

## Response by Bristol Walking Alliance to the A37/A4018 Transport Corridor Improvements Consultation



Bristol Walking Alliance would like to make the following points in connection with the consultation on what measures should be taken to improve the A37/A4018 Transport Corridor.

We have responded to the specific questions posed in the online consultations, make some general points that are relevant to this and other bus corridors, and include comments on specific issues with this bus corridor.

### Responses to specific questions from the online consultation

***Would you support more bus, walking and cycling infrastructure and priorities even if it meant taking road space away from cars?***

Yes, we strongly agree with this. It will also be an essential part of achieving the Council's 2030 goals for addressing the Climate Emergency and for meeting its clean air targets.

***Do you agree or disagree that that the following should apply to main transport corridors: Have safe crossing points; Have enough shade and shelter; Have places to stop and rest; Minimise traffic noise; Be places people can walk and cycle; People feel safe; Have things to see and do; People enjoy using the route; Have clean air ?***

Yes, we strongly agree with all these Healthy Streets Indicators. Indeed we support Healthy Streets being used generally on Council schemes as a design tool, and to test people's perceptions of the before/after improvement.

***What are the main difficulties you currently experience with the street environment along the A37/A4018 transport route?***

From the offered list, we believe the following apply:

- *The road is unpleasant to walk along*
- *The buses get held up in the traffic / the buses are too slow*
- *The buses are unreliable*
- *The street is busy with traffic*
- *There is too much congestion*

## ***How important do you think the following improvements to the transport corridor are?***

From the offered list, we believe the following are very important:

- *Easier to cross the road*
- *Wider pavements*
- *Bus priorities to speed up journey times*
- *Bus stops with shelters*
- *Increased greenery such as trees and bushes*

## **Examples of positive changes**

We fully support the introduction of the following measures listed in the consultation:

- *Dropped kerbs and tactile paving at crossing point*
- *One way route with reallocation of road space using planters and raised bus stop*
- *Pedestrian crossing showing pedestrian priority*
- *Point closure on residential road allowing access for cyclists and pedestrians*
- *Continuous footway over an entrance to residential road*
- *Raised pedestrian/cycle crossing priority on side road*
- *24 hour bus lane available for buses, cyclists and motorcyclists*
- *Zebra crossing for both pedestrians and cyclists (segregated!)*

We like the lights-controlled crossing at Clifton Down, and wonder if it can be replicated elsewhere. At that crossing, the space for motor vehicles is minimised. This allows frequent green light for pedestrians whilst making it safer to cross and minimising delays for motorists.

## **Comments that apply to this and other bus routes**

### **Pedestrian improvements**

Bus routes, especially in the city centre and inner suburbs, are also important routes for pedestrians.

In some places, the width of the footway is inadequate for the number of pedestrians.

- Pavement width should be proportionate to the numbers of pedestrians using it (e.g. it is inadequate on Anchor Road at the bottom of Park Street, and on Queens Road especially at the Triangle).
- Pavements should not be shared with cycles (e.g. on Bath Bridge and along Bath Road).

In some places, there is insufficient space to allow for both those waiting for a bus and for those passing by.

- Pavements should be wider at bus stops (e.g. Queens Road, Wells Road/Highgrove Street, and Wells Road/Beaconsfield Road).

Progress along the route for pedestrians is often hampered by the number of side junctions where it is difficult or dangerous to cross.

- Wide side junctions should be narrowed (e.g. Whiteladies Road/Aberdeen Road and Wells Road/Oakmeade Park).
- Continuous footways should be provided across side junctions.
- Where alternative access is possible, side junctions should be closed to motor traffic.

Crossing busy roads along the route can be difficult for pedestrians.

- Where there are lights-controlled junctions, explicit pedestrian crossing points should be provided on the branches (e.g. junction of West Town Lane with Wells Road).
- Lights sequences should give adequate pedestrian crossing time.
- All standalone lights-controlled pedestrian crossings should be upgraded to Puffin crossings with pedestrian-responsive timing.
- New crossings should be introduced where there are long stretches without any crossings (e.g. Wells Road).
- Whenever possible single-stage crossings should be used rather than multi-stage.

For the elderly and the frail it can be important when walking to local facilities that there is the opportunity to rest.

- Seating should be provided, preferably away from the road, on well-used pedestrian routes to shops and bus stops.

In addition, for some pedestrians, lack of access to public toilets prevents them venturing out.

- Public toilets, or public access to toilets in business premises, should be available and signposted across the city centre and in all local centres.

## **Bus improvements**

Many pedestrians are also users of public transport. To increase the use of public transport it is essential that buses run regularly and reliably. Congestion on the roads, particularly at peak hours, is the biggest barrier to reliability. There are several places along this route (e.g. Whiteladies Road, Wells Road) where bus lanes are inadequate because of limited hours of operation and lack of enforcement

We advocate the following measures wherever congestion is an issue along the route:

- Bus lanes should be provided along busy roads and leading up to busy junctions.
- Buses should be given priority at junctions.
- Bus lanes should be 24-hour or at least have extended hours of operation (7am-10am, 3pm-7pm).
- Bus lanes should be enforced by CCTV.

