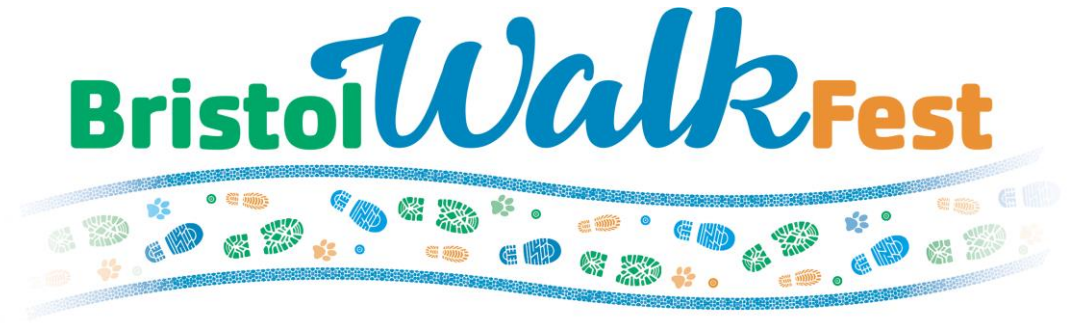


# How 'walkable' is Bristol?

29<sup>th</sup> May 2019, The Watershed, Bristol



6.45pm Registration and light refreshments

7.00pm Welcome and some introductions

7.05pm What is walkability?

7.20pm How walkable is Easton/Lawrence Hill?

7.40pm How walkable is Broadwalk, Knowle?

8.00pm How walkable is Westbury village?

8.20pm Panel - question and answer session

8.30pm Informal mingling and light refreshments

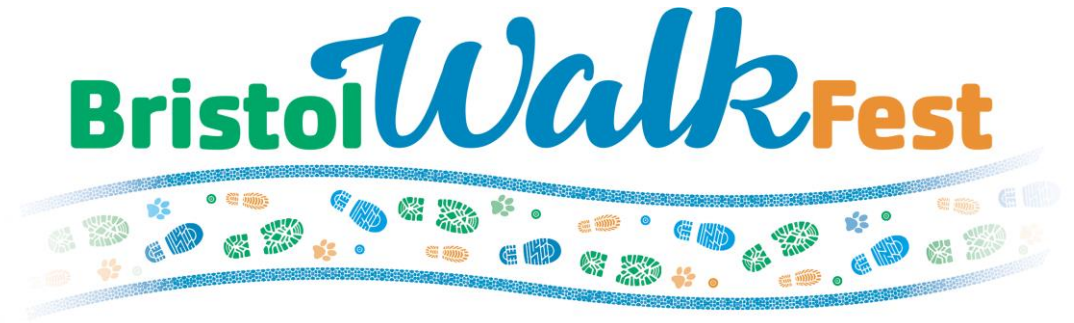
8.45pm Close

# **Welcome and introductions**

Dr Suzanne Audrey, Senior Research Fellow, University of Bristol  
Co-director of the SHINE health integration team, Bristol Health Partners  
Bristol Walking Alliance

# How 'walkable' is Bristol?

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8.45pm Close

# Bristol Health Partners

Collaboration between

- 2 universities
- 1 local authority
- 3 NHS trusts
- 3 clinical commissioning groups

In Bristol and the surrounding area

Health integration teams (HITS)

- Bringing together local expertise, assets and talent to help tackle the challenges we face



*Avon and Wiltshire Mental Health Partnership NHS Trust  
Bristol Clinical Commissioning Group  
North Bristol NHS Trust  
North Somerset Clinical Commissioning Group  
South Gloucestershire Clinical Commissioning Group  
University Hospitals Bristol NHS Foundation Trust*



# SHINE | Bristol Health Partners

Supporting **H**ealthy **I**nclusive **N**eighbourhood **E**nvironments



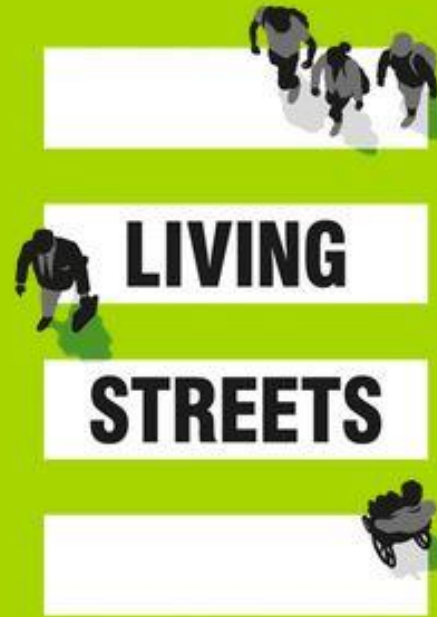


## **Bristol Walking Alliance**

campaigning to improve Bristol's walking environment



A consortium of organisations and individuals campaigning to improve Bristol's walking environment. We want to create an environment for pedestrians that is welcoming, safe, convenient and inclusive.



