

Response to Consultation

Bristol Cycling Campaign

Dec 2015

Airport Road Shared Use Footway



Ref: <https://bristol.citizenspace.com/business-change/airport-road>

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

A welcome scheme that will deliver a key section of the Strategic Cycle Network to a good standard for All Ages and Ability ('Triple A') cycling.

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 welcome the ambitious target in the council's [Bristol Cycle Strategy](#) for 20% of trips to work by bike by 2020. 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 provide for 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?</i>	Green - overall benefit
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 Quality (All Ages and Abilities)	<i>Will this measure be attractive to all ages and abilities using all kinds of cycles?</i>	Green - overall benefit
Strategic Cycling Network	<i>How does this measure contribute to the development of Bristol Council's planned integrated and coherent strategic cycle network?</i>	Green - overall benefit
Cycle-proofing	<i>How far does this measure provide for Triple A Space for Cycling in the future?</i>	Green - overall benefit

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

1. In order to achieve the council's object of 20% cycling it is essential that every opportunity is taken to improve conditions for cycling where there are changes in road layout for whatever reason, so that people cycling feel safe and welcome. This opportunity is being taken here. The proposals will improve the area for those cycling, and for everyone else.
2. This is a key section of the [Strategic Cycle Network](#) F12 Outer Middle Orbital Cycling Freeway. The proposals go a long way to providing suitable provision for All Ages and Ability ('Triple A') cycling on this route.
3. In general BCyC would expect to see proper Space for Cycling, alongside the walking network, on this important route rather than a shared use track (see our [Shared Use Policy](#)). At present levels of walking are not that high and so this might be suitable as an interim measure. Provision should be made so that in the future properly grade separated walking and cycling tracks are possible.
4. The proposed 4m width is satisfactory provided that there is no formal segregation paint used. If used this will make a wide path with room for movement feel narrow and constrained. It may give an illusion of better provision for pedestrians but this is not in fact the case and conflict is likely to be introduced where none is needed (however see point above about shared use). As volumes increase it should be expected that this track will become eastbound only with provision of a southbound track and walkway.
5. The proposed 2-way cycle track on the north side is welcome but given the widths, volumes and desire lines it is necessary that provision is made for cycling on south side. In the short term this may be shared use but plans should provide for separate cycle and walkways in future. Given width of the carriageway it's possible that both north and south side tracks should be two way.
6. As Airport Road is a high volume 30mph carriageway there should be a clear separation strip for the cycleway.
7. Both pavement and cycleway should have priority at grade over the junction at Salcombe Rd. Set back from junction as at Baldwin Street.
8. Both pavement and cycleway should have priority at grade over junction at Creswicke Rd. Set back from junction as at Baldwin Street.
9. Dropped curbs should be provided to allow direct access onto cycleway from minor roads to the south.

10. Thought needs to be given on how to manage parking and the likely obstructions this may cause.

[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 medial 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>