

Response to Consultation

Bristol Cycling Campaign

April 2015

Strategic Masterplan for East of Harry Stoke



Ref: <https://consultations.southglos.gov.uk/consult.ti/eastharrystoke/consultationHome>

Bristol Cycling Campaign believes that every resident of South Gloucestershire, whatever their age or ability, deserves safe and inviting space for cycling on all of South Gloucestershire's roads. This should never be to the detriment of walking. We have the following general comments on this consultation, drawing on the [Bristol Cycling Manifesto](#), and the [Making Space for Cycling](#) guide for street renewals which set out how to achieve Space for Cycling:

Space for Cycling	<i>Does this measure advance the six themes of</i> 1) Protected space on main roads; 2) Remove through motor traffic; 3) Safe routes to school; 4) Cycle friendly town centres; 5) Cycle routes in green spaces; 6) 20mph speed limits?	Red - overall disbenefit Reasons: 2) Through traffic will apparently be permitted in northern part of the site, and along the western section of Hambrook Lane 5) No cycle route is specified along the Ham-Brook green corridor – only the Community Forest Path walking route
Road Danger Reduction	<i>Does this measure seek a genuine reduction in danger for all road users by identifying and controlling the principal sources of threat?</i>	Amber - overall neutral
Triple A (All Ages & Abilities)	<i>Will this measure be attractive to all ages and abilities using all kinds of cycles?</i>	Amber - overall neutral
Strategic Cycling Network	<i>How does this measure contribute to the development of South Gloucestershire Council's planned integrated and coherent strategic cycle network?</i>	Red - overall disbenefit Key cycle routes need to be specified – see point 8 below
Cycle-proofing	<i>How far does this measure provide for Triple A Space for Cycling in the future?</i>	Amber - overall neutral

These are our specific comments on the Masterplan:

Bristol Cycling Campaign gives qualified support for the stated objectives in the Walking and Cycling section of the Access and Movement Strategy on page 4, as follows:

1. *Low vehicle speeds within the development encouraging people to walk and cycle to local destinations and those further afield.* We urge that this be strengthened by specifying 20 mph speed limits throughout the development.
2. *Cycling encouraged on street within the development and connections to the existing and proposed strategic cycling network.* We agree.
3. *Convenient pedestrian routes to local facilities including local centre and primary school.* We request that this objective be extended to include cycling routes as well as pedestrian routes. These should be continuous, direct end-to-end routes.
4. *Hambrook Lane retained as a pedestrian/cycle route, but not through traffic route, east of Stoke Gifford Transport Link (SGTL).* Good, but we have concerns about the section of Hambrook Lane west of the SGTL, which seems likely to become a rat-run for motor traffic travelling from the Abbeywood area towards Bradley Stoke, Winterbourne and beyond, making it more dangerous for cyclists. If it is retained as a through-route for this type of longer-distance motor-traffic, then a segregated cycleway must be provided alongside it.
5. *Crossing points on SGTL on desire lines.* We have the following concerns:
 - The most attractive crossing-points for cyclists are those where cyclists pass over or under SGTL, i.e. the underpass under the bridge over the Ham Brook and the existing foot/cycle-bridge over Great Stoke Way north of the railway. By using these crossing points, cyclists will be neither delayed nor endangered by traffic on SGTL. Yet the current plans do not seem to make full use of these crossings. Maximum use should be made of them in the development of strategic cycle routes across the development. See point 8 below.
 - Although crossing points are being provided on other desire lines, such as Hambrook Lane, we are concerned that these may be slow and inconvenient for cyclists to use in practice, requiring pressing of buttons at light-controlled

crossings and then delays before the traffic stops. Every effort should be made to minimise such inconvenience and delays, ideally by use of sensors which detect approaching cyclists and cause the lights to change immediately and automatically.

- The existing public right of way between the motorway bridge (near Faber Farm) and the existing foot/cycle bridge over the railway (at grid ref. 631796) is not shown on the plans. This route will be a desire line for some cyclists, so should ideally be upgraded to a cycle route, and the Public right of way should certainly not be extinguished.

6. *Pedestrian/cycle links to Hambrook Lane and Harry Stoke.* We agree that these should be provided and they should be built to a high standard.

7. *Pedestrian/cycle facilities anticipated on Old Gloucester Road incorporated into traffic management proposals.* We request that a segregated cycleway be provided alongside this road. There is an arch under the railway adjacent to the main arch, which could be used for this cycleway, which would also provide a valuable link between the north and south sections of the development site.

