets around the perimeter of the shopping centre then lists some general issues arising from the whole experience.

The tour was done in a clockwise direction starting from Redcatch Community Centre, Redcatch Road. The route is described in the following three maps.

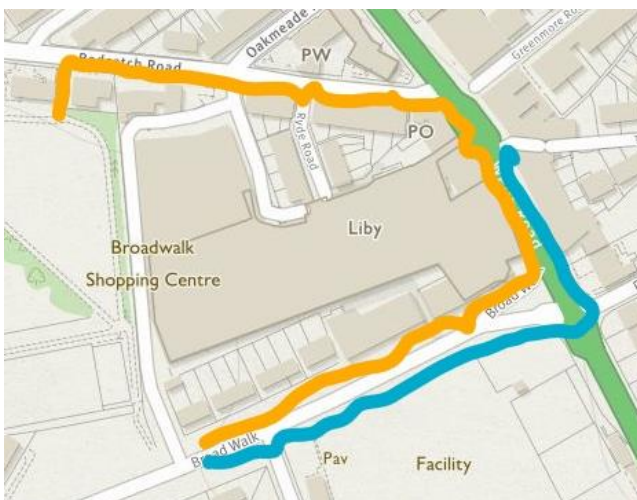
Map showing the part of Knowle we look at.



Sketch illustrating the location of the park (in green) to the shopping centre (in blue).



Sketch showing the route we followed



Starting from Redcatch Park, we followed a clockwise route round the perimeter of the shopping centre, along Redcatch Road, Wells Road and Broadwalk as far as the Kingshill Road junction (orange line). We then crossed the road and walked up Broadwalk to the traffic lights, crossed Wells Road, crossed Priory Road, crossed to the other side of Wells Road again at the light-controlled, pedestrian crossing by Greenmore Road (blue line), and retraced our steps to Redcatch Community Centre (orange line).

The report of our observations is in six parts:

- A. Redcatch Road from the community centre to its junction with Wells Road
- B. Junction of Redcatch Road and Wells Road
- C. Wells Road between its junction with Redcatch Road and Broadwalk/Priory Road
- D. Junction of Wells Road with Broadwalk and Priory Road
- E. Broadwalk between its junction with Wells Road and Kingshill Road
- F. General issues

A. Redcatch Road (B3122) from the community centre to Wells Road

1. The footpath from Redcatch Community Centre to the junction with the unnamed road (that leads into the shopping-centre's rear access) and Oakmeade Road opposite is a good width and easy to walk.
2. At the time of our first visit, we encountered three sets of roadworks obstructing the footpath. There was no alternative provision for the pedestrian on two of them; indeed, the direction to the pedestrian was to walk on the road with no assistance to cross to the footpath on the other side. Whilst temporary, and therefore a short-term problem, what we encountered reveals a high disregard for the needs of the pedestrian at key levels of decision-making amongst road construction personnel.
3. Two sets of roadworks were either side of the unnamed road referred to in 2. above. This is effectively a crossroads and exceedingly hazardous for any but the nimblest pedestrian.

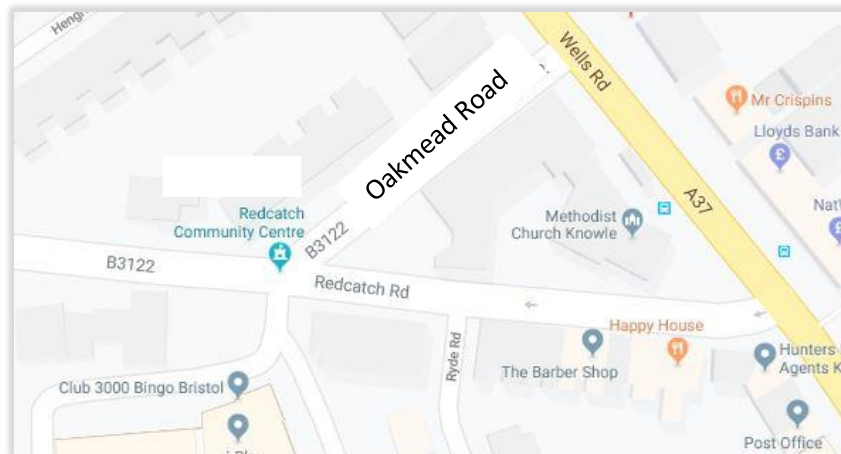


4.

The third set of road works, near the junction of Redcatch Road with Wells Road, was a little better with some protection for the pedestrian, although no provision for anyone using a wheelchair



5. Redcatch Road is one-way from the junction with Oakmeade Road taking traffic off Wells Road. Oakmeade Road is one-way taking traffic to Wells Road. The result of the one-way system is speeding vehicles close to pedestrians and increasing difficulty crossing the road.



6. The one-way section of Redcatch Road has an unusual sloping pavement on the south side. We understand that previously this pavement was very narrow which was extended with a sloping section to accommodate road levels and drainage in relation to the height difference between the path to houses and the roadway. Whilst the wider pavement is welcome the result is quite precarious alongside speeding vehicles on the one-way street.

The pavement is built in two parts – the right-hand section is level; the left-hand section slopes up from the middle.



