

Bristol Walking Alliance (BWA) has no objections to the outline plans for the public realm to be provided within the new Longmoor Village development. However, we believe any such development, since it is designed to enable expansion of the Ashton Gate Stadium site, should be conditional on a route becoming available for a wide pedestrian connection between Long Ashton Park & Ride and the Stadium site.

Public realm within the development

The pedestrian facilities within the site appear adequate for this kind of development, as far as can be seen from the outline plans.

The central spine road through the site (the 'Avenue') must provide good segregated pedestrian and cycle connectivity. As noted by Transport Development Management: "Fully segregated cycle/pedestrian routes measuring at least 5m must be provided, in line with Cycle Infrastructure Design - Local Transport Note 1/20 July 2020."

Where there is on-street residential parking, the installation of on-street EV charging points must be possible to prevent charging cables being run across footways. This should be a condition of approval.

Pedestrian connections to and from the site

The two most significant external pedestrian connections to the site are:

- west to the Ashton Gate area, along the route of the Metrobus, and
- north to Festival Way and the Ashton Court area, including to Ashton Park School.

Both of these routes should be improved to be at least 5m wide and allow full segregation between pedestrians and cyclists.

Route to connect Long Ashton Park & Ride with Ashton Gate Stadium site

The stated reason for this development is to provide funding for the proposed development to the Ashton Gate Stadium site (planning application 21/03165/F). We believe this development should not proceed unless it is possible to establish a satisfactory pedestrian link between the Long Ashton Park & Ride and the Stadium site, to reduce the otherwise considerable impact of additional road journeys generated by both developments.

In order to achieve this, one possibility is to complete the link from the 'Avenue' through the Manheim trading estate, as indicated as an option for the future on the current plans (see, for example, D&A Part 2 pg 56). This is also acknowledged on pg 72, 5.2.6 "There is an existing gap in the tree belt in the centre of the boundary which could in the future become a link between the Longmoor site and Ashton Gate." Clearly creating this link depends on the future availability of the Manheim site.

A second possibility is to introduce a new pedestrian link along the route of Longmoor Brook, continuing to the Stadium via Ashton Vale Road. This would be largely outside the proposed development, and so avoid increased footfall through the residential area. However, the impact of using this route on the ecology of the area would need careful consideration.

We believe that getting an agreement that would enable a more direct pedestrian link between the Stadium site and the Park & Ride should be a precondition of approval.

Bristol Walking Alliance
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enquiries@bristolwalkingalliance.org.uk