

Key Walking Routes for the Western Harbour



Bristol Walking Alliance (BWA) believes that an important measure of success for any development of the Western Harbour is whether it provides a welcoming, safe, convenient and inclusive environment for walking. We identify the key walking routes that must be considered in any future proposals, and highlight some relevant actions from our '50 Ways to Better Walking' that should be applied in any development.

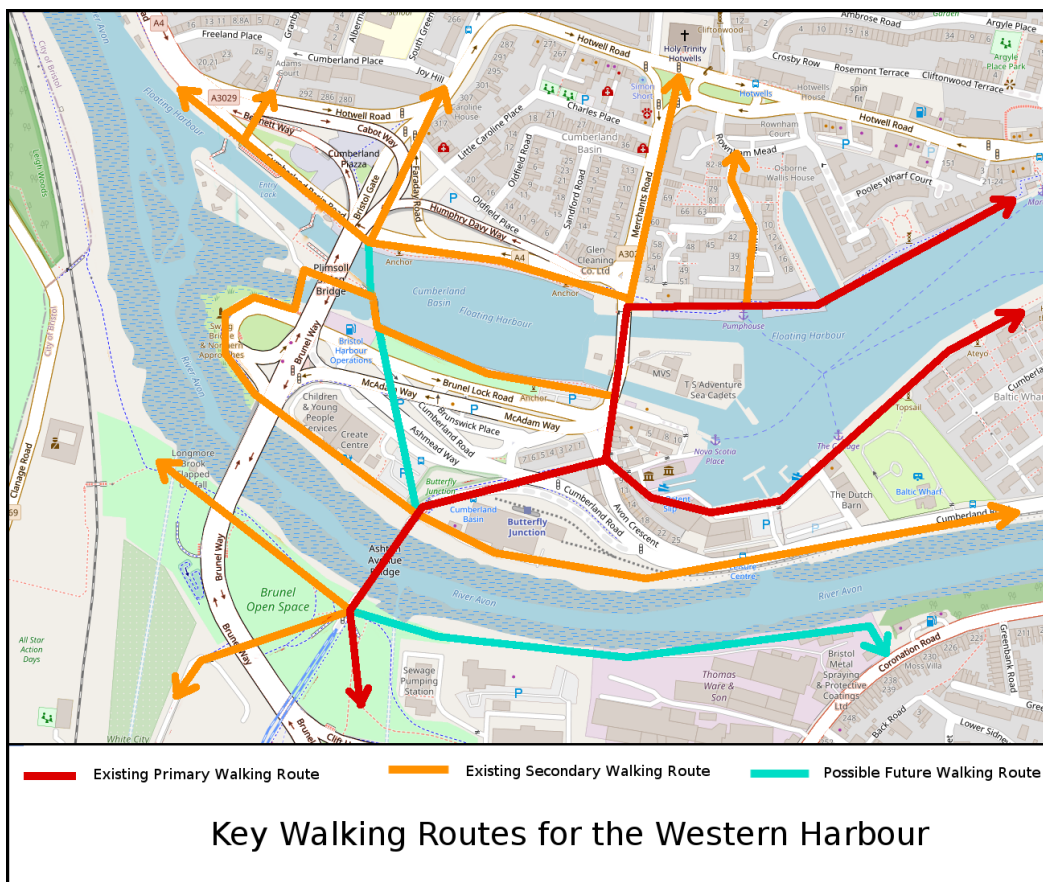
Key Walking Routes

The following map shows the key existing walking routes through the Western Harbour area that we believe need to be retained and improved. It also suggests some future key routes that could be added to improve connectivity through the area. All routes need to be made fully accessible.

The existing primary routes are those around the north and south of the harbour, which meet at the Junction Lock swing bridge, and extend across Ashton Avenue Bridge towards Southville.

The existing secondary routes cover those around the rest of Spike Island, including the Chocolate Path, and those that connect to the Portjoy and Hotwells in the north, across to Ashton Court in the south and along the south side of the Avon to the west.

Possible future routes include a connection along the southern bank of the New Cut (which is likely to be enabled in pending and future planning applications) and an accessible ground-level link across the Entrance Lock providing a second north-south link across this end of the harbour.



These routes only indicate the principal desire lines for pedestrians in order to allow walking to be a prime mode of travel through the area.

Beyond that there will be the need to provide good pedestrian access to whatever developments might take place. But until more specific proposals are put forward it is not feasible to suggest a finer level of detail at this stage.

Actions for Better Walking

In the BWA booklet '[50 Ways to Better Walking](#)', we set out 50 ways in which the walking environment in Bristol could be improved. When considering how the Western Harbour should be developed we suggest the following actions from that booklet would be particularly important.

- Identify and sign key walking routes into the city centre and between neighbourhoods
- Audit and upgrade pedestrian routes across the Feeder Canal, River Avon New Cut and Floating Harbour
- Adopt and publicise clear design standards for the pedestrian environment
- Ensure all footways are wide enough for wheelchairs, double buggies and mobility scooters to pass each other comfortably
- Work with equalities groups when developing schemes and making changes, including temporary changes, that impact on the pedestrian environment
- Ensure clean, fully accessible public and/or commercial toilets are available during the day and in the evenings, at main transport interchanges and areas of high pedestrian footfall
- Adopt the Healthy Streets approach in relevant transport and planning schemes
- Require walkability assessments in the planning process for new developments and where changes are being implemented in existing neighbourhoods
- Monitor pedestrian movements with the aim of improving the provision, standard and safety of pedestrian routes
- Set ambitious targets to increase walking with allocated funding
- Identify walking as a separate mode of transport in travel reports, policy documents and transport planning
- Segregate pedestrian spaces from all faster moving vehicles
- Prioritise the provision of pedestrian crossings to neighbourhood facilities (e.g. parks, schools, shops) and across major roads
- Ensure key walking routes have sufficient visibility and oversight
- Work with communities, developers and businesses to improve streetscapes with attractive and 'active' frontages, lighting, interpretation boards, and public art as appropriate
- Protect and plant street trees, and provide and maintain other green infrastructure e.g. parklets
- Provide benches as resting places
- Develop a network of 'green' pedestrian routes
- Include walking destinations and timings on road signs and information panels at key points in the city centre and in neighbourhoods