

Bristol Walking Alliance (BWA) generally supports the improvements in the proposed projects for the ATF4 funding round, though has some reservations about the details.

We welcome the proposed improvements using Active Travel Fund grants to four cycle routes identified in the Local Cycling and Walking Infrastructure Plan.

Most of the improvements relate primarily to cycling. They will benefit pedestrians where there will no longer be a need for shared use between pedestrians and cyclists, with unambiguous segregation being an important factor. There will also be some improved road crossings and the introduction of continuous footways at a few places.

Our specific comments on each of the proposals are as follows.

Deanery Road

We support the introduction of a segregated two-way cycle path along Deanery Road, St George's Road, Anchor Road and Hotwells Road (**Option 1**).

On **College Green** there needs to be a clearer indication of the route of the cycle path, preferably by having a surface with better contrast to the pavement and having white cycle symbols on the surface at the entrances and crossing points. Currently it is not obvious to pedestrians that it is a cycle path. Signage on posts would be visually intrusive in this location.

Along **Deanery Road** there need to be more pedestrian crossing points over the cycle way. In particular, there should be easy level access across the cycle path from the disabled parking bays (moved onto the north side of Deanery Road) to the Central Library access ramp without having to go along to College Street and back.

On **Anchor Road** the new segregated cycle path appears to end in the middle of the footway at its eastern end. We must assume that cyclists proceeding eastward are then supposed to use the footway rather than crossing to use the eastbound bus lane. This undermines the whole purpose of having segregation. Also, there appears no way that cyclists using the westbound bus lane can join the new cycle way, so encouraging more cyclists on to the footway.

We support **Option 1** in which the two-way segregated cycle way will continue along the south side of Hotwell Road. We would expect any shared use on the footway and the Harbourside walk to be no longer necessary once there is a segregated cycle way along here.

Filwood Quietway

This scheme relates mainly to improved cycle infrastructure.

It is not clear whether the footway will be changed, or how the improved cycle way along Wedmore Vale will be segregated from the footway. We would expect all footways to be at least 2m wide after any changes, preferably with level separation from the cycle way.

Malago Greenway

Much of this route is currently off-road using a shared path. We welcome the opportunity to segregate the cycle path from the footpath wherever possible.

It is not clear, however, how segregation will be achieved and whether it will be clear to all users, especially those with visual impairment, which is the appropriate section of path to use.

Unfortunately, the section alongside the River Malago parallel to Cotswold Road will remain shared use, presumably due to limited available width.

Old Market Quietway

This scheme is also mainly focused on improvements to the cycle infrastructure.

It is not clear from the plans how segregation of the cycle way will be achieved. In particular, if there is a level separation, there need to be several places at which it is possible for pedestrians to cross the cycle way and the road without encountering a kerb. On the other hand, if the cycle way is at footway level, there needs to be good visual and tactile separation along its length.

We welcome the expansion of the footways along **Braggs Lane**, though this section would need more dropped kerbs to allow pedestrians to cross a level-separated cycle way and the road. We wonder whether there will be sufficient space to introduce some street trees along this stretch, including where the road is to be narrowed at the junction with Lamb Street. Unfortunately the cycling route appears to dominate the use of space at the junctions at each end.

The sections of cycle way along **Clarence Road** and round the **Lawrence Hill** roundabout are less space-constrained and allow for several pedestrian crossing points of the cycle way at relevant pedestrian desire lines.

It is not clear what changes to the green infrastructure may be made along this stretch. In particular will it be necessary to remove any trees, particularly around the Lawrence Hill roundabout? There should be several opportunities to plant new trees, for example in the area shown as 'new turf' on Clarence Road.

Bristol Walking Alliance

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enquiries@bristolwalkingalliance.org.uk