**90**  
**YEARS**

**1929 – 2019**

**THE UK CHARITY FOR EVERYDAY WALKING**

**What is walkability?**

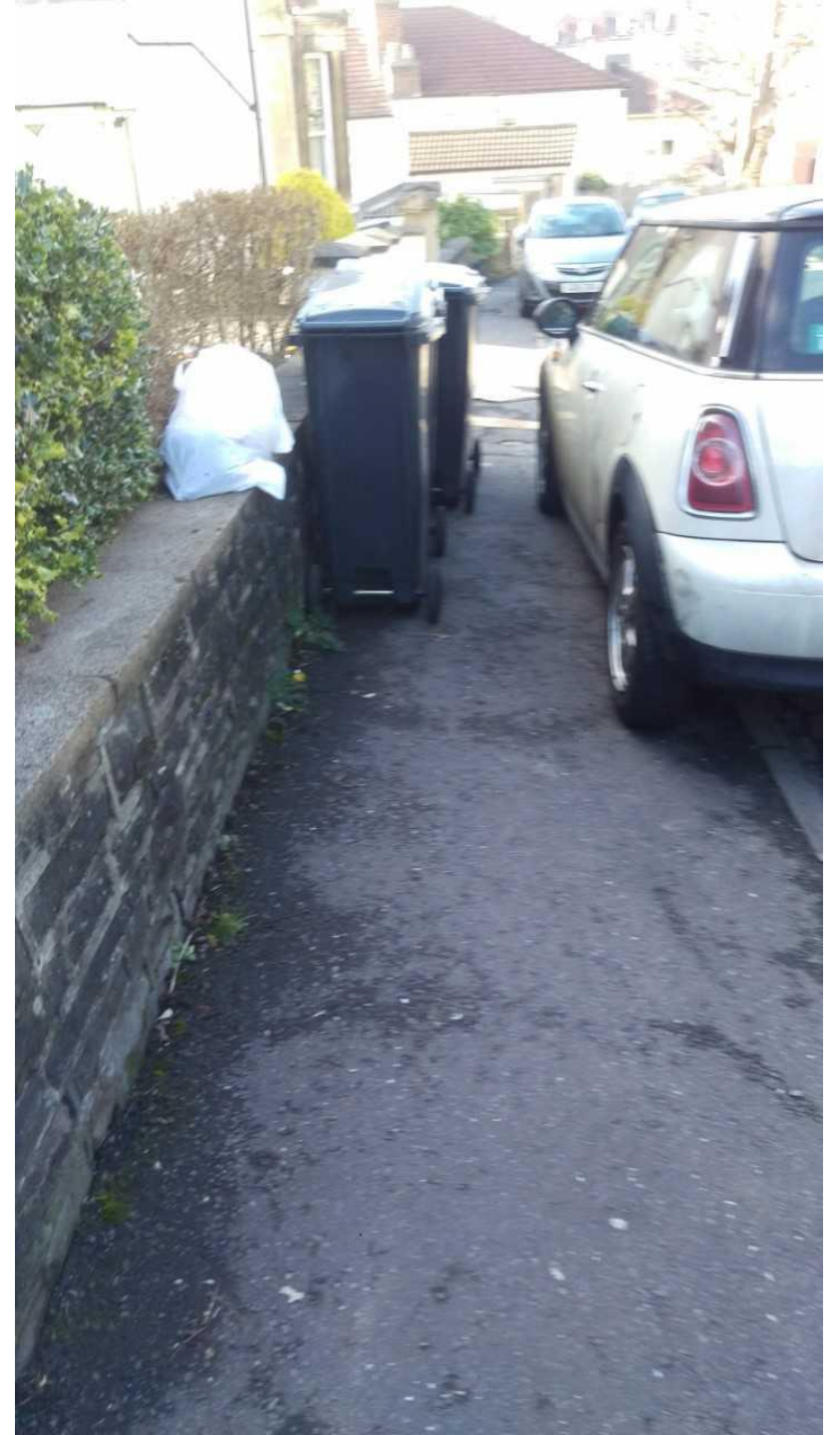


Thank you for this very enticing invitation. Unfortunately it clashes with my choir practice. I find the most difficult things walking round Bristol are:

1. Smashed pavements - usually by lorries
2. Dustbins - both domestic and commercial
3. Sandwich boards
4. Bad air - trees would help and, if not trees, big tubs of plants
5. Lack of seats. There really should be somewhere to sit!



St Andrews isn't part of a residents' parking zone, but is right next to other neighbourhoods that are, so gets the overspill of non residents from all sides. Also right next to Montpelier Station and Gloucester Road shops, so lots of opportunist parking from further afield. Really distressing levels of pavement parking also.





The mini roundabout junction of Mina Road and James Street, St Werburgh's - east side of James Street.

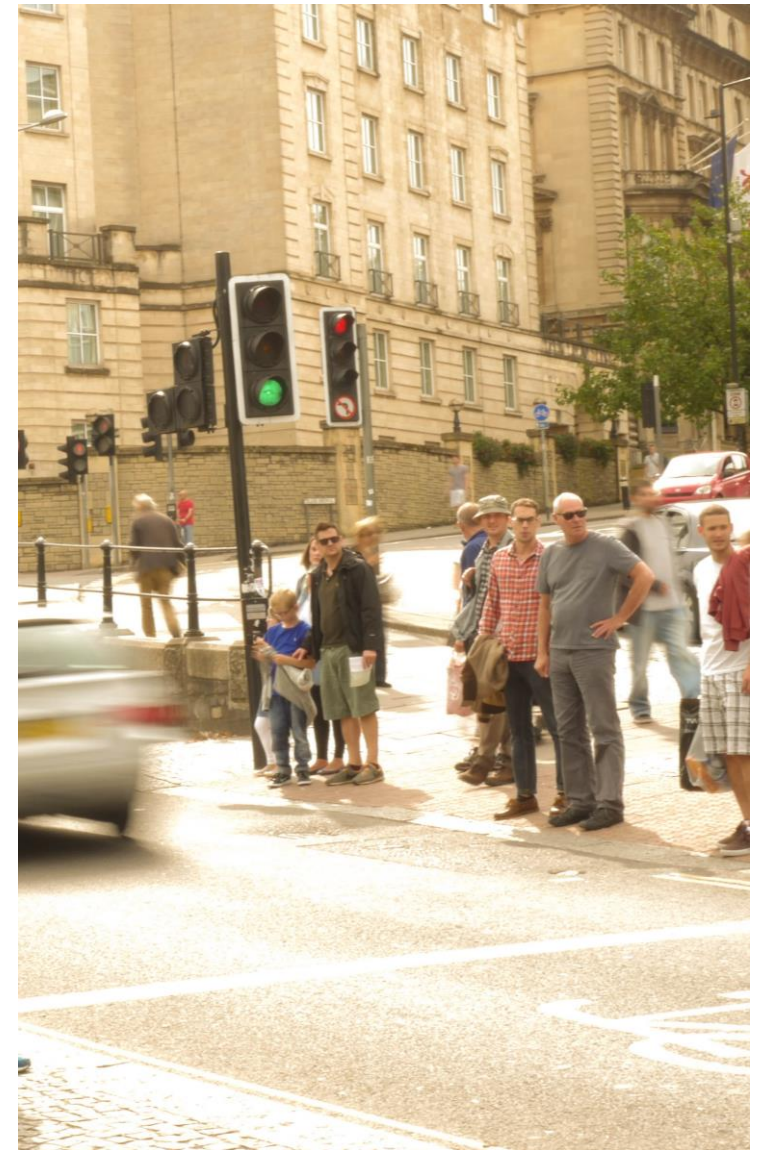
Problem with dangerous/illegal pavement parking  
Pedestrians have to walk into the carriageway a few yards from a very busy roundabout.

A child's buggy became blocked between the van and bollards which can't be seen behind the buggy. Three bystanders helped lift the buggy out. We and the mother had to walk over piles of rotten rubbish left on the pavement. A single buggy or a wheelchair would also have had difficulty. If a member of the public phones Parking Services, by the time they arrive the nuisance has disappeared. This approach has not solved the problem. It is illegal for a vehicle to block a pavement in this way, but Avon & Somerset police refer people back to Parking Services.



# Walkable street indicators\*

- **Pedestrians from all walks of life.** Streets should be welcoming places for everyone to walk, spend time in and engage in community life.
- **People choose to walk.** Walking is a healthy and sustainable way to travel, either for whole trips or as part of longer journeys on public transport.



\* Lucy Saunders, 10 Healthy Streets indicators <http://content.tfl.gov.uk/healthy-streets-for-london.pdf>





- **Clean air.** Improving air quality delivers benefits for everyone, reduces unfair health inequalities.
- **Not too noisy.** Reducing the noise impacts of motor traffic will directly benefit health, improve the ambience of street environments and encourage active travel and human interaction.

- **People feel safe.** The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger or experience threats to their personal safety.
- **Easy to cross.** Making streets easier to cross is important to encourage more walking and to connect communities. People prefer direct routes and being able to cross streets at their convenience.





