

To: **BCC Infrastructure Team - Better Bus Area Fund**

Cc: Karen Daniels (Bristol City Council - Sustainable Transport Projects & Infrastructure)

Cc: Vicky Welchman (Bristol City Council - City Design Group)

## **Subject: Hotwell Road (A4) to Bristol City Centre improvements**

This is the **Bristol Walking Alliance** response to the proposed improvements to the bus route along Hotwell Road and Anchor Road.

We support the improvement of bus services in order to provide a city-wide system of public transport that can ease congestion, reduce pollution, and provide an efficient means of getting about for everyone. As part of the road improvements, we also support 24-hour bus and cycle lanes.

*However, we do not believe the opportunity provided by this kind of infrastructure investment is being adequately used to improve the environment for pedestrians, who, after all, include all bus users.*

The following comments are about particular aspects of the proposals that relate to pedestrians.

### **Bus stops**

- At the west end of Hotwell Road, two bus stops are to be replaced by one, which may mean some pedestrians have further to walk to the nearest bus stop. The *Department for Transport Inclusivity Mobility 2005 Guide* suggests nobody should be required to walk more than 400 metres from their home to a bus stop. Has this been taken into account?
- Each bus stop along the route should have a shelter with a seat.
- If a new bus stop is to be created outside Hillsborough Flats it must have sufficient space for both a shelter with seat and a minimum 1.8m clear footway width for pedestrians.

### **Pedestrian crossings**

- A pedestrian crossing should be included on the third side of the junction of Canons Way with Anchor Road, on the pedestrian desire line crossing from Canons Way to Lower College Street, as part of the pedestrian route between Canons Marsh and Brandon Hill.
- Clear separation should be provided, with separate request buttons and road markings, between pedestrians and cyclists at the proposed Toucan crossings.
- Lights at all pedestrian crossings should respond without excessive delay to crossing requests.
- Crossing times should be set to allow pedestrians, especially older and disabled people, plenty of time to cross the road.

### **Street assets**

- It is not clear from the consultation documents what street furniture is to be removed.
- We support removal or re-siting of street assets to provide clear and hazard free routes for blind and partially sighted people and to ensure minimum pavement width is 1.8m.

- Examples of obstructive street assets along these roads are shown in the attached photographs.
- We oppose removal of benches that provide resting places for pedestrians.
- We also oppose removal of bollards that prevent obstructive parking.

### **Reduced width junctions with level footway crossings**

- Some junctions are wider than necessary for vehicles and would benefit from being narrowed to make it easier for pedestrians to cross, for example:
  - Canons Road exit from Watershed area
  - Ambra Vale junction with Hotwell Road
- At some junctions the raising of the carriageway to make a level footway crossing would help to give priority to people walking and reduce the speed of vehicles entering or exiting the junction.
  - Junctions onto Anchor Road: Explore Lane, Lime Kiln Road, Lower College Street, Lower Lamb Street, College Square
  - Junctions onto Hotwell Road: Clifton Vale, Ambra Vale, Rownham Mead
  - Both exits from Dowry Square - where there are currently no dropped kerbs.

### **Shared use**

- Where there are 24-hour bus/cycle lanes on both sides of the road, we advocate the removal of designated shared pedestrian/cycle use on adjacent footways. Shared use can lead to conflict between slow-moving pedestrians and fast-moving bikes, and its removal, when there are adequate road cycle lanes, will return the pavements to a safer pedestrian-only environment.
- For shared use footways, signage should be provided, similar to that accepted in planning consultations for Broad Quay, indicating that pedestrians have priority and cyclists should 'share with care'.
- Any new signage must be placed on existing posts or in such a position as not to reduce footway width.

### **Public realm**

- On Canons Road behind the Watershed, could the parking bay for buses be moved - perhaps as a redesign of the Canons Road exit from the Watershed - so that the pavement could be widened to improve the pedestrian environment and allow for delineation of the shared space for walking and cycling?
- If the bus stop is to be removed on the slip road near Dowry Square, can the triangle of public realm at that point be improved at the same time, for example to include street trees, so that the area is more than just a car park?

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**Examples of street assets causing reduced footway width on Hotwell Road / Anchor Road**



*Bus stops adjacent to lamppost, box and waste bin*



*Pay and display box*

*Lamppost by box*



*Obstructive road signs*