

Bristol Walking Alliance (BWA) objects to some aspects of the public domain proposals for the redevelopment for housing of land on the south side of Bonnington Walk.

Our objection relates to the public domain, and in particular pedestrian access around the proposed development. The development site includes a section of Concorde Way, a key walking and cycling route between the centre of Bristol and its northern fringe towards Cribbs Causeway.

In the recently approved Local Cycling and Walking Infrastructure Plan (LCWIP), Concorde Way is one of the routes identified for improvement. LCWIP makes the following recommendations for the section included in this planning application: widen path to 3.5m segregated [though this would be below the minimum standard for a segregated route]; provide lighting along the route; install parallel crossing at Constable Road; provide footway build-outs and parallel crossing on Bonnington Walk.

In pre-application comments, BCC Transport Development Management (TDM) suggested that segregated provision of 3m cycleway + 2m footway was necessary. They also said the junction of the proposed site to Bonnington Walk should link to the proposed crossing directly without a dog-leg as shared provision along the footway would otherwise be less than 3m and therefore below minimum standards. They also expected the development to improve the Concorde Way connection via Constable Road to Dovercourt Road.

However, these improvements to Concorde Way have not been included in the proposed plans. We believe the following improvements are necessary.

Concorde Way – section within the site

The shared use path within the site is currently 3m wide. The planning application proposes to widen the northern section to 5m to allow separation of pedestrians and cyclists. However, the southern section will remain 3m wide shared use. We agree with the objection by Bristol Cycling Campaign that the whole length should be segregated, as advised in LCWIP and by TDM.

In order to provide clear segregation, we ask that there is a difference in level between the walking and cycling paths, as planned for other segregated routes, such as along A4018 Passage Road. A difference in level provides a clear and familiar means of ensuring cyclists do not stray onto the footway and that pedestrians (especially those with visual impairment who use canes or other means of tactile guidance) do not stray onto the cycleway.

Concorde Way – Bonnington Walk junction

The BCC Transport Assessment (TA) points out that a tiger crossing (zebra crossing with segregation for cyclists) will be delivered across Bonnington Walk as part of the Lockleaze Sports Centre development to the north of Bonnington Walk. However, it says the removal of the dog-leg along the footway, as recommended by TDM, would require the path to be diverted through a Site of Nature Conservation Interest on the site boundary. They say this is unlikely to be acceptable to the BCC Ecologist, despite the Botanical Report noting “it is considered that the SNCI no longer reflects an unimproved grassland as described in the SNCI citation”.

We agree with TDM and do not believe the current proposal, to keep the dog-leg section of shared footway along Bonnington Walk, is adequate or safe. The addition of road access to the new houses, as well as the improved Concorde Way route, will already take a piece of this boundary. It would not take any extra length of boundary or extra area of green space to move the Concorde Way exit to better align with the new tiger crossing on Bonnington Walk. If this is not possible, the south side of Bonnington Walk that includes the dog-leg must be further widened to avoid conflict between cyclists and pedestrians.

Concorde Way – Constable Road

No improvements are planned to Concorde Way where it crosses Constable Road and continues towards Dovercourt Road.

We agree with TDM and Bristol Cycling Campaign that this development should be used as an opportunity to improve the southward connection of Concorde Way, including a parallel crossing of Constable Road as recommended in LCWIP.

Site access roads

There are two new road access points planned for the site, on Bonnington Walk and on Landseer Avenue. We agree with TDM that these should each have continuous footways across them.

Access to local shops

We agree with TDM that pedestrian access from the site along Constable Road to local shops in Gainsborough Square should be eased by providing continuous footways at the junctions with Landseer Avenue and Crome Road.

Bristol Walking Alliance
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