

Bristol Walking Alliance (BWA) supports improvements to Concorde Way along the southern part of its route. We give our opinion on the improvements we would like to see in any future design proposals.

We use 'walking' and 'pedestrian' to include all people moving at walking speed, including those who use wheelchairs, mobility scooters or other aids to movement.

Context

Concorde Way provides an important route connecting the city centre with the northern fringe for travel to work, school, shopping and leisure. Pedestrians use all sections of the route, usually for shorter journeys. Improvements should anticipate future growth in both walking and cycling.

This route was included in the Local Cycling and Walking Infrastructure Plan 2020-2036 (LCWIP) under C08 Bristol cycling route 2. The current early consultation repeats the suggestions that were made in that proposal for the southern part of the route.

The route is already well defined, with the only potential change being within Riverside Park. However, the quality of the route is poor with many parts requiring shared use for walking and cycling within limited widths.

We would like to see data on both pedestrian and cyclist usage of the various sections of this route.

Comments on Improvements

Section 1 - Frome Gateway development including Riverside Park up to Junction 3 of M32

From Wade Street to Riverside Park, pedestrians use the existing footways along Wellington Road. On the river side of the road, the footway at the Wade Street end is particularly narrow and should be widened to allow adequate access for wheelchairs, mobility scooters etc, particularly as there are no dropped kerbs to permit crossing the road where it narrows.

Improvements in this stretch need to work alongside the proposals that emerge from the Frome Gateway Regeneration Framework. For example, as well as the existing Peel Street footbridge, the Framework suggests two additional footbridges over the River Frome. If these are to be shared use it will affect the choice of cycle route. Similarly, if the Newfoundland pedestrian bridge was also to be used by cycles this might influence the choice of routes through the park.

Within Riverside Park, LCWIP made the suggestion that the path along the centre of the park could be widened as an alternative route for cycles. However, the Draft Frome Gateway Regeneration Framework has highlighted this area for maximum greening, such as planting of greenery to mitigate climate effects and shield the park from the noise and pollution of Newfoundland Way. Widening this path would introduce additional hard infrastructure. We would rather see it being a path for pedestrians to be able to enjoy the recreational and ecological uses of the park.

We agree with the statements in the Draft Frome Gateway Regeneration Framework document concerning the riverside shared use route, as follows:

Page 43: *Riverside commuter link must not impede pedestrian connection to River Frome. The route must be designed to reduce conflict between pedestrian and cycle traffic using clear signage and tactile material changes.*

Page 68: *Threshold between pedestrian and cycle routes must be carefully considered to reduce conflict.*

We support the proposal in the Concorde Way early engagement that the existing shared use paths at the Junction 3 roundabout need to be widened and made more legible for both wayfinding and for better separation of modes.

Section 2 - Junction 3 of M32 up through Mina Road to the tunnel

The suggestion of providing a low traffic neighbourhood in the Mina Road area would be welcome. However, this may need to be decoupled from the Concorde Way project due to the protracted timescale required to properly involve local residents in making design choices. The walking environment would be significantly improved by reducing the amount and speed of traffic in this area.

The roundabout at the junction of Mina Road and York Street / James Street is a barrier for pedestrians, with no assistance in crossing any of the four arms and traffic coming at speed from all directions. At minimum there should be central reservations on the York Street and James Street arms both to slow traffic and to allow pedestrians to cross in two independent movements. Preferably there would be zebra crossings on each arm.

The suggestion to create a two-way segregated route (presumably to segregate cyclists from motor traffic) underneath the railway tunnel should not affect pedestrians provided the footways are not made more narrow. There may be the potential to have a single much wider footway on only one side of the tunnel to allow greater separation from motor traffic, though this would require crossings at each end to existing footways.

Section 3 - Muller Road crossing point and allotment area

The shared use path between St Werburghs and Muller Road through the allotments needs to be made a minimum of 3m wide along its length to reduce conflict between pedestrians and cyclists. This is the minimum width required by LTN 1/20 for shared use.

Conformance to minimal width standards is even more pressing where Concorde Way passes by the new Ashley Down railway station since some of the existing path was taken to gain platform width. This will require some creative design to avoid the removal of many trees on the other side of the path from the station.

A parallel crossing, as suggested for Muller Road, would be an improvement, but only if the footway is widened along the east side of Muller Road, between the signalised crossing and Petherbridge Way. As we pointed out in our response to the consultation on the northern part of the Concorde Way route, this footway being shared use between pedestrians and cyclists is unsatisfactory, particularly given that it forms part of the pedestrian route to Fairfield School.

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