

Bristol Walking Alliance (BWA), while agreeing that the footways on Whiteladies Road need attention, does not agree with the proposed solution. We propose an alternative.

The [current consultation](#) is on proposals to carry out highway improvements focusing on a drainage system and footpath improvements along Whiteladies Road between the Tyndall's Park Road junction and the Queen's Road junction.

There is a need to address both the flooding problems and the uneven footway due to tree roots. However, the proposed solution is likely to cause more problems for pedestrians than it solves.

Footway on eastern side

In the proposed solution, on the eastern side of the road a new footway will replace the existing cycle lane, outside the tree line. The existing footway will be made into grass verge.

Pedestrians do not wish to use footways that are next to moving traffic - such footways are unhealthy, noisy, polluting, dirty and potentially unsafe when busy.

It is quite likely, therefore that some pedestrians will still walk inside the tree line on the proposed grass verges, leading to the verges becoming muddy and degraded.

We believe there is an alternative to the proposed solution, as described below, which would provide an adequate footway while allowing the cycle lane to be retained.

- Resurface the existing footway at a slightly higher level to achieve maximum width and provide a flat surface above the level of the tree roots.
- The slightly raised surface should maintain a continuous footway across driveways, so the driveways may need extra drainage beneath the footway.
- Relocate the cycle stands situated between the trees (which seem rarely used).
- Provide wider sections of footway (by about half a tree width) between the trees to allow pedestrian 'overtaking' - this is what effectively happens already.
- Put grass verges, with kerbs to the road that include drainage inlets, between the trees (using the remaining half a tree width) providing permeability to help drainage and tree irrigation.

A disadvantage of removing the cycle lane is that cyclists and scooter riders may try to use the footway instead of the roadway. It also brings into question why there will be so much dedicated cycle space a bit further along Queen's Road if the already proposed Route 2 scheme goes ahead.

Footway on western side

The footway on the western side is much less used than that on the eastern side. This is partly because the footway is narrow. But it is also because there are no signals to support pedestrian crossing of St Paul's Road at the junction with Whiteladies Road. There are signals on the eastern side of this junction which support pedestrian crossing of Tyndall's Park Road.

If the western footway is widened, there also needs to be a signal-assisted pedestrian crossing of St Paul's Road at the junction with Whiteladies Road.

The proposal is to widen this western footway and to introduce dropped kerbs - presumably for the several driveways with footway-width inclines that cross this footway. We would instead request that the driveways are raised to produce a continuous, level footway with a short vehicle ramp to the road.

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