

Response to the Consultation on A37/A4018 Transport Corridor Improvements – Jan 2022



Bristol Walking Alliance is pleased to see and support a significant number of improvements to the walking environment proposed for the A37 / A4018 (number 2 bus route). However, there are still some critical omissions in the proposals.

General Comments

We support these general improvements along the route:

- Upgrade of drop kerbs at junctions
- Upgrade of bus stops
- Improvement of crossings where possible
- Continuous footways
- Build outs at junctions
- Narrowed junctions and crossings

We particularly welcome:

- Removal of through traffic from Park Street – we support the bus gate option
- Wider footways connecting College Green to the Centre
- New signal-controlled crossings of Wells Road and Southmead Road
- Pedestrian improvements along Victoria Street
- More public space near the Victoria Rooms on Queen's Road

We also recommend:

- Seating as well as street trees are included in enlarged footway spaces.
- Pedestrian crossing lights have increased responsiveness to pedestrian crossing requests.

Detailed Comments

We have put detailed comments, showing our support for proposed changes and highlighting where we believe more work is required, in the table in **Appendix 1**. The comments are arranged in order along the three sections of the route.

Significant Remaining Problems

As well as the issues raised in the detailed comments, there are four significant problem areas for pedestrians that the current proposals do not solve and which we wish to particularly emphasise.

1. Temple Meads to Three Lamps

The north-eastern footway along the section of the route between Temple Meads and Three Lamps reduces to only 2m wide, including the stretch that crosses Bath Bridge and the railway bridge. Yet it has to be shared with cycles, with delineation that provides only 1m width for each mode.

Not only is shared use now deprecated, but currently each mode of travel is required to use space that is far less than the minimum recommended in Cycle infrastructure design (LTN 1/20).

This shared use section is a problem that affects both the A37/A4018 corridor and also the A4 Bath corridor. It is inherently a safety risk, with the potential for pedestrians or cyclists to inadvertently be knocked into heavy motorised traffic. The whole point of corridor treatments should be to ensure that routes are safe, comfortable and direct, end to end. Many journeys will begin and end at Temple Meads and this section is a deterrence to journeys that could be walked or cycled.

Extraordinarily, the issue has been deferred, with the comment in the detailed plans of a “Feasibility study for cycleway improvements being undertaken by others”.

We believe that proposals for this stretch, though potentially costly, can justifiably be put forward as an essential part of the corridor improvements. It would not be acceptable to later decide there were no other funds available for improvements here.

2. Queen’s Road - Triangle to Park Street

This stretch is one of the sections of highway in the city that is most frequently used by pedestrians. As well as being used for commuting into and out of the centre, it provides access to the local high street shops and to the University and to the Museum and Art Gallery.

The proposals do not address two significant pinch points along this stretch:

(i) ***The north footway of the north arm of the Triangle.*** While physically around 3m wide, this footway includes a well-used bus stop and entrances to shops such as Sainsbury and Wilko. Given bus stop queues on the footway and people entering and leaving shops, the usable footway width is reduced to around 2m. As part of pandemic distancing measures in 2020, this section of footway was widened, and the bus stop moved to before the Triangle. However, these interventions have since been removed again.

(ii) ***The south footway between the Triangle and Park Street.*** This footway is currently around 3m wide, but it will be reduced to around 2m in the current proposals due to encroachment by a cycle bypass of a loading bay. **The proposals will therefore make the situation here worse for pedestrians.**

To allow for pedestrian comfort, and to encourage more pedestrians to actively travel along this route, both these pinch points need to be widened. Proposals should be based on accepted guidelines for footway dimensions. On this basis, the footway on the north side of the Triangle needs to be at least 3.5m wide, and the footway on the south side of Queen’s Road leading to Park Street needs to be at least 3m wide (see **Appendix 2**). Over the lifetime of the proposed improvements, desired growth in pedestrian numbers to mitigate the climate emergency would suggest even wider footways.

3. Crossing Wells Road at St John’s Lane

In order for a pedestrian to cross the Wells Road between its east side and Tesco’s store at the St John’s Lane junction requires **five** separate crossing stages. The design of this junction needs to be re-thought to include a single-stage (or at most two-stage) pedestrian crossing.

Creating holding patterns for pedestrians in heavily traffic polluted areas such as this is an unacceptable health risk as well as an obvious inconvenience and deterrent to people making journeys on foot.

4. Path on Downs alongside Westbury Road

We believe that the proposed path alongside Westbury Road on the Downs should not be shared use, which should not be used for any new urban route, according to LTN 1/20 guidance.