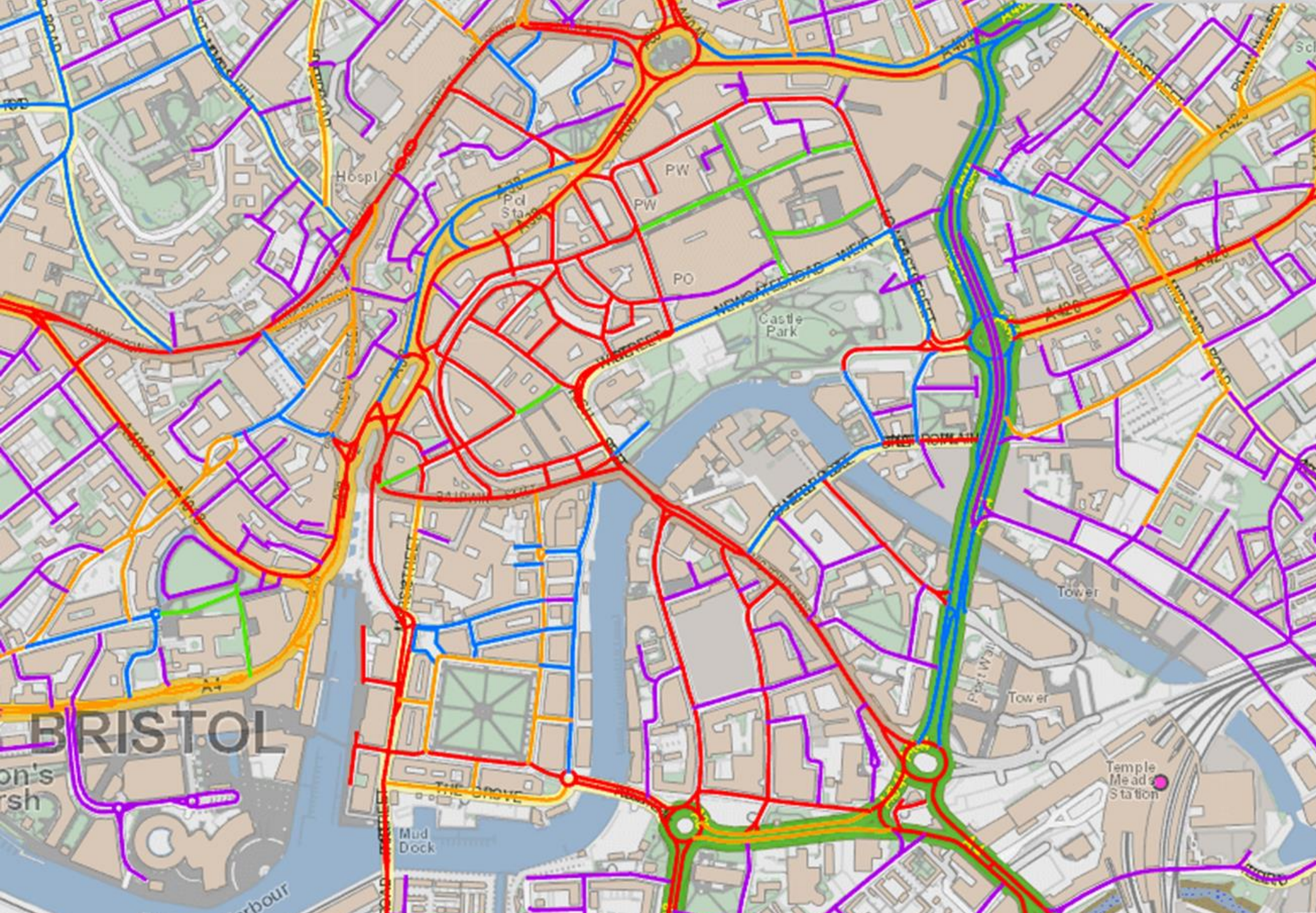
- **Places to stop and rest.** A lack of resting places can limit mobility for some people. Ensuring there are places to stop and rest benefits everyone, including local businesses, as people will be more willing to visit, spend time in, or meet other people on our streets.
- **Shade and shelter.** Providing shade and shelter from high winds, heavy rain and direct sun enables everybody to use our streets, whatever the weather.





- **People feel relaxed.** A wider range of people will choose to walk if our streets are not dominated by motorised traffic, and if pavements are not overcrowded, dirty, cluttered or in disrepair.
- **Things to see and do.** People are more likely to use our streets when their journey is interesting, with attractive views, buildings, planting and street art and where other people are using the street. They will be less dependent on cars if the shops and services they need are within short distances so they do not need to drive to get to them.





Footways  
hierarchy:

**Green** –  
prestige  
walking zones

**Red** – primary  
walking zones

**Blue** –  
Secondary  
walking zones

**Orange** – Link  
footways

**Purple** – Local  
access  
footways



Description (Footway)	Category	Inspection frequency
Prestige Area	1(a)	1 month
Primary Walking Route	1	1 month
Secondary Walking Route	2	3 months
Link Footway	3	6 months
Local Access Footway	4	1 year

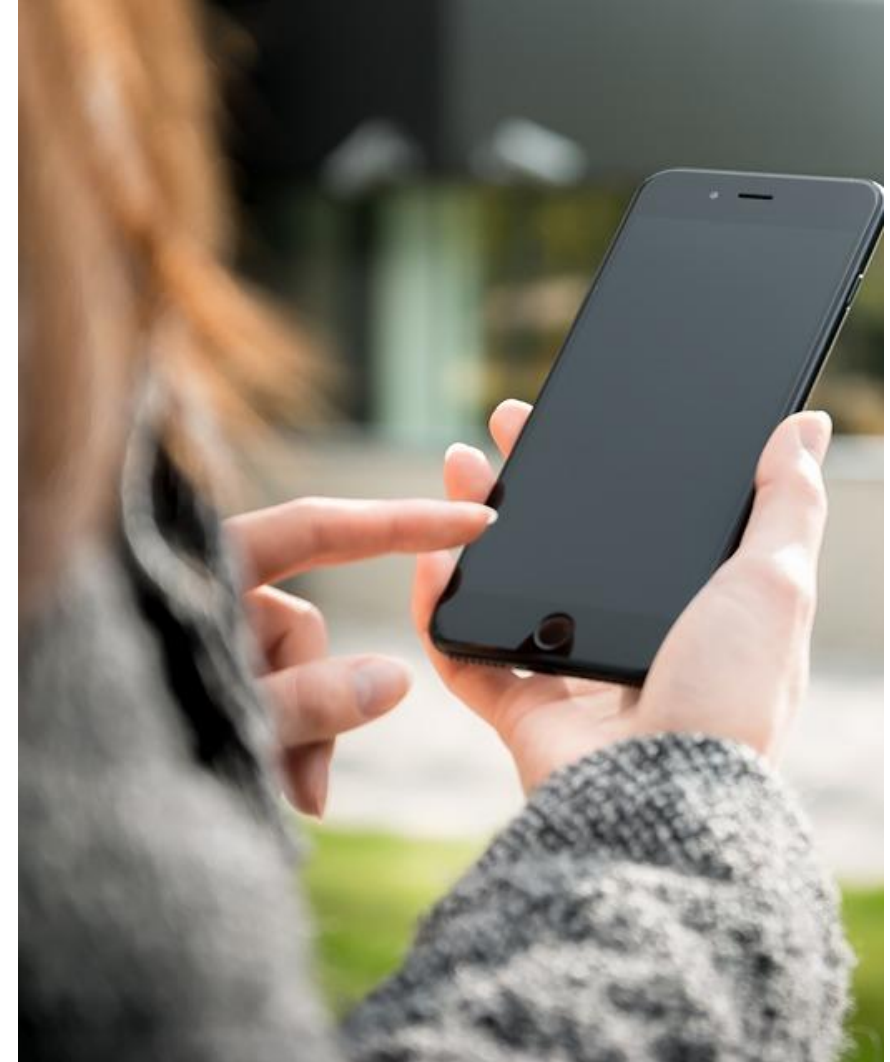
Carriageway and Footway inspections are combined e.g. Portway is high classification carriageway (strategic) but low classification footway (local access). Therefore BCC undertakes 11 driven carriageway inspections and 1 walked inspection.

