

## Response to Consultation

### Bristol Cycling Campaign

March 2017



## Southmead Quietway – Cairns Road & Wellington Hill West Crossings

**Ref:** [bristol.citizenspace.com/place/southmead-quietway-cairns-road-crossing](http://bristol.citizenspace.com/place/southmead-quietway-cairns-road-crossing)  
[bristol.citizenspace.com/place/southmead-quietway-wellington-hill-west-crossing](http://bristol.citizenspace.com/place/southmead-quietway-wellington-hill-west-crossing)  
[travelwest.info/projects/cycle-ambition-fund/bristol/southmead-quietway](http://travelwest.info/projects/cycle-ambition-fund/bristol/southmead-quietway)

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

<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>	Amber - overall neutral
<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>	Green - overall benefit
<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, in three areas: Route; Cairns Road crossing; Wellington Hill West crossing:

## Route and General Points

1. The Southmead Quietway is a useful route linking one of the busiest cycle routes in the city, Gloucester Road, through residential areas with high levels of cycle use, to the Southmead Hospital and north Bristol. It is identified as important 'local link' in the neighbourhood plans of [Bishopston, Cotham and Redland](#), [Stoke Bishop, Westbury-on-Trym and Henleaze](#), and [Horfield and Lockleaze](#).
2. We are however concerned that the entire quietway concept of using quiet roads in built-up areas will only make a marginal contribution to encouraging large numbers of people to cycle in Bristol. We feel that they demonstrate little real ambition for cycling in the way that must surely be intended for Cycle Ambition Fund projects.
3. Parallel zebras are a new concept and a number of concerns were raised in national discussion of the concept (<http://content.tfl.gov.uk/cyclists-use-of-zebra-crossings.pdf>, <http://content.tfl.gov.uk/shared-zebra-crossing-study.pdf>). These included possible enhanced risk for mounted as opposed to dismounted cyclists, continental models for vertical give way signing, and using stripes for the whole width ([http://www.cyclinguk.org/sites/default/files/tsrgd1406\\_plingwood\\_tsrgd2015\\_response.pdf](http://www.cyclinguk.org/sites/default/files/tsrgd1406_plingwood_tsrgd2015_response.pdf) and as used at Wade Street on the Frome Greenway). The design inserted in circular TSGRD 2016 does not appear to include either the vertical signing or the overall stripe concept (<http://tsrgd.co.uk/pdf/tsrgd/tsrgd2016-circular-01-2016.pdf>). The enhanced risk arises from the greater approach speed for cyclists compared to pedestrians, combined with driver unfamiliarity. The parallel crossing is basically an attempt to create a crossroads without marking it as such. The underlying, existing, contradiction in all this comes from the divergence between the law (on zebra crossings, 'Every pedestrian, . . . , before any part of a vehicle has entered those limits, shall have precedence', and practical official advice: 'cyclists will be urged to slow down' (Hackney) 'Zebra crossings. Give traffic plenty of time to see you and to stop before you start to cross.' (Highway Code, rule 19). The contradiction will become worse in situations where drivers will see someone who is not a pedestrian, acting as though they will be treated as a pedestrian, but moving much faster, and unlike a pedestrian, not able to jump backwards if they misjudge drivers' intentions.

4. The crossing designs are particularly inconvenient. The parallel zebra concept is designed for parallel dual foot-cycle crossings. It becomes complicated and difficult to design when the crossing is actually triple: foot-cycle-car. This is the case at both the Southmead Quietway crossings. In contrast the first in the country, in Hackney, provides a straight foot and cycle crossing only, for both directions.

([https://consultation.hackney.gov.uk/streetscene/richmond-road-pedestrian-and-cycle-improvements/supporting\\_documents/Richmond%20Road%20pedestrian%20cycle%20improvements.pdf](https://consultation.hackney.gov.uk/streetscene/richmond-road-pedestrian-and-cycle-improvements/supporting_documents/Richmond%20Road%20pedestrian%20cycle%20improvements.pdf), and <http://road.cc/content/news/151591-hackney-council-adds-dual-zebra-crossing-intended-both-pedestrians-and-cyclists>)

5. Entrance to Southmead Hospital grounds from Kendon Drive. This is a most unwelcoming entrance for pedestrians and cyclists. There is a locked dilapidated gate, and a driveway normally occupied by two parked cars, leaving a narrow way in through a side gate. This is the responsibility of Southmead Hospital, The Sustainable Travel Co-ordinator at Southmead Hospital tells us that "With regards to Kendon Way, the Trust are aware of the issue with this entrance and have development plans to improve it once funding becomes available (in the new financial year at the earliest). This entrance is part of our Path to Wellbeing walks at the hospital so we are really keen to make it more accessible, as well as look a lot nicer." The highway immediately outside could be improved as well. Is the CAF team liaising with Southmead Hospital about a joint approach to improving the entrance?

## **Cairns Road Crossing**

6. We welcome measures to control motor vehicle speed on Kellaway Avenue / Coldharbour Road. We are however concerned that this measure does nothing to improve the situation for those cycling on this well used route. In fact the narrowing may make the situation worse in the short term and do little to 'cycle proof' for future measures. Note that this is a key part of the proposed 'Universities Link' as set out on the [Stoke Bishop, Westbury-on-Trym and Henleaze](#) page of our website ("Linking Bristol's Universities through the heart of residential student-land. From Bristol Uni Queens Road to the Railway Path in Fishponds via the Clifton Suspension Bridge, Downs and UWE Frenchay, Glenside and St Matts").

7. The proposals are likely to be confusing for cyclists to use due to the complex layout and interaction with pedestrians when hopping on and off pavements. We also have concerns about ambiguity and conflict with pedestrians.
8. There should be cycle exemptions on the right turn bans into Cairns Road, and onto Coldharbour Road.
9. We wonder whether the real need would be best served by a simple arrangement placing a conventional zebra so that its boundary lines up with the Cairns Road kerb, with a contraflow allowing straight across cycle movement, and the zebra available for walking across by less experienced cyclists, or at very busy times. There are similar situations at two crossings of Falcondale Road (Great Brockeridge – Westbury Road, and Abbey Road – Lampeter Road).
10. In order to have a clearer and more direct cycleway, which is more welcoming and useable by all ages and abilities, then there is a case for a parallel crossing, but it should be moved NE to have the cycle part on the desire line, straight across from Cairns Road. For comparison, Lambeth Council claim to have installed the first parallel zebra, across what appears to be a road with less traffic, and this crossing carries the cycle route straight from one