When the Downs Committee agreed in principle to the creation of this path, it was on the basis it would be for pedestrians only. By reserving this path for pedestrians, the existing shared-use footway alongside the road is more available for use by cyclists, reducing contention with pedestrians and supporting the aim of increased pedestrian/cycle segregation.

Bristol Walking Alliance
28 January 2022

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Appendix 1 – Detailed Section-by-Section Comments

Section of the route	We support	Outstanding issues
Northern Section		
Station Road, Henbury		<ul style="list-style-type: none"> Upgraded bus stop N50 – needs wider pavement as it is on a pedestrian desire line to nearby off-road path
Crow Lane	<ul style="list-style-type: none"> Widening footpath outside school Trees, benches, bins by shops 	<ul style="list-style-type: none"> Add continuous footway at Machin Road junction near Crow Lane roundabout
Crow Lane / Knole Lane Roundabout		<ul style="list-style-type: none"> Reduce road width at Crow Lane roundabout and widen footway to improve the pedestrian experience Make pedestrian crossing north of Crow Lane roundabout single-phase and reduce island to shorten the crossing time
Knole Lane		<ul style="list-style-type: none"> Move the crossing at Brentry Lane junction closer to the pedestrian desire line along Brentry Lane
Greystoke Avenue	<ul style="list-style-type: none"> New informal crossings with islands at junction with Pen Park Road Improved pedestrian provision at junction with Doncaster Road 	
Doncaster Road	<ul style="list-style-type: none"> Narrowing of junction with Doncaster Lane 	<ul style="list-style-type: none"> Improve informal pedestrian crossing opposite adventure playground – on a pedestrian desire line Add informal pedestrian crossing, where off-road walking route on E side of river emerges from Badocks Wood
Southmead Road	<ul style="list-style-type: none"> New zebra crossing to Lake Road Public realm works at Hill View junction Narrowed carriageways and build-outs to allow tree planting 	<ul style="list-style-type: none"> Zebra crossing missing on consultation diagram at Wellington Hill West

Section of the route	We support	Outstanding issues
Henleaze Road (north)	<ul style="list-style-type: none"> • North end of Henleaze Road to become single carriageway in both directions • Addition of footway on west side of road • Signal-controlled crossing to become single-stage 	<ul style="list-style-type: none"> • Opportunity for more pavement buildouts/junction modifications along Henleaze Road north of the shops
Henleaze Road (mid)	<ul style="list-style-type: none"> • Side road closures at Henleaze Gardens and Holmes Grove • Public realm works around bus stop at end of Holmes Grove • Junction narrowing 	<ul style="list-style-type: none"> • We await details of improved pedestrian crossings at the mini-roundabout junction with Northumbria Drive. The north/south crossing, on the western Henleaze Road arm of the roundabout, is on a pedestrian desire line and is particularly difficult to cross.
Northumbria Drive	<ul style="list-style-type: none"> • Widened pavement and public realm works outside Waitrose • Public realm works south of junction with White Tree Road 	<ul style="list-style-type: none"> • White Tree Road junction mouth could be tightened • Add provision for informal pedestrian crossing of Northumbria Drive south of White Tree Road junction
North View	<ul style="list-style-type: none"> • Build-outs at junction of North View and Devonshire Road 	<ul style="list-style-type: none"> • We await details of options to “improve bus journey times along North View” • Add pavement buildout at junction with Etloe Road
White Tree Roundabout	<ul style="list-style-type: none"> • New zebra crossing on west arm of roundabout 	<ul style="list-style-type: none"> • Will the new zebra crossing, and the zebra on the south arm of the roundabout, have stripes for pedestrians alongside cycle marking on tarmac for cyclists (as on Wellington Hill)? • Pedestrian crossing of the North View arm of roundabout needs improvement, including dropped kerbs, to better align with the footway alongside Westbury Park road, while avoiding contention between cyclists and pedestrians • How wide will the proposed shared cycleways be? Will they be delineated? Won't they need approval from the Downs Committee?
Parrys Lane	<ul style="list-style-type: none"> • Closure of Parrys Lane cut-through and narrowing of the junction mouth 	

