

Comments by Bristol Walking Alliance
on proposals for Silverthorne Lane, Bristol



Bristol Walking Alliance welcomes the opportunity to comment on the proposals for developments along Silverthorne Lane, as described in documents available on the silverthornelane.com website in May 2019.

At this stage, we have the following observations:

- We support the principles set out in the 'Access and highways' document, particularly to prioritise pedestrian and cycle movements, and to make Silverthorne Lane car free as far as possible.
- We welcome the addition of a Canal Walk alongside the Feeder Canal. However, the retention of the original canal-side shed walls, combined with the new overhanging buildings, has the potential to make this feel oppressive. Will the window apertures in the shed walls be open and have low enough sills to provide views of the canal?
- The Canal Walk is currently shown as going as far as the school. Is it possible to extend it further? At least there should be a more straightforward way to get between the path and the western entrance to the school.
- Though Silverthorne Lane is described as pedestrian priority, with no kerbs, pedestrians are put at a significant disadvantage if expected to share space with vehicles and cycles. The Lane is shown as having pedestrian only footways on both sides along most of its length. We believe these footways are essential. They must have bollards, or other physical measures, to clearly segregate pedestrian space from the roadway used by vehicles and cycles, and to prevent pavement parking. The footways must also be of adequate width to be used as a route to school for families with buggies as well as for accessibility by those using mobility scooters.
- The shared pedestrian/cycle path at the west end of the development is shown as the primary pedestrian/cycle route through western end of the site. If this is to be the case, it must be wide enough to completely segregate pedestrians from cyclists, especially if it is intended to combine through cycling and pedestrian access to the school and the university accommodation beyond. More attention needs to be given to the junction of this route with the eastern part of Silverthorne Lane to avoid contention between pedestrians, cyclists and any motor traffic. For a primary combined pedestrian/cycle route, the unobstructed width to allow adequate segregation would have to be at least 5m.
- Consideration should be given to making the pedestrian/cycle access linking to the bridge from Feeder Road wide enough to allow segregation as well. The bridge itself requires improvement for increased pedestrian/cycle use. We support the call from Bristol Civic Society for a new pedestrian/cycle bridge at this end of the development. Or perhaps add another bridge so that each mode of travel has a dedicated space?

Bristol Walking Alliance
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