B. Junction of Redcatch Road and Wells Road

7. The junction of Wells Road and Redcatch Road is busy with pedestrian and vehicular traffic. Vehicles leave Wells Road into the one-way section of Redcatch Road at speed. It is hazardous for the pedestrian following the footpath along Wells Road because they have to look for traffic coming off the main road in two directions. The pedestrian has no assistance with this crossing. Vehicles take precedence.

This is a view of the junction from the other side of Wells Road looking west along the one-way section of Redcatch Road.



Car leaving Wells Road at speed. Pedestrian is unaware of the vehicle behind.



Car leaving Wells Road at speed.
Pedestrian is unaware of the vehicle behind.



C. Wells Road between its junction with Redcatch Road and Broadwalk/Priory Road

8. Volunteers felt that the traffic noise was high in many places.
9. Air quality was felt to be affecting breathing a little after a period walking on Wells Road.
10. On our first visit the two-stage pelican crossing had been suspended for roadworks. Two-way traffic was flowing through one side of the two-way crossing using the bus lane in one direction. This arrangement had the unexpected consequence of improving the ambience for the pedestrian – traffic was slower, crossing was simpler, and a small pedestrian refuge was available on the closed section of road.

Roadworks sometimes improve the pedestrian experience. Observe the section of traffic-free road, making the pavement on the right a more comfortable place to walk.



11. Unfortunate placement of bicycle racks on an angle on the pavement obstructs this busy section of the footpath



12. Delivery vehicles routinely use the pavement whilst unloading – see above. This is a hazard to pedestrians on this busy section of footpath. It also leads to puddles forming on the damaged pavement following rain.



13. This curious kerb benefits pedestrians by eliminating pavement parking, although volunteers found it a threat being on a lower level to moving vehicles.

14. Two positive findings: a well-placed bench and A-boards doubling as bollards and thus eliminating pavement parking (despite, more usually, being an obstruction).



D. Junction of Wells Road with Broadwalk and Priory Road

15. For the pedestrian crossing at this junction, the Green Man indicator is given in every direction at the same time; however, there is no indication that the pedestrian might have this option and, indeed, there appears to be insufficient time for the pedestrian to comfortably cross in any direction (ie diagonally); therefore, to cross the road diagonally, it is necessary to cross the feeder roads in turn waiting for a cycle of the traffic lights at each stage
16. The wait time at this junction is 60 seconds, which you must do twice if you're crossing diagonally
17. Well-placed bench in the junction at the front of Broadwalk Shopping Centre



E. Broadwalk (ie the street of that name) between the junction with Wells Road and Kingshill Road

18. On the side with shops, Broadwalk has a wide pavement giving the pedestrian nice distance from the roadway.



19. Unfortunately, the wide Broadwalk pavement also has lots of clutter, including parked vehicles. We're told that shops have private space at the front which is used for parking but this involves the vehicle driving across the footpath. We also saw delivery vehicles. This is a hazardous place for any but the most able.

20. Broadwalk has bicycle racks installed parallel to the kerb, which double as bollards to prevent pavement parking. This should be the standard position for the installation of bicycle racks.



21. We understand that this puddle is one of the unfortunate consequences of pavement parking. Vehicles damage the surface of the pavement which is not designed to take their weight.



22. The wide pavement continues as a pleasant walk separated from the moving traffic by a strip of grass and an avenue of trees

23. On the side opposite the shops, we were pleased to see that Broadwalk has a row of bollards protecting the pavement from parking peril.

24. It's unfortunate that the tree was planted in the middle of the footpath. The presence of the tree is desirable but its position as an obstruction is not. Pruning at ground level would help.





F. General issues

25. Air pollution – air quality is always felt to affect your breathing whilst walking on Wells Road

26. Ambience – the walk to the shopping centre is spoilt by the presence of fast, dense traffic close to the footpath

27. Bus service – Broadwalk Shopping Centre is serviced by buses travelling in all directions to other parts

of the city and south into Somerset. We did not do an assessment of the service.

28. Bus stops - Bus stops are well built but unfortunately obstruct the footpath.



This is the shelter on Broadwalk on the other side from the shops. It's disappointing to find that you can't easily walk behind the shelter when there's a crowd waiting to board the bus.

This is the stop on Wells Road for buses going north into town. It's a busy stop and often difficult to get past when there's a lot of passengers waiting.

29. Light-controlled pedestrian crossings – wait time is inconsistent – at some places it's short (ie good) (eg Broadwalk 8 seconds) and other places it's long (ie bad) (Wells Road 60 seconds)
30. Pavement clutter – A-boards, bicycle racks, litter bins and pavement parking present the pedestrian with an obstacle course
31. Pot holes and other trip-hazards on the footpath – separately reported to the local authority via [Fix My Street](#)
32. Toilets – the only toilet on the walk was inside the shopping centre, which is open long hours but a bit of walk into the building. No café has toilets open to the public. The only other local, public toilet is in Redcatch Park, with limited hours and some walk from the streets around the shopping centre.

With grateful thanks



Grateful thanks to the volunteer supporters of Living Streets Bristol who contributed to the audit: Benedict Pagani, Charles Beaton, Donald Branch, Janice Rossiter, Katlin Bowden & Tony Bowden plus Aisha Hannibal, Engagement Manger at Living Streets who joined us for the experience of a local group in action.

Report compiled by the Living Streets Bristol Group

Enquiries and feedback welcome:
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End of Appendix A