[Attribution: <http://www.geograph.org.uk/photo/3402647>]



8. *Maximise connectivity for pedestrians and cyclists within the development and to surrounding areas.*

The Document needs to be much more specific about key cycle routes which need to be provided, in particular direct & efficient routes as set out in the [Bristol Strategic Cycle Network](#) in this area:

- Bristol Parkway to Hambrook & Emersons Green - the Q11 South Glos

Quietway, also known as the North Fringe Trunk Cycle Route. The most direct and convenient alignment for this route is similar to the Community Forest Path walking route shown in the proposals. If there are ecological concerns about following an alignment close to the Ham Brook, then we recommend that an alignment along the edge of the Ham Brook green corridor be followed, i.e. just outside the ecologically-sensitive area. The important point is that full use should be made of the underpasses under the SGTL and the M32. The latter shortly-to-be-redundant farm access route pictured below offers a ready-made high quality route across the M32 and it would be a wasted opportunity if it is not fully utilized by the strategic cycling network.



- Frenchay to Bradley Stoke - improvements to F14 Outer Ring, along Old Gloucester Road. See point 7 above.
- MOD to Winterbourne (local link) – the most direct and convenient route would be across the northern section of the development , using the existing foot/cycle bridge across Great Stoke Way and then a new cycleway to take cyclists directly from there to the Junction of Winterbourne Road and Old Gloucester Road and hence under the M4 to Beacon Lane. The barriers should be removed from the foot/cycle bridge.
- UWE to Bradley Stoke (local link) – this could follow the SGTL, but proposals we have seen for the cycling facilities along this route are inadequate. We urge that a continuous segregated cycleway be provided, at least 3 metres wide, shared neither with vehicles nor with pedestrians and with priority over motor traffic leaving and joining SGTL at the various side-roads.
- UWE to Winterbourne (local link) – this could also follow the SGTL as far as

the railway bridge, but then the most direct and convenient route would be across the northern section of the development, passing via or near Mulgrove Farm to the Junction of Winterbourne Road and Old Gloucester Road and hence under the M4 to Beacon Lane.

CONTACT

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References

1. [Bristol Cycling Campaign \(BCyC\)](#)

We have been campaigning since 1991 to make cycling in Bristol so easy that everyone does it. We produced the [Bristol Cycling Manifesto](#) in 2013 which has now been signed by over 4,000 people. This sets out a 12 year strategy to quadruple cycling in the city which has been endorsed by the Mayor of Bristol and has influenced the Bristol Cycling Strategy.

2. [Lots of people ride bikes in Bristol](#)

The 2011 census showed that cycling to work in Bristol had doubled over the past 10 years and that Bristol had significantly more cycling than any other major English city. On census day in 2011 16,211 Bristolians said that they usually cycled to work. (1 in 12 of the 104,729 who travelled to work at that time). A telephone survey for HM Government indicated that in 2012 nearly a quarter of adult Bristolians cycled at least once a month for one reason or another. Bristol City Council data collected by observers between 2010 and 2013 show that at peak times there were over 10,000 cyclists on Bristol roads and 7% of all city traffic measured at these times were cyclists. Across the city, some routes carry 300-500 cyclists per hour and at four busy points on roads into the city cyclists constitute over a quarter of all traffic during peak hours.

<http://samsaundersbristol.wordpress.com/2013/02/12/considerate-cycling-27-bristol-compared/>

3. [Improving and extending the Bristol cycle network is a council priority](#)

A strategy for cycling in Bristol is emerging (final draft version in November 2014). The [Bristol Cycling Manifesto](#) set out a [network of strategic cycle routes](#) and these are supplemented by local links. These have now been incorporated into the road network plans of Bristol City Council. All measures on these routes must include a high level of cycle provision, or at the least 'cycle proofing' for the future.

4. **Cycling is a national priority**

The Times newspaper 'Cities Fit for Cycling' campaign supported a parliamentary inquiry by the All Party Parliamentary Cycling Group that was published last month. It was prepared by Professor Phil Goodwin of UWE. In his forward he says: "I, like most professional transport planners, providers and researchers of my generation, have grown up thinking that cycling, though worthy, is of small significance compared with the great questions of cars, traffic and public transport, or the universal significance of walking. [...] We were wrong. The evidence demonstrates quite clearly that [...] cycling is the mode of transport 'on the cusp of greatness'".

http://allpartycycling.files.wordpress.com/2013/04/get-britain-cycling_goodwin-report.pdf

5. **More cycling is a health priority**

Recently published guidelines by the National Institute of Clinical Excellence have set out how local authorities must invest in walking and cycling. In February this year the government's chief medical officer, Dame Sally Davies said: "I think that investment in cycling to drive up physical activity might emerge as one of the 'best buys' in some areas."

<http://publications.nice.org.uk/walking-and-cycling-local-measures-to-promote-walking-and-cycling-as-forms-of-travel-or-recreation-ph41/recommendations>