Section of the route	We support	Outstanding issues
Westbury Road	<ul style="list-style-type: none"> • New all-weather path on the Downs alongside Westbury Road 	<ul style="list-style-type: none"> • The new path should be pedestrian-only, as agreed by the Downs Committee, and to support the need for pedestrian/cycle segregation • There should be all-weather access to the new path from the signal-controlled pedestrian crossing and bus stop on Westbury Road
Downs junction of Westbury Road / Whiteladies Road / Stoke Road	<ul style="list-style-type: none"> • Roman Road made into a walking and cycling route 	<ul style="list-style-type: none"> • Zebra crossing missing on consultation diagram by roundabout at end of Westbury Road inbound • 2-way bike lane appears to take up whole of pavement on west side of Stoke Road • Add pavement buildout at junction to slow traffic turning into Upper Belgrave Road from Blackboy Hill - not everyone goes via the nearby signalised crossing
Whiteladies Road	<ul style="list-style-type: none"> • Pavement buildout at Aberdeen Road junction 	<ul style="list-style-type: none"> • Zebra crossing at Cotham Hill junction might be replaced by continuous footway if Cotham Hill ATF scheme approved • Add continuous footways near to Clifton Down shops e.g. junctions with Hurle Road, Chantry Road, Whatley Road, Melrose Place, Imperial Road • Remove parking, widen pavement and provide on-road bin stores outside shops on east side of Whiteladies Road near Clifton Down bus stop
Central Section		
Queens Road (north of Triangle)	<ul style="list-style-type: none"> • Closing Richmond Hill and Park Place junctions to allow for more public space • Landscaped public realm with trees 	<ul style="list-style-type: none"> • New T-junction at the Victoria Rooms needs looking at in detail to reduce contention between pedestrians and cyclists – could the parallel crossing swap sides? • Cycleways should be segregated by kerbs from footways, with raised table pedestrian crossings marked by zebra stripes to indicate pedestrian priority • Queens Avenue junction needs more thought to avoid contention between pedestrians, cycles, buses and other motor vehicles • The cycleway between the Triangle and the Victoria Rooms could be directly adjacent to the road all the way

Section of the route	We support	Outstanding issues
Triangle	<ul style="list-style-type: none"> • University Road and Berkeley Avenue junction closures • Widened footway at Queen's Road/Triangle W junction 	<ul style="list-style-type: none"> • Footway width is inadequate on the north side of the north arm of the Triangle, given the high footfall and the space required for bus stop queues and shop entrances
Queen's Road (east of Triangle)		<ul style="list-style-type: none"> • Footway width is inadequate on the south side between the Triangle and Park Street, being additionally reduced by the cycle bypass of the loading bay • Perhaps more width could be achieved by continuing the two-way cycleway from the Triangle along to Park Street, removing the need for a separate cycleway on the south side of the road?
Park Street	<ul style="list-style-type: none"> • Bus gate to limit through traffic – we support the main proposal over the alternatives • Park Street Avenue closed to motor vehicles • Widened footway on the east side of Park Street • Continuous footways and narrowed mouths at Charlotte St, Great George St and Unity St junctions 	
College Green / The Centre	<ul style="list-style-type: none"> • More footway space behind bus stop on College Green • Left turn from Canons Road onto College Green replaced by footway • Widened footway approaching the Centre • Narrower informal crossing with island between Mark Lane and Denmark Street 	<ul style="list-style-type: none"> • Is the pavement at College Green on the west side round to Anchor Road wide enough? It is on a desire line to Watershed and Pero's Bridge for both pedestrians and cyclists • Informal crossing between Mark Lane and Denmark Street has dropped kerbs to reach the larger island between the two south-bound lanes, but no obvious way for pedestrians to continue crossing to the Centre • The cycleway across the Centre needs better markings to (i) encourage segregation, (ii) avoid inadvertent conflict with pedestrians and (iii) indicate pedestrian priority at crossovers
Central area	<ul style="list-style-type: none"> • Narrowed entrance to one-way Bridewell Street 	<ul style="list-style-type: none"> • We await plans for High Street / Wine Street adjacent to St Mary le Port development