Description (Carriageway)	Category	Inspection frequency
Strategic Route	2	1 month
Main Distributor	3	1 month
Secondary Distributor	4	1 month
Link Road	5	3 months
Local Link Road	6	6 monthly
Local Access Road	7	1 year

# Reporting (infrastructure) problems to Bristol City Council\*

- E.g. potholes, puddles, flytipping, lighting
- You can report a problem:
  - Email
  - Telephone
  - Letter
  - Bristol City Council website: Report A Street Issue
  - Fix My Street
- A focused team (two FTE staff, with extra support if needed) process these reports
- Public encouraged to phone for emergency defects
  - 0117 922 2100, Mon-Fri, 8.30am to 6pm
  - 0117 922 2050, all other times

\*Thanks to Nick Pates, Bristol City Council



# Report, view, or discuss local problems

(like graffiti, fly tipping, broken paving slabs, or street lighting)

Enter a nearby UK postcode, or street name and area:

e.g. 'B2 4QA' or 'Tib St, Manchester'

GO



... or locate me automatically

## How to report a problem

- 1 Enter a nearby UK postcode, or street name and area
- 2 Locate the problem on a map of the area
- 3 Enter details of the problem
- 4 We send it to the council on your behalf

**6,250**

reports in past  
week

**11,281**

fixed in past  
month

**2,163,641**

updates on reports

## Recently reported problems

Camper Van abandond

08:34 today



Flytipping duvet

08:28 today



Awful fly tipping

08:26 today



Dumped trolley

08:26 today



Loiter in street

08:26 today



1. Enter a nearby UK postcode, or street name and area
2. Locate the problem on a map of the area
3. Enter details of the problem
4. We will send it to the council on your behalf





# Report a pothole, damaged road or footpath

Report a pothole, loose manhole cover or damaged kerb, footpath or street name sign

Help us to find where the problem is by telling us a:

- house number
- shop name
- pub name

Upload a photo that shows the pothole and its location.

[Report a pothole, damaged road or footpath](#) >

If you see a pothole, manhole cover, damaged kerb or footpath that's likely to cause an accident or injury, call:

## Report a street issue

[Flytipping](#)

[Street that needs cleaning](#)

[Graffiti](#)

[Flyposting](#)

**Pothole, damaged road or footpath**

[Drain: overflowing or damaged](#)

[Abandoned or nuisance vehicles](#)

[Problem with a street light](#)

[Report a problem with a traffic light](#)

[Trees, hedges, leaves or grass](#)

[Bus stops and shelter problems](#)

[Damaged traffic bollard](#)

Report a street issue on Bristol City Council (BCC) website. This page hosts Fix My Street. So reports via the BCC website are the same as reporting on the Fix My Street website. This has caused some confusion in the past.

- BCC is committed to Fix My Street but recognises there are problems with reporting which they are trying to resolve
- BCC relies on online reporting from a statutory point of view, efficiency and need to make it work better
- BCC are a high performing authority with regards to reacting and repairing the highway, with one of the highest defence rates against claims in the country
- Please report defects on the BCC website or Fix My Street website to help maintain a safe highway network



# **Walkability in Easton/Lawrence Hill, showing the good, the bad and the ugly**

Zoe Banks Gross, Knowle West Media Centre, SHINE health integration team

Abiir Omar Shirdoon, Community Engagement Coordinator

Zoe Trinder-Widdess, Bristol Health Partners, CLAHRC West

# Outline

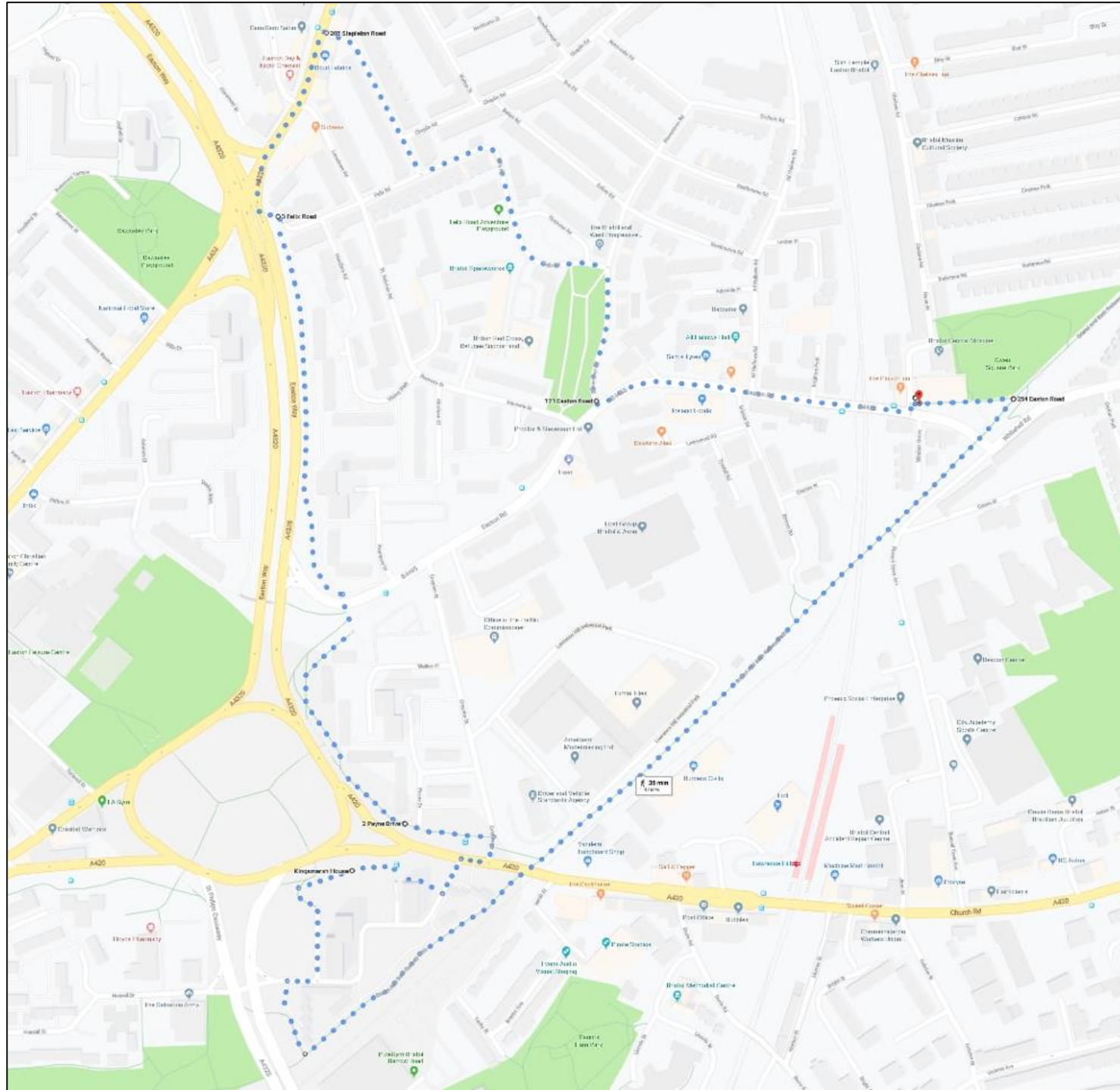
- Who attended this?
- Where did we go?
- What did we see?
- What did we sense using a sound-mapping application?
- Conclusions



# Who attended?







Where did we go?





Where we went  
using satellite  
imagery - can  
you spot the  
green  
infrastructure?