Regularity of service is important, along with making any waiting times known and comfortable:

- All bus stops should have bus information displays.

- Reliability of information displays should be improved.
- All bus stops should have shelters and seats.

It is important for those who are less agile that bus stops are conveniently placed for transport connections and for access to retail and leisure areas:

- Distances from bus stops to railway and bus stations and to retail and leisure facilities should be kept well within the maximum guideline of 400m, and preferably less than 100m.

In the city centre, connections to other main bus routes need to be well defined and easy to use.

- Bus stops that provide transfer points to other bus routes should be sited close together, should not involve crossing busy roads, and should offer enhanced waiting facilities.

## Comments on specific areas along the A37/A4018 corridor

### West Town Lane to Airport Road

The lights-controlled junction of **West Town Lane** with **Wells Road** needs explicit pedestrian crossing space and lights on at least three branches.

### Broadwalk to Bath Bridges

More formal pedestrian crossings (zebra or lights-controlled) are needed along **Wells Road**. For example, there are no such crossings on the long stretch between Cemetery Road and Greenmore Road.

The many side junctions on **Wells Road** should be provided with continuous pavements. The speed limit along Wells Road road should be reduced to 20mph, as on other similar built-up arterial roads (e.g. Whiteladies Road).

At the junction of **Wells Road** and **St John's Lane**, it is unacceptable that it requires FIVE separate pedestrian stages/waits to cross from Mama Bear's Day Nursery to Tesco's.

The footway across **Bath Bridge** and along **Bath Road** to **Three Lamps** is totally inadequate, especially as it is currently shared with cyclists.

Since the No 1/2 bus stop was moved from outside **Temple Meads** station to the end of Victoria Street it has made the distance that pedestrians have to walk to the station platform more than 400m. Also, the distance between the stop at the bottom of the Wells Road to that stop is around 850m, which is too great a separation.

## Centre to Clifton Triangle

**Nelson Street** should be made into a pedestrian-only zone as it provides a key walking route between the Centre and Broadmead. Buses could be re-routed along Lewins Mead with a new two-way bus-only section into Union Street.

The **Centre** no longer provides a convenient interchange point between bus routes because the bus stops are too far apart (approx. 400m between stops C6 and C9). Well defined interchanges with other cross-city bus routes should be provided, with good waiting facilities and information displays.

Pedestrian routes between **College Green** and the **Centre** are inadequate. The pavement beside Anchor Road is too narrow for the number of users, forcing pedestrians into the cycle lane. There is no pedestrian-priority crossing, only a refuge, on the desire line across Anchor Road at the bottom of Park Street between Mark Lane and Denmark Street.

Through traffic should be excluded from **Park Street** by including a bus gate at the top of the hill, making it easier for pedestrians to cross the road. If through traffic is not excluded, there should be changes to make it safe to cross part-way down the hill. Continuous pavements should be introduced at each side junction along Park Street, making it easier for pedestrian to walk up and down this key walking route.

The footway on the east side of **Queens Road** is too narrow with an inadequate bus stop (though the temporary Covid-19 related changes have improved this). This part of the **Triangle** should be made into a pedestrian priority area with two-way bus/cycle down the middle having built-out bus stops with shelters on each side. Other motor traffic should go around the other two sides of the Triangle. This will also provide better foot access to businesses inside the Triangle.

The temporary closure of the junction with **University Road** should be made permanent, but if this is not possible a continuous pavement should be provided along this section of Queens Road.

## Whiteladies Road

Side junctions that are too wide for pedestrians, with turning vehicles, make it difficult to cross: **Aberdeen Road, West Road, Belgrave Road**. Build-outs or continuous pavements are required.

The outgoing bus lane along **Whiteladies Road**, particularly the section between Whatley Road and Apsley Road, is often blocked by parked vehicles during peak hours – it needs extended hours and better enforcement.

The pavement on the east side of **Whiteladies Road** between Cotham Hill and Aberdeen Road is narrow and obstructed by street furniture and commercial bins.

There is a pinch-point in the pavement on **Whiteladies Road** between Ashgrove Road and Westfield Park which could be reduced by removing one of the parking bays.

### **White Tree roundabout to North View/ Northumbria Drive**

Whether through this scheme or the A4018 improvements, the western side of the stretch of **Westbury Road** between the top of Blackboy Hill and White Tree roundabout should be segregated with pedestrians on a new parallel path on the Downs (as agreed by the Downs Committee) and cyclists having a dedicated lane by the road.

White Tree roundabout is a bottleneck, particularly for buses exiting from **North View**. It is difficult to reconfigure without taking land from the Downs. Could lights control improve peak flows?

### **Southmead Road (Henleaze Road to Doncaster Road section)**

The section of **Southmead Road** between Henleaze Road and Wellington Hill West has four lanes of traffic with bus stops on each side but no pedestrian crossing to reach them.

### **Crow Lane roundabout to Henbury Road**

*No comments*

Bristol Walking Alliance  
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