

Response to Consultation

Bristol Cycling Campaign

Dec 2014

Bristol Arena



Ref: Bristol Arena ([planning application 15/06069/F](#)) and [changes since pre-application](#) on Temple Quarter site

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

The Arena will be a real asset to Bristol however current plans fail to provide for cycling in line with city policies and aspirations. A missed opportunity.

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. The city has a declared objective to achieve 20% of commuting trips by cycle 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>	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>	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>	Amber - overall neutral
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>	Amber - overall neutral

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

1. We warmly welcome the [improved cycle and pedestrian access](#) from the A4 through a widened pedestrian/cycle link and new bridge from Three Lamps Junction to the arena entrance on Bath Road. This is likely to become a well used route for everyday trips by bike.
2. However the **width should be at least 4m**. The proposed width is **wholly inadequate** and will cause conflict with pedestrians and all users as it quickly exceeds capacity. This has happened repeatedly where the growth in cycling has been underestimated introducing unnecessary discord with pedestrians. Contrary to the statement in [Chapter 7 p32 of the Environmental Statement](#) we consider it **most certainly NOT suitable** "for accommodating the volumes of pedestrians and cyclists predicted to access the site from this location".
3. We consider it essential that a ramped structure should be added from the A4 to the Arena Plaza, given the challenging changes in levels from the Bath Road. This should have a gradient of 1:20 and be 5m wide. This would extend the linkage through the Arena Island to improve accessibility to the wider TQEZ. It would also bypass the existing narrow footway along the east side of the A4 Bath Road between Three lamps and Bath Bridges, so serving to remove crowd loading impacts and conflict with existing heavy pedestrian/cyclist use of this footway in the weekday 4:30-6:30pm period in particular.
4. The provision of 252 spaces for cycle parking is **inexcusable** in a city that is aiming for 20% of trips by bicycle by 2020. The situation is even worse given the shortage of space at Temple Meads station, and that 20 of these will be for staff in a separate location. Even the Council's own [Site Allocations Policy](#) (reviewed to our dissatisfaction in 2014) states that there should be a minimum of 1 place per 30 seats for 'stadia'. This is supposed to be a **minimum** of 400 places. Particularly given that there will be a much higher proportion of already high bike use younger people using the Arena. The suggestion in section 7.6.2 of the [Transport Assessment](#) that it is acceptable to use figures from other authorities for guidance fails to take account of already relatively high levels cycling in Bristol, let alone city ambitions. Section 8.3.3 estimates that even at current levels of cycling there will be 37 staff cycling to events, already nearly double the level of provision.
5. We are pleased that section 8.2.4 of the [Transport Assessment](#) acknowledges the already relatively high level of walking and cycling Bristol compared to other cities and includes an adjustment. We feel that this does not however reflect the

significant and growing number of people already cycle and who can be expected to access the Arena by cycle over the coming years. These woefully low projections go some way to explain why there is such poor provision for cycling across the site overall.

6. We consider the location of the [cycle store](#) to one side of the site and away from the desire lines will make them an unattractive option. The layout would also appear to introduce areas where people will feel isolated and unsafe and so tend to avoid using them. You can confidently expect bicycles to be locked up all around the site and surrounding areas in an unregulated way. This will also attract bike thieves to easy pickings.
7. Provision should be made to deliver the proposed widening of the existing footway along the length of Feeder Road to create a shared use path for pedestrians and cyclists, including junction improvements. If this is delayed then access to Arena Island and the wider Enterprise Zone from the east of Bristol will be restricted.
8. It is regrettable and unhelpful that cycling and walking are considered synonymous in the Transport Assessment, failing to recognise the significantly different requirements of these two modes. This will also tend to assume that provision for one will meet the needs of the other. We reject this assumption. [BCyC policy](#) is that these can only be considered suitable provision for comfortable use by those cycling and walking where volumes and relative speeds are low, both don't apply here.
9. The staff travel plan in the [Framework Travel and Event Management Plan](#) (page 6.1) makes no mention of restrictions on staff car parking. This is a necessary complement to measures promoting cycling. We would expect the travel plan to be explicit on this point.
10. The visitor travel information (page 7.1) refers to provision of 'a map showing cycle routes and the network locally' but much better will be to ensure visible signing and visual guides taking people all the way to the (expanded) cycle storage, and back.
11. Provision should be made for future access from the north west corner of the site to Temple Meads station over the existing railway bridge using the unused section of line, or over a new bridge across to the site of the derelict Post Office building.

[ENDS]

CONTACT

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**

Bristol City Council's [Cycle Strategy](#) and the [Bike Life 2015](#) report show how cycling benefits the city and set targets of 20% for commuting and trips to school. These incorporate the cycle network set out in our [Bristol Cycling Manifesto](#). 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>