

***Bristol Walking Alliance (BWA) welcomes the addition of a new surface-level pedestrian crossing of Temple Way, but questions the details of how it will be implemented.***

### **Need for a crossing**

Currently, there is a long stretch of Temple Way, between Temple Back East and the Old Market roundabout, which acts as a barrier to pedestrians. The only means of crossing currently is via the underpass at Broad Plain, which is shared with cyclists and can feel unsafe to many pedestrians.

The proposed crossing is on a pedestrian route between Temple Meads station and Castle Park / Old City / Broadmead, making use of the new pedestrian and cycle route through Assembly Bristol to Cheese Lane.

We therefore welcome a new surface-level pedestrian crossing of Temple Way that will be provided as part of the junction refurbishments.

### **Implementation details**

We question five details of the implementation as shown in the consultation document and in the initial design concept drawing (TS22\_04QA2).

- 1.** Given the no-left-turn out of Avon Street, pedestrians will clearly be allowed to cross Temple Way whenever the signals allow traffic to exit Avon Street to the right. However, the number of vehicles exiting here may be small, so the gap between signal changes may be long. How long might a pedestrian requesting to cross Temple Way be expected to wait?
- 2.** In the design of the new segregated pedestrian and cycle crossings of Temple Way, the cycle crossing is direct, but the pedestrian crossing has a deviation on the central island. Why should there be a difference, since they run parallel to each other? Pedestrians will usually cross in as direct a line as they can. The deviation effectively decreases the passing width in the centre for those crossing in a straight line to less than 2m.
- 3.** Pedestrians have to negotiate a central island, providing a two-stage crossing, but cyclists are given a single stage crossing. Given the total crossing width (24.8m), some slower pedestrians may not be able to cross in one stage. Will signal timings be sufficient to allow those who are able to do so to cross in a single stage? Forcing all pedestrians to wait for two cycles of the signals to be able to cross Temple Way may lead to reckless crossing attempts.
- 4.** Would it not be possible to minimise the width of the central island to reduce the overall crossing width by 5m, and so allow all users to cross in a single stage?

5. There is a complex arrangement of cycle crossing points within the footway shown on the south-east corner of the junction. It will be critical to maximise the visual and tactile cues to avoid pedestrians and cyclists coming into contention here. The 'zebras' must have clear colour contrast. Will the cycle areas be segregated from the pedestrian areas with a 50mm kerb and use contrasting surface treatment to clearly distinguish the areas? This will be particularly important for pedestrians moving between the Temple Way and Avon Street pedestrian crossings, where the desire line would take them across the cycle junction.

Bristol Walking Alliance

31 March 2023

[enquiries@bristolwalkingalliance.org.uk](mailto:enquiries@bristolwalkingalliance.org.uk)