

## Response to Consultation

### Bristol Cycling Campaign

Dec 2015

### Birchwood Road Pedestrian Improvements



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

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

*There is the potential for improvements but overall the proposals improve pedestrian safety at the cost of discouraging cycling on roads (meaning more pavement 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:

<b>Space for Cycling</b>	<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>	Amber - overall neutral
<b>Road Danger Reduction</b>	<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
<b>Triple A Quality</b> (All Ages and Abilities)	<i>Will this measure be attractive to all ages and abilities using all kinds of cycles?</i>	Red - overall disbenefit
<b>Strategic Cycling Network</b>	<i>How does this measure contribute to the development of Bristol Council's planned integrated and coherent strategic cycle network?</i>	Amber - overall neutral
<b>Cycle-proofing</b>	<i>How far does this measure provide for Triple A Space for Cycling in the future?</i>	Amber - overall neutral

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 missed here. In fact, overall the proposals will make cycling feel less safe.
2. Roundabouts are the most intimidating junction for new and less confident cyclists. The changes to the crossings either side of the roundabout may help reduce speeds on the roundabout but the geometry remains uncomfortable and intimidating. A missed opportunity, particularly given the wasted space for hatching in the middle of the roadway.
3. Pedestrian crossings of the basic design shown in two places on Birchwood Road are good for pedestrians but are uncomfortable and intimidating for cycling. People on bikes feel they are being forced to be 'mobile speed humps' and put in a position of conflict with motor vehicles. The likely, and unwelcome, outcome will be that many will cycle on the pavement as a safer option. Again this is designing in conflict, this time with pedestrians.
4. The narrowing of the entrance to Allison Road is welcome but the opportunity should be taken to prioritise pavements by continuing this across the junction at grade. There should be an 'Except Cycles' sign on the no entry.
5. The positioning of the Zebra crossing in relation to the bus stop for north-bound cycling looks to be an improvement as the positioning is better if buses are stopped and the island protects against oncoming vehicles.

[ENDS]

## **CONTACT**

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<http://bristolcyclingcampaign.org.uk>

## **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](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>