

***Bristol Walking Alliance (BWA) agrees with the need to improve Concorde Way between Muller Road and Constable Road. We support many of the proposed measures, but we do not believe the case for introducing more shared use along this route is justified.***

Bristol Walking Alliance (BWA) is a consortium of organisations and individuals campaigning for a pedestrian environment that is welcoming, safe, convenient and inclusive. Our comments, therefore, focus on matters affecting the pedestrian environment.

In the following, we give our view on the proposals for new shared use infrastructure as well as comments on each of the roads involved in the current proposals.

## **Shared Use**

New shared use footways are being proposed on both Petherbridge Road and Constable Road.

We assume due consideration will be given to LTN 1/20 which states:

*Conversion of existing footways to shared use should only be considered when options that reuse carriageway or other (e.g. verge) space have been rejected as unworkable.*

It appears to us that, with the proposed reduction in road widths and parking restrictions, there should be sufficient space to allow the provision of a segregated cycleway alongside the footway in both of the proposed locations.

Concorde Way (when fully restored along its northern section) provides a key north-south cycling route across Bristol. The number of commuting cyclists should be expected to increase over the coming years, particularly with the greater uptake of electric cycles and the large developments taking place to the north of the city. Conflict between pedestrians and cyclists should be reduced, not increased. This is particularly the case at peak hours when commuting cyclists coincide with pedestrians walking to and from schools.

We echo the following from LTN 1/20:

*In urban areas, the conversion of a footway to shared use should be regarded as a last resort. Shared use facilities are generally not favoured by either pedestrians or cyclists, particularly when flows are high. It can create particular difficulties for visually impaired people. Actual conflict may be rare, but the interactions between people moving at different speeds can be perceived to be unsafe and inaccessible, particularly by vulnerable pedestrians. This adversely affects the comfort of both types of user, as well as directness for the cyclist.*

If it can be shown that there is insufficient space for segregation, and that therefore shared use is a necessary compromise, we believe that a minimum 4m width should be provided to reduce conflict between pedestrians and cyclists. The current proposals do not state the proposed width of the shared use footway. Delineation of shared use space using a white line is not supported by LTN 1/20.

## **Petherbridge Way**

We have previously pointed out the lack of space and directional clarity that puts pedestrians in potential conflict with cyclists on the section of Concorde Way between the signalised crossing on Muller Road and Brook Bridge.

It makes sense to use the southern side of Petherbridge Way as the recommended route for those following Concorde Way. This avoids the need to cross the road at the junction with Muller Road.

As described earlier, we would expect a segregated cycle path to be provided if at all possible. It is not stated how much space will be gained by removing the existing on-road cycle provision and narrowing the roadway. We hope this could be enough to provide segregation. If it is deemed necessary for there to be shared use, the footway should be widened to at least 4m.

There is the potential for conflict between Concorde Way users going along a shared use footway and motor vehicles entering the Aldi car park. No measures are proposed to handle this. We recommend this crossing point is raised, in the same way as proposed for the point where Concorde Way crossed Petherbridge Way towards Brook Bridge.

There is a mobile mast with cabinets that occupies a significant part of the footway width opposite to the Brook Bridge crossing point. This must not become a pinch point on any shared use footway. We suggest the raised crossing could be made long enough that Concorde Way users can cross diagonally to avoid this pinch point.

The section of Concorde Way along the east side of Muller Road, between the signalised Toucan crossing and Petherbridge Way, is also shared use between pedestrians and cyclists and is only 3m wide. This is inadequate, particularly given that it forms part of the pedestrian route along Muller Road to Fairfield School.

## **Dovercourt Road**

We support the plan to reduce motor traffic on Dovercourt Road by introducing a traffic filter. This will allow cyclists travelling along Concorde Way to continue to use the road, leaving pedestrians unimpeded use of the footways. We have no opinion on where the traffic filter should be placed, and believe this choice can best be made by local residents.

We support the proposed raised crossing points by the entrance to Muller Road Recreation Ground and by the path leading to Brook Bridge. However, the need for these will be somewhat less if the traffic filter is installed and the amount of road traffic much reduced.

We also support the planting of street trees along Dovercourt Road – as many as possible. These trees should not just be decorative, but large enough to provide shade and shelter to pedestrians as well as improving air quality for residents.

## Constable Road

We support the introduction of a raised crossing at the junction of Dovercourt Road/Constable Road/Lockleaze Road in order to slow traffic and increase safety.

We also support the proposed zebra crossing on Constable Road to the east of this junction. This could provide an alternative choice, along the north side of Constable Road, for pedestrians following the Concorde Way route.

We again ask whether there is sufficient space to introduce a segregated cycle lane rather than the proposed shared use footway on the south side of Constable Road. If segregation is not feasible, the footway must be at least 4m wide to allow adequate space for both cyclists and pedestrians. We assume, though it is not clear from the proposals, that this provision will extend as far as the Toucan crossing that connects to the continuation of Concorde Way northwards.

We would expect there to be specific provision, such as road markings and dropped kerbs, to indicate to cyclists how they should transition from Constable Road to Dovercourt Road. Otherwise there is the possibility that cyclists coming from a shared use footway along Constable Road continue on the footway along Dovercourt Road.

Bristol Walking Alliance  
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