

BWA comments on Prince Street cycle route consultation

1) The Centre and Broad Quay – changes in layout

We recognise that this is one of the most difficult areas in Bristol to accommodate both walkers and cyclists, because there are high volumes of both walkers and cyclists, going in different directions, with some lingering, and there is no simple alternative route for cyclists.

We support:

- the creation of more space by removing the podium steps and ramp, as this will help to reduce conflicts.
- the new pedestrian controlled crossing at the centre of Broad Quay, which helps to keep separate the paths taken by pedestrians and cyclists crossing the Centre from Anchor Road.
- greater clarity on the route to be taken by cyclists
- the single stage crossing from Thunderbolt Square to Broad Quay.

2) The Centre and Broad Quay - legibility

The Centre is an area where there are more walkers and cyclists. We accept that neither walkers nor cyclists will consistently adhere to any delineation of space, and we acknowledge the attempt to make the route more legible by using small rectangular block pavers and granite edging to contrast with the surrounding larger square York stone pavers, and dotted lines along the cycle path. Those things will make the route more legible than (for instance) the newly relaid route opposite the Hippodrome.

However, it may not be legible enough. **It is felt that what is proposed is not enough for good legibility without greater differentiation, eg by colour.** There should be a way of using greater colour differentiation, whilst taking into account the character of this important area of city centre public realm.

3) Farris Lane and Narrow Quay.

We support the pedestrianisation of Farris Lane and Narrow Quay, and the use of high quality materials to improve the walking environment. We support the use of areas of cut setts to create a smoother pedestrian route to the Arnolfini, and we support a bid for funding to extend this round the corner of the Arnolfini, and to make the water frontage more accessible.

Recognising the importance of the Brunel Mile as a walking and cycling route, we suggest for the crossing of Prince Street connecting Farris Lane to Queen Square:

- it should be raised
- it should be the same width as Farris Lane and the passage on the other side of the road
- it should have user priority over the Prince Street cycle route

4) Prince Street – impact on walking experience

The two-way cycle lane goes down the middle of the pavement, and in some places leaves inadequate width for walkers. **A better walking experience would be provided if the cycle route was next to the road.** This may matter less on Prince Street than in other places as walkers have the alternative, more pleasant, option of walking along Narrow Quay, but the general principle still applies.

We understand that the design of the ‘floating’ bus stop has been approved by those representing the visually impaired, on the basis that a railing is added to prevent accidental straying into the cycle route.

5) Prince Street bridge

BWA’s view is that the current (pre-works) provision for pedestrians on the bridge is inadequate. Given the high volume of pedestrians, a lane should not be shared between walkers and cyclists. **The whole of one side of the bridge should be only for pedestrians, wheelchairs, mobility vehicles, and people pushing bikes.**

6) Sawn setts at the Arnolfini

We support the making of a smooth path to the Arnolfini entrance for wheelchair users. As for the proposed use of sawn setts to provide a leisure route for cyclists and access to the waterfront for wheelchair users, we suggest testing to see whether relaid setts (as done recently on Lodge Street) would be acceptable instead, since that would retain more of the character.

7) Wapping Road/Cumberland Road roundabout.

We support any proposal that improves the walking experience on the corner alongside the Gaol walls, and makes a better crossing for people walking at Wapping Road/Cumberland Road roundabout. This is a major route for people coming across Gaol Ferry Bridge, although they do now have the pleasant alternative of going via Gaol Ferry Steps and Prince’s Wharf. The consultation document proposes “Create a shared surface at the pinch point around retained Gaol wall”, but no details are given. The pavement at this point on Cumberland Road is narrow, and the Metrobus [plans](#) do not seem to be improving this, so we question whether a shared surface is appropriate. Better would be a crossing for cyclists across to the cycle route on the south side of Cumberland Road, but again Metrobus does not deliver this.

It is important to make the cycling route between Gaol Ferry Bridge and Wapping Road attractive for faster ‘A to B’ cyclists, so that they do not use the new route down the ramp at Gaol Ferry Steps, which is appropriate for slower cyclists only. Unfortunately, whilst the Metrobus scheme will deliver a better cycle route along the pavement east of Gaol Ferry Bridge on the south side of Cumberland Road, it does not appear to deliver a crossing at the mini-roundabout between that route and Wapping Road.

7) The good behaviour message

In our comments on the council's draft shared use policy, we suggest that the council should implement "Respect other users" (or similar) signage at key places. The Centre and Prince Street bridge are two such places.