

Response to Consultation

Bristol Cycling Campaign

August 2015

Lower Redland Road + Chapel Green Lane Pedestrian Improvements



bristol.citizenspace.com/city-development/lower-redland-road-and-chapel-green-lane-pedestrian-improvements

Our overall position on this consultation is: **Support with qualifications**

Bristol Cycling Campaign believes that every Bristolian, whatever their age or ability, deserves safe and inviting space for cycling on all Bristol's streets. 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 1) Protected space on main roads; 2) Remove through motor traffic; 3) Safe routes to school; 4) Cycle friendly centres; 5) Cycle routes in green spaces; 6) 20mph limits?</i>	Amber - overall neutral
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>	Green - overall benefit
Triple A Quality (All Ages and Abilities)	<i>Will this measure be attractive to all ages and abilities using all kinds of cycles?</i>	Red - overall disbenefit
Strategic Cycling Network	<i>How does this measure contribute to the development of Bristol Council's planned integrated and coherent strategic cycle network?</i>	Amber - overall neutral
Cycle-proofing	<i>How far does this measure provide for Triple A Space for Cycling in the future?</i>	Red - overall disbenefit

Bristol Cycling Campaign has the following specific comments on this consultation:

1. When resources are tight it is essential that measures like this make significant contributions to addressing fundamental issues, rather than minor mitigation of symptoms. This means tackling rat-running and through traffic, the main sources of danger in residential areas.
2. This is currently a dangerous junction for cyclists and the proposed re-design does not address the current problems.
3. We would prefer to see the closing off or restricting of motor vehicle traffic to westbound exit from Lower Redland Road where it meets Chapel Green Road. Eastbound motor traffic at this junction would be banned from continuing straight on, whilst allowing cyclists to do so, protected by an island to shelter behind before continuing straight on. The island would also slow motor vehicles coming down Chapel Green Road.
4. The pavement buildout including provision for a tree is welcome and the reduction in the width of the junction will help slow traffic and improve visibility for pedestrians when crossing.
5. Cyclists coming down Chapel Green Lane and continuing right around the corner often have to contend with cars pulling out in front of them.
6. If this measure goes ahead without addressing the above issues it will make it more difficult to correct the issues in future due to other priorities as there is no provision for cycle-proofing for the future.

[ENDS]

CONTACT

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References

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

We 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>