# What did we see?





# What did we see?

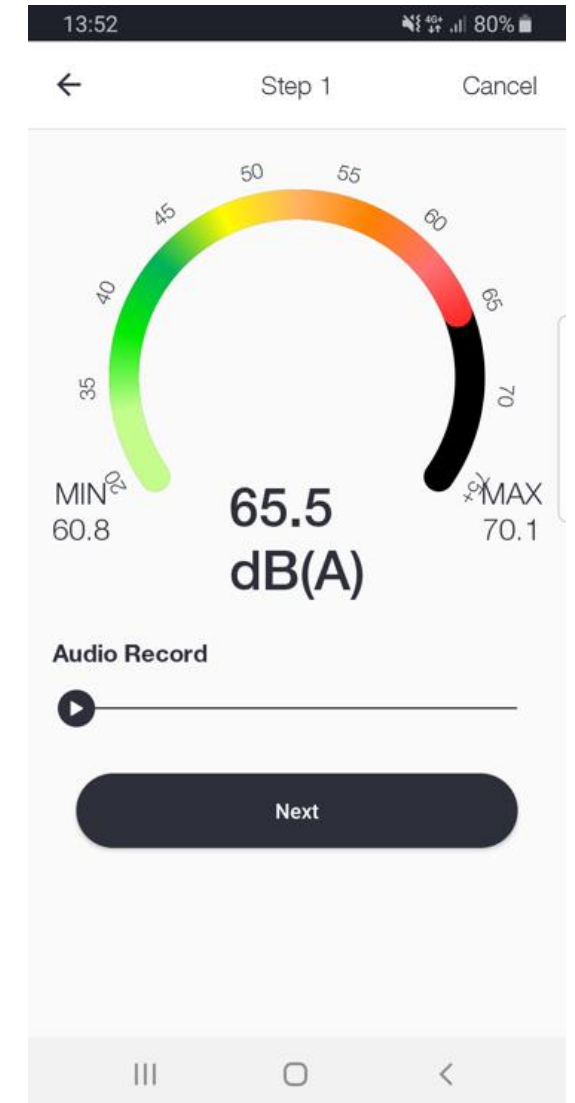
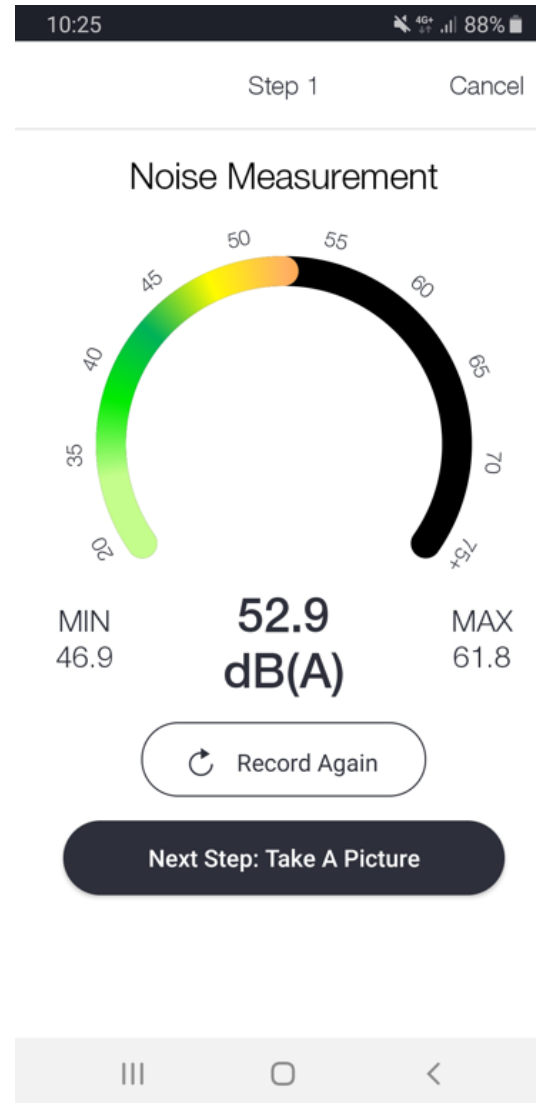




# Citizen Sensing using Hush City

We stopped at a few places to discuss the quality of the walking and also used a citizen science noise mapping app.

This app can help people find the quiet places in their cities.



# Conclusions

- We are lucky to have some of the best active travel infrastructure in the world running through our neighbourhood, but it's not replicated elsewhere so is very heavily used
- The shared active travel infrastructure is dominated by faster, more aggressive users
- People on foot and bike are prepared to go out of their way to access suitable infrastructure, if it will make their journey easier and more pleasant overall
- This is especially true of people using wheelchairs or with other mobility issues, or young families
- Our neighbourhood's inaccessibility is keeping people with disabilities and older people in their homes
- Pedestrian access is always sacrificed to drivers' convenience
- The culture of the rights of car drivers over people on foot is deep seated and usually unchallenged

Any questions/comments?

# How walkable is Broadwalk?

Tony Bowden and Charlie Beaton



# Broadwalk Shopping Centre







## Redcatch Park

The nice bit walking to  
the shopping centre

# Redcatch Road... narrow, sloping pavement





# Wells Road... street clutter and hazards







Broadwalk... wide but cluttered



# Unexpected clutter

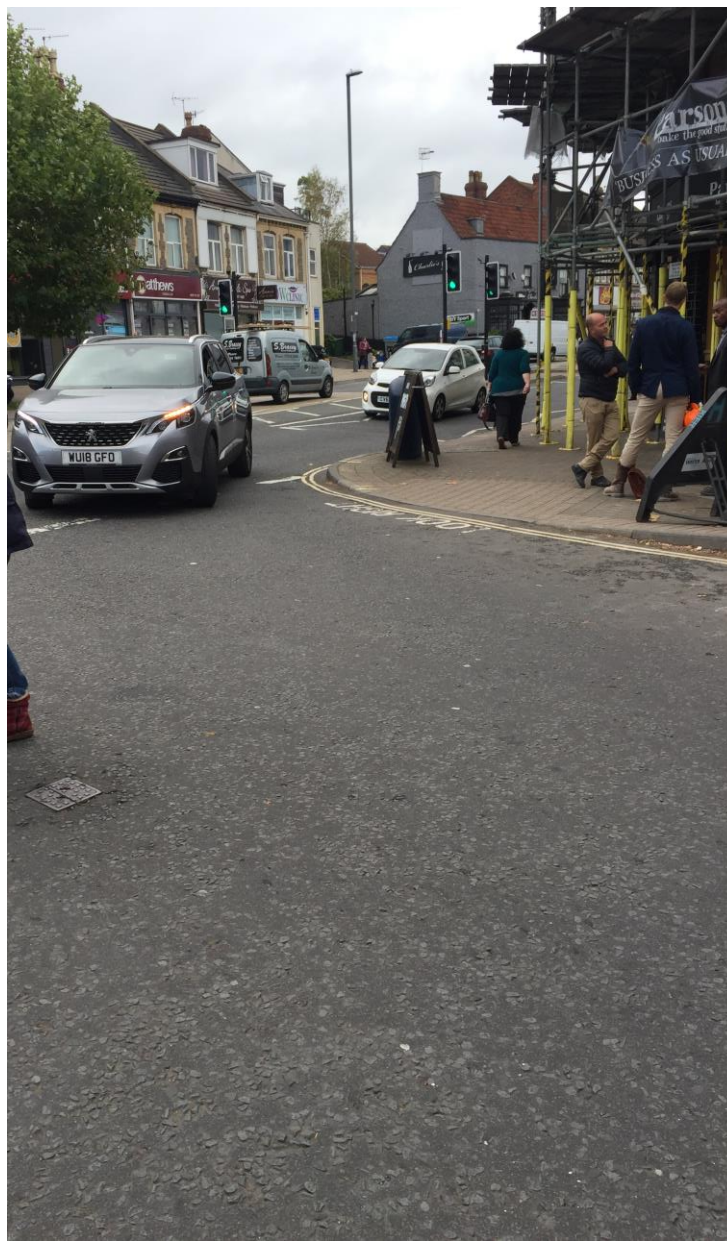


Broadwalk opposite the shopping centre



Wells Road





Vehicles  
leave the  
main road  
at speed





And a few things to be pleased about





More things to be pleased about



# Recommendations



## Redcatch Road

Close the junction with Wells Road so this bit of street is for parking only

Restore neighbouring Oakmead Park to two-way traffic

Create a public space between the coffee shop and the church on Wells Road



## Wells Road

Reduce waiting time at the two-stage crossing

Install bollards both sides to stop pavement parking



## Broadwalk

Investigate public/private ownership to get moving vehicles off the footpath



## Bus stops

Give more thought to pedestrian traffic at new stops

Any questions/comments?