Section of the route	We support	Outstanding issues
Bristol Bridge	<ul style="list-style-type: none"> • Zebra crossing at east end of Baldwin Street • Widened footway on south side of Baldwin Street • No bus stops on Bristol Bridge 	<ul style="list-style-type: none"> • Pedestrian priority measures needed across cycleways at junction of Baldwin Street / High Street / Bristol Bridge • This high footfall pedestrian space seems heavily dominated by motor and cycle flows. Given the drastic reduction in traffic, can it not be made more human-scale and welcoming to pedestrians and less major highway?
Victoria Street	<ul style="list-style-type: none"> • Pedestrian priority at Bath Street and Redcliffe Street junctions • Continuous footways and narrowing of junctions at Temple Street and Church Lane allowing for increased public space • Widened footway on west side 	<ul style="list-style-type: none"> • Public realm outside Kings Head and shops etc is good but the area of paving here has street clutter and needs greening and activating • The existing No 1/2 bus stop at the south end of Victoria Street is a long walk from Temple Meads Station • Would prefer cycleway to be adjacent to/on the road whenever possible, rather than weave beside the footway
Southern Section		
Temple Gate / Bath Road		<ul style="list-style-type: none"> • Footway shared with delineated cycle lane from Bath Bridge and the railway bridge to Three Lamps is unacceptably narrow and dangerous • “Feasibility study for cycleway improvements being undertaken by others” is not sufficient to guarantee funding will be found for this essential improvement • There is no bus stop between Bellevue Road and Victoria Street (850m) • Single-stage crossing of Bath Road needed
Three Lamps Junction	<ul style="list-style-type: none"> • Removal of Bellevue Road junction to create landscaped area 	<ul style="list-style-type: none"> • Uphill cycleway needs kerb segregation from footway
St John's Lane	<ul style="list-style-type: none"> • New signal-controlled crossing of St John's lane • Narrowing of Oxford Street junction 	<ul style="list-style-type: none"> • It will still require <i>five</i> separate stages to cross from Mama Bear's Nursery on the east side of Wells Road to Tescos on the west side
Bayham Road cycle route	<ul style="list-style-type: none"> • Footway buildouts at junctions which allow for street trees 	

Section of the route	We support	Outstanding issues
Wells Road: St John's Lane to Wootton Park	<ul style="list-style-type: none"> • Footway build-outs at side junctions • New signal-controlled pedestrian crossing by Woodbridge Road • Crossing opposite Broad Walk shopping centre to become single-stage 	<ul style="list-style-type: none"> • Could the speed limit along Wells Road be reduced to 20mph? • No continuous footways have been included along this stretch • Proposals at side junctions shown as "consider ... to improve pedestrian movement" should be implemented • The footway at the bus stop by Norton Road is too narrow – there is little footway space and no shelter • Do more by Broad Walk shopping centre to make it more pedestrian-friendly? Widen pavements a little outside the shops? 20mph + change road surface? Trees?
Wells Road: Wootton Park to West Town Lane	<ul style="list-style-type: none"> • Footway widening at Wootton Park and West Town Lane junctions • Signalised pedestrian crossings on three arms of junction with West Town Lane 	<ul style="list-style-type: none"> • Can the crossings at the West Town Lane junction be single-stage?
Wells Road: South of West Town Lane	<ul style="list-style-type: none"> • Build-outs at junctions with Beryl Grove, Long Eaton Drive, Clive Road, Mowbray Road, Petheron Road 	

Appendix 2 – Calculating Required Footway Width at the Triangle

At peak times it has been found that 2397 pedestrians pass the footways to the west of the Triangle in an hour [1]. To meet the challenge of the climate emergency, it is necessary to encourage active travel to increase by at least 30% by 2033, according to the One City Plan [2]. So along this stretch the plans should cater for at least 3100 pedestrians an hour.

According to the Transport for London Pedestrian Comfort Guide [3], to provide pedestrian comfort in such a high street requires at most 9 to 11 ppmm (pedestrians per metre of clear footway width per minute). This implies a total clear footway width for the above flow of at least 5m.

Even if pedestrian flow on each side of the road were the same (which is not the case, especially on the north arm of the Triangle), this would imply a clear width of 2.5m on each footway, which after allowing for kerb and building edge buffers (0.2m each) means a physical width of at least 3m each side of the road. Where there is a bus stop queue (as on the north arm of the Triangle), a further 0.5m of width would be required [3].

So the footway on the north side of the Triangle needs to be at least 3.5m wide, and the footway on the south side of Queen's Road leading to Park Street needs to be at least 3m wide.

Further modelling at the University of Bristol [4] suggests that by 2030, to meet climate goals, 36% of travel will need to be by walking, an increase of some 80% above current levels. That would require a total clear footway width at the Triangle of 7m for comfortable walking.

[1] Traffic survey for Bristol City Council, Tracsis plc, 4 November 2015.

[2] *One City Plan 2021*, Bristol One City, March 2021.

[3] *Pedestrian Comfort Guidance for London*, Transport for London, 2010.

[4] *Bristol: Net Zero by 2030 – A Modal Share for a Sustainable Transport system*, University of Bristol, May 2020.