

***Bristol Walking Alliance (BWA) still objects to this development which is not sufficiently sustainable, and does not consider its obligations to improving travel in the surrounding area.***

BWA objected to the original plans for this development (see our submission dated 24 June 2020). In November 2020 the developer submitted revised plans.

### **Festival Way pedestrian route**

We welcome the revised version of these proposals that leaves the route of Festival Way largely unchanged.

However, we still object to the detailed design on the basis that:

- the proposed path is too narrow for pedestrian/cycle shared use (as also pointed out by BCC Transport Development Management) on a route that requires improvement,
- it is said that the route 'will remain a 3m wide cycle path' but the current route is also a footpath and must not be downgraded to cycle use only,
- we support BCC TDM in asking for a 5m wide, fully segregated route along Festival Way,

We reiterate the following comments from our original objection:

*This development should be an opportunity to improve this important pedestrian and cycle route to encourage more people to use the route to get to Ashton Court and the UWE Bower Ashton campus.*

*This is particularly important when there are events taking place at Ashton Court, such as the Bristol Balloon Fiesta, which regularly causes road traffic problems in the area. But it is also important to encourage active travel for commuting from the direction of Long Ashton.*

*We believe that this development should contribute rather than detract from the Festival Way by increasing the width to allow segregation of the walking and cycling paths by at least a kerb.*

### **Other pedestrian routes around the site**

We repeat our concerns that other walking facilities in the area are poor and should also be upgraded as part of this development:

*The Clanage Road roundabout already has extremely high footfall, especially for access to Ashton Park School at school times and for the sports facilities at the school. However, the walking facilities are very poor and should be upgraded as part of this development. The poor facilities are glossed over in the proposals by making them sound good. There are positive words about the 1.5m footway, which is too narrow and runs alongside a very busy road, shared at school start and end time by two-way walking and cycling traffic.*

### **Sustainability of the site**

We repeat our concerns that the proposed design of the overall development is still not adequately sustainable or contributory to reducing air pollution and congestion:

*Given the climate emergency, it is no longer appropriate to assume residents will primarily access the site by car. Indeed, this site, with its difficult road access especially at peak hours, is a prime candidate to be a car-free development. The need for regular site road access to cross the Metrobus route is also a potential source of hazard and delay for bus passengers.*

*Bus connection into the city should be good using the Metrobus stop, but good walking connections to local facilities are also essential. The site, along with the adjacent one on Paxton Drive, is severed from shopping and the city by the A370 (Brunel Way). Walking links could be improved with another direct link under or over the A370 to Greville Smyth Park to create the most direct walking link possible to North Street and its shopping and entertainment facilities. Even small deviations will deter walking. This should be designed with safety for walking at night in mind. If additional cycling routes are also provided, they should be segregated from the walking routes by at least a kerb.*

Bristol Walking Alliance  
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[enquiries@bristolwalkingalliance.org.uk](mailto:enquiries@bristolwalkingalliance.org.uk)