# **Walkability in Westbury-on-Trym**

Alan Morris, Chair of Bristol Walking Alliance

Gordon Richardson and Richard Pedlar



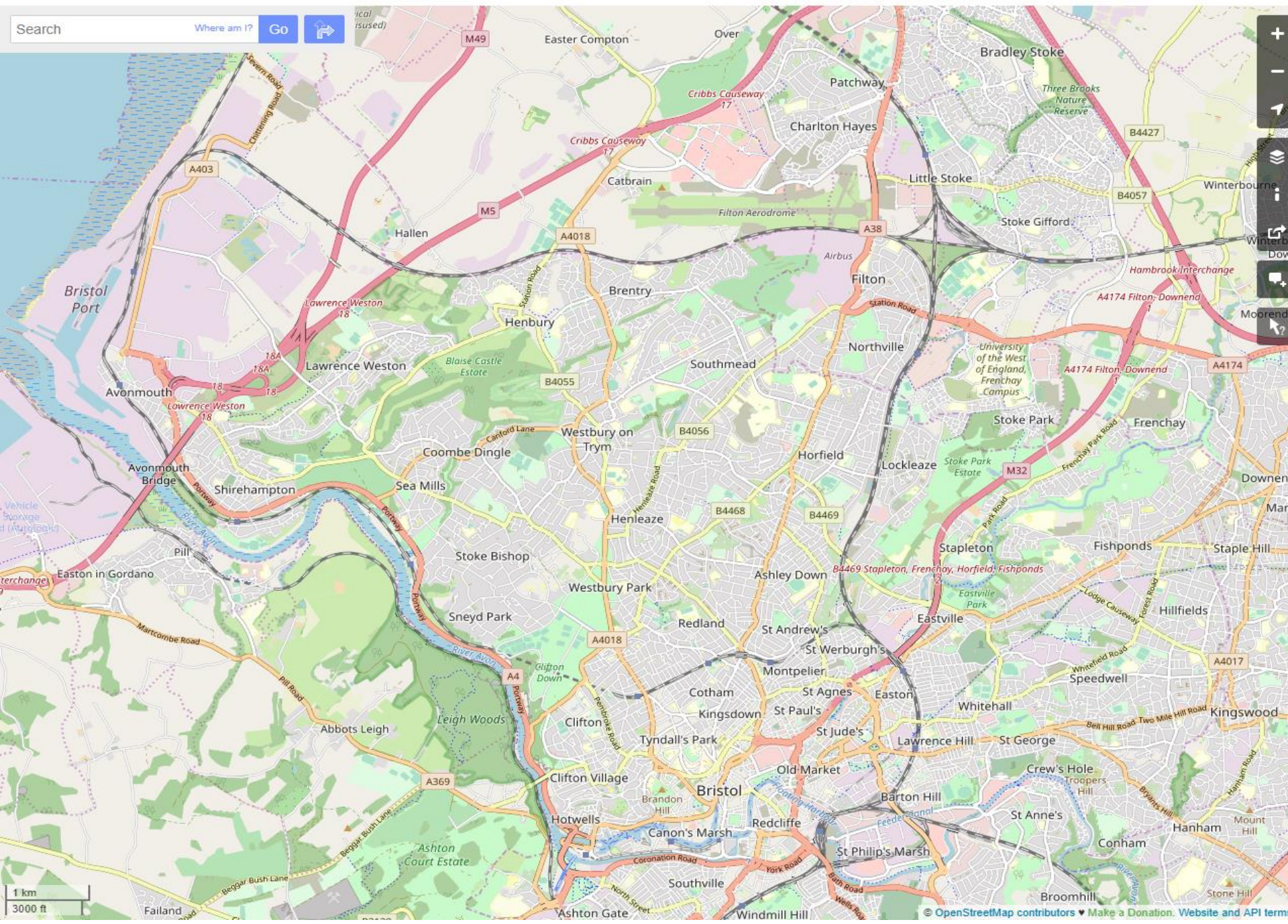
Two walks during Bristol Walkfest:

