

# **Clanage Road Roundabout Strategic Walking/Cycling Route and 'Democratic Street' proposal**

## **Strategic Context**

A series of strategic BCC defined cycle routes (and walking routes) routes converge onto this heavily trafficked and complex junction. This includes the Festival Way and other links via Winterstoke Road and North Street/Greville Smyth Park running through the Cumberland Basin subway network. There has been no attempt to address safe cycling and walking movements through this hub or the problem community severance of Bower Ashton from adjoining areas, caused by the road layout in this area. This is particularly remarkable given the very high walking and cycling movements to Ashton Park School.

Whilst the Council has a stated policy of prioritising walking and cycling, it is clear that the policy in operation at these junction gives priority to longer distance motorised traffic.

It is proposed that a scheme be developed for this junction and its approaches which addresses the objectives below.

## **Scheme objectives:**

1. To resolve an existing gap in the cycle network at this location, thereby encouraging greater use of the routes in a safer fashion coupled with a reduction in recorded collisions involving cyclists
2. To improve the walking and cycling route to Ashton Park School
3. Reduce the heady mix of ambiguity and conflict for residents, walkers, cyclists and drivers. The conflict is principally between vehicle drivers who seldom yield to these other road users and who approach and drive through this section at inappropriately fast speeds.
4. Reduce the severance effect of A369 on residents living at Bower Ashton.

## **The Problems**

The Festival Way and the routes via the subway network bring substantial numbers of walkers and cyclists to the splitter islands on the north side of Clanage Road roundabout . There is lack of provision and protection and it is difficult to judge the intentions of drivers on the roundabout (often indicators aren't used).

There are also problems with the layout on Blackmoor Lane junction with the roundabout for cyclists entering Blackmoors, and for people turning right off Clanage Road into Festival Way. Also the use of existing bridges to enable certain movements to avoid the roundabout completely is not facilitated or signposted.

Evening Peak half hour cycling flow-73. Estimated daily flow-1200-2000. We can provide a stick diagram of the flows.

There are very heavy pedestrian and cycle flows to Ashton Park School via the splitter islands. People living in the area have to use these islands to get access to the bus stop.

(Note that the 'designated route' for Festival Way is via a hill and detour in Ashton Court, doubling back through the car park, which is not attractive for many users)

Historically, Clanage Road was simply a lane shared by all users, not dominated by any one group. Clanage Road now carves through the middle of the residential conurbation of Bower Ashton, creating a literal barrier for those living on the 'other side of the road'. This dominance of motor vehicles has no doubt contributed to these residents not feeling part of and often not getting involved with community affairs and events.

## **The Opportunity**

The designed solution should aim to create a 'Democratic Street' which addresses the imbalance of priority given to through traffic. It needs to recognise and address the following 'improvised' movements (see photos):

1. Cyclists heading s/b on Clanage Road going on 'wrong' side of splitter island (against traffic flow) to access Blackmoors Lane
2. Cyclists using narrow footway on Clanage Road to avoid right turn
3. Cyclists have no choice but to access Blackmoors on wrong side of the ride
4. Some unofficial use of the existing bridge and subways which allow the roundabout to be by-passed

## **The proposal**

1. That the 20mph operation on Clanage Road crossing is backed up with a series of flat top humps/tables particularly at the following locations: entrance to Teddies; access to Festival Way signed as 'Rowleys'; at the splitter islands to the Clanage Road Roundabout. Entrance treatment at the start of the 20mph (perhaps similar to the type used in Wiltshire).
2. A safer link between the Festival Way egress onto Clanage Road and the junction including a safer right turn from Clanage Road into Festival Way (Rowland) with a flat top crossing as proposed in 1 above
3. Protected cycle and pedestrian crossings across the north side of referred to in 1, with flat top crossings and wide zebras
4. Link between 3 and Blackmoors Lane so this can be accessed safely and legally by cyclists
5. A series of measures on the existing bypass bridge and subway pass route to the south of the junction including signing; dropped kerbs and possible raised parapet on the smaller bridge crossing the slip road from the A370
6. The cycletrack running part of the way from Ashton Court Clifton entrance towards Bristol along the A369 should be linked into this hub

A sketch of these and other potential measures is provided. This includes a widened footway on Clanage road and raising the whole of the roundabout area into a raised table effect.

## **Funding**

This proposal should be considered for funding from the second round of Cycling Ambition Fund. It would genuinely address a severe weakness in the existing walking and cycling network in an area of high but suppressed demand (due to the perception of danger here). It is relatively simple to cost and

to implement. As it forms part of the Festival Way, it is understood that match funding maybe possible from Sustrans.

### **Next Steps**

Subject to BCC in principle support for this, the next step would be to consult with local neighbours including: Pedestrians, residents, cyclists, dog walkers, APS leadership and pupils, UWE transport managers and students, BCC Highways dept, local police, mounted police(who are also neighbours)and traffic police, the BCC city transport team who recently implemented a 20 mph speed limit on the residential section of Clanage,the local cricket club and Teddies children's nursery who are also neighbours of Clanage Rd and not forgetting the many and varied users of Ashton Court and its management team. All of these above 'get it' and support the proposal ,it's quite clear how many users of this section of Clanage Rd would greatly appreciate safety improvements for all.

### **Clanage Road Roundabout pictures**



**Figure 1: overview looking towards the Clanage Road entrance into the Junction where many pedestrians and cyclists cross <https://maps.google.co.uk/maps/ms?msid=206888166729361298550.0004e248ecfe5094cdb76&msa=0&ll=51.441236,-2.625175&spn=0.007236,0.019741>**



**Figure 2: Many cyclists go against flow of heavy traffic to get access to Blackmoor Lane**



**Figure 3: Cyclists are forced to go against traffic flow in Blackmoor Lane**



**Figure 4: Further example of 'improvisation'/desperation**



**Figure 5: Cyclists heading to and from the subway system under Brunel Way-an important link between Ashton and wider destinations (including Ashton Park School; UWE and Ashton Court)**



**Figure 6: Cyclists from Festival Way have to force into Clanage Road traffic and then across the flow of traffic to access Blackmoor Lane**