- Westbury village
- Westbury village, Stoke Lane and Henleaze

Context of A4018 consultation

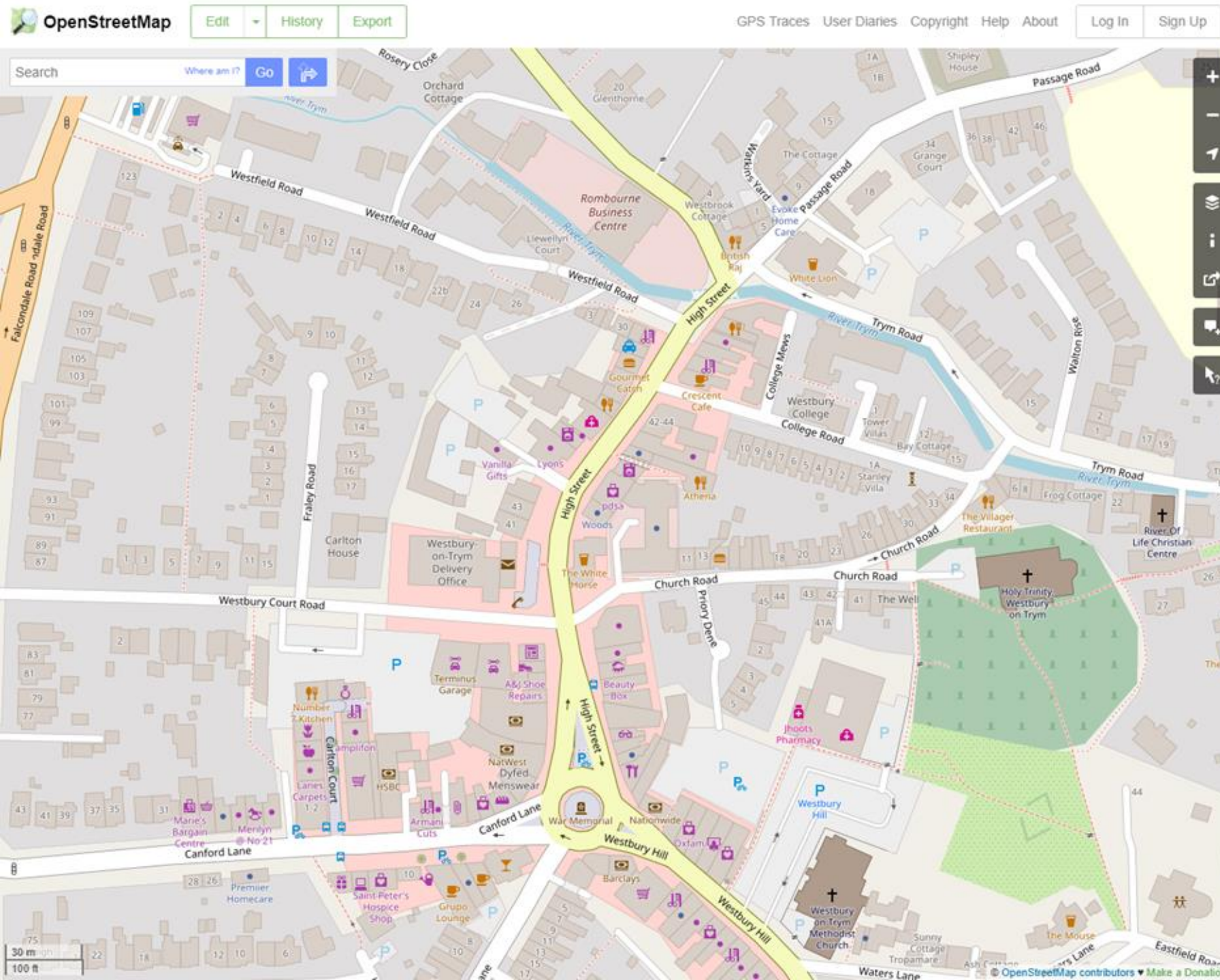






Westbury  
village





## Westbury village

- historic village
- significant destination
- 3 roads converge
- E/W through route
- rat-run through narrow lanes east of village
- N/S - Falcondale Road bypass but some N/S traffic through the village

A4018 scheme –  
disastrous  
consultation



## Westbury village: Canford Lane is best for walkability





## Westbury village: Westbury Hill and High Street suffer from high traffic volumes





## Westbury village: narrow pavement clearances





## Westbury village: unfair allocation of the total highway width





Westbury village: no  
crossings away from the  
roundabout





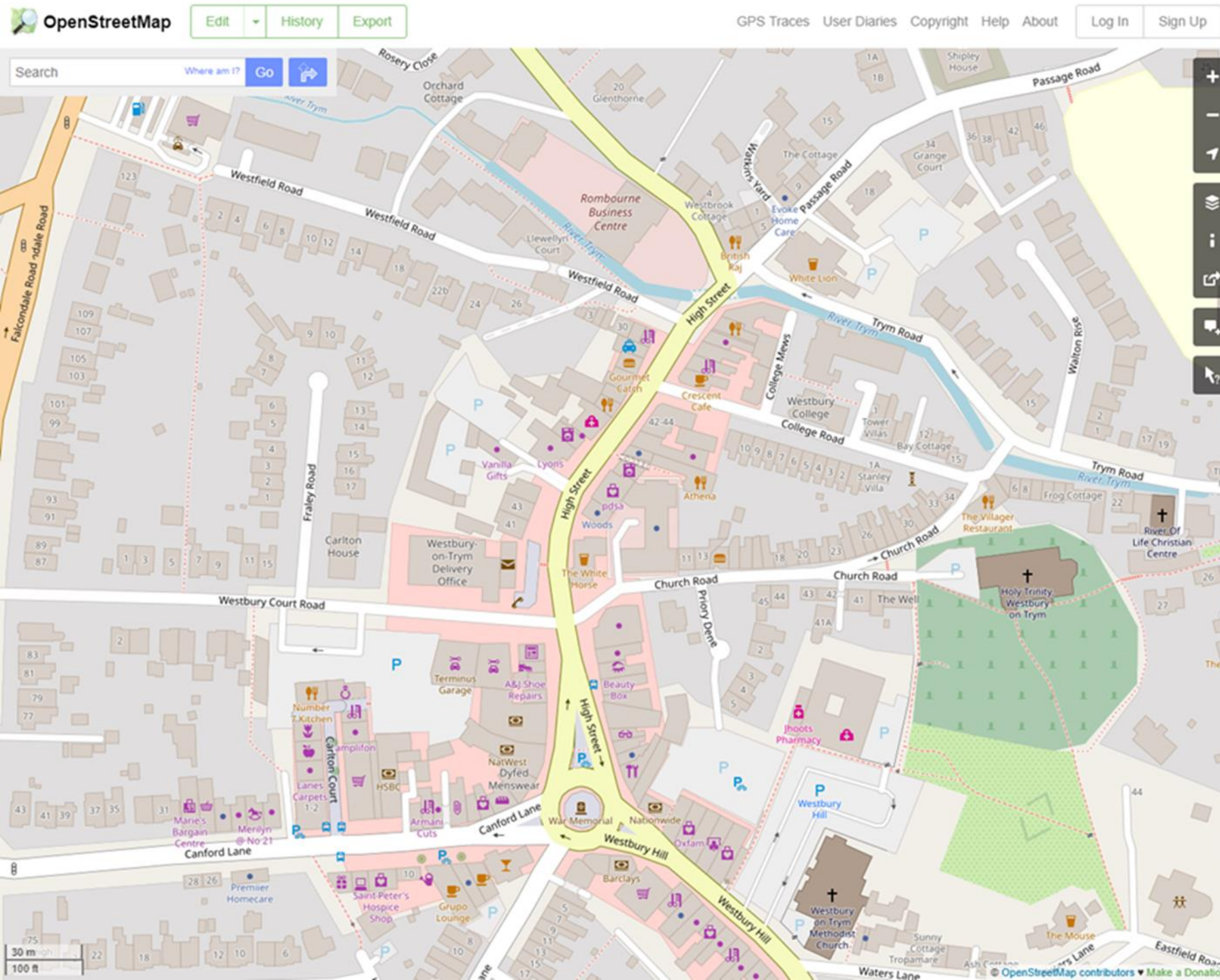
Westbury village: side junctions where the pedestrian is at risk.



## Westbury village: busy junction with Henbury Road



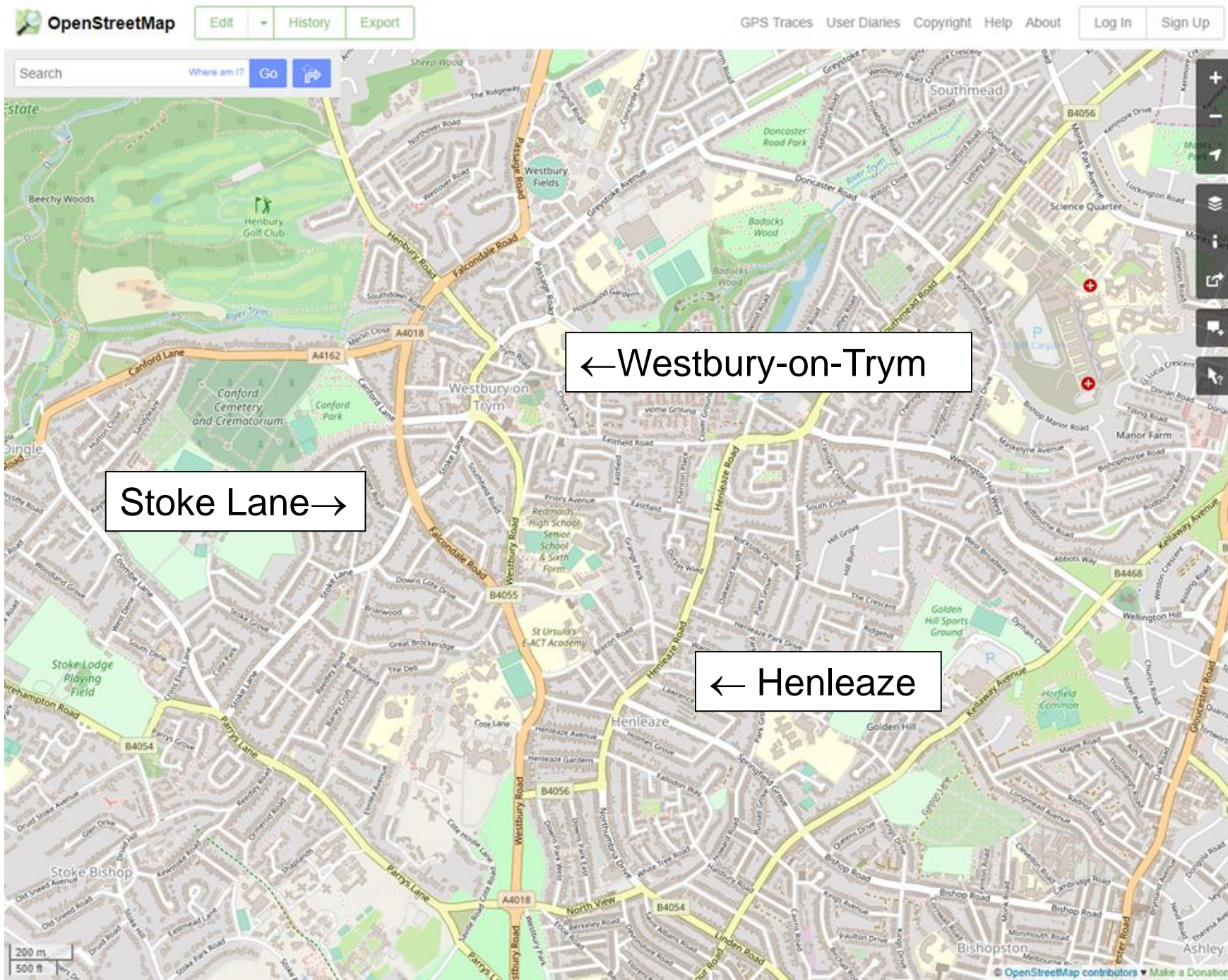




## Westbury village

- dominated by traffic and noise
- narrow pavements with walls of parked cars
- Canford Lane better – more open
- lack of crossing points
- difficult side road crossings
- centre dominated by tarmac
- busy junction with Henbury Road
- unattractive walking routes to the village.





Westbury  
vs  
other  
centres



# Westbury village



## Main features

- shops: 5 banks, post office, food, cafes, pubs, hardware, repairs
- radial roads converging on village centre in a dip
- 2 car parks + on-street parking
- bus routes N/S and E/W
- nearby: 2 churches, GP, library, village hall, 3 schools
- character: identity through history, some shop fronts a bit tatty



# Westbury vs other centres: Stoke Lane



## Main features

- shops: supermarket, baker, deli, chemist, cafes. No post office, no greengrocer. No shop vacancies.
- pedestrian access from local residential roads
- on-street car parking
- not on bus routes

# Westbury vs other centres: Stoke Lane

Stoke Lane shops - walkability

- constant flow of traffic, but it does not dominate because buildings are set back
- dominated by parked cars
- difficult to cross the road because of parked cars, and the bend in the road
- character – plain and local



# Westbury vs other centres: Henleaze

## Main features

- single road, with many residential side roads, with level approach
- on-street car parking – no car park
- bus route north/south



- shops: bank, post office, chemist, food, cafes, butcher, fishmonger. No shop vacancies.
- nearby: shops on North View, Waitrose, library, 2 churches, cinema

# Westbury vs other centres: Henleaze

Henleaze shops - walkability

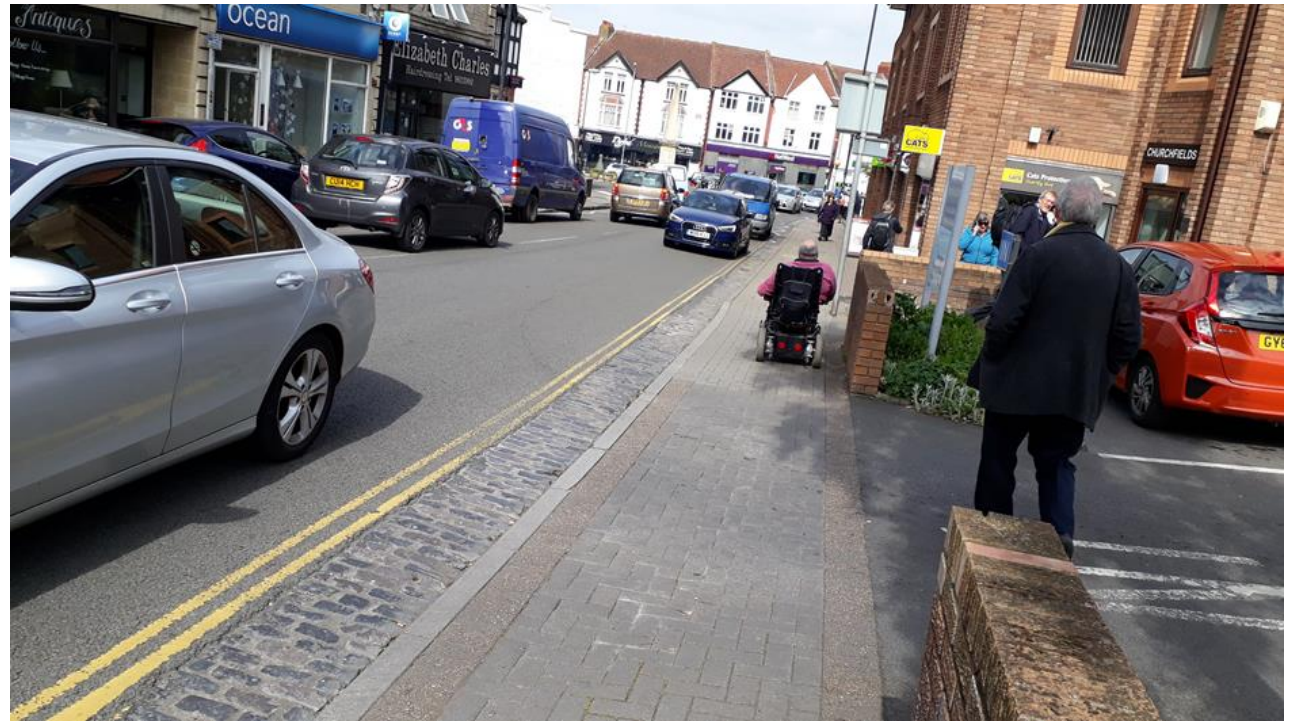
- lots of traffic, but wider road and less stop/start/accelerate - seems quieter
- wider pavement – improves the feel – more open. Good quality, with few obstructions. Leafy side roads off.
- zebra crossing at both ends
- character: smart and lively



# Westbury village

## Conclusions

- much scope for improved walkability
- use the opportunity of a road scheme
- look at walkability in the context of a shopping centre and community activities



## Future plans:

- A4018 scheme: Westbury deferred
- commission community co-design
- engage with all interests
- visualisations of how much better it could be
- challenge the 'it will kill the village' argument

Any questions/comments?



# Questions or comments for the panel

## How walkable is Bristol?



**Informal mingling and light refreshments**

**Close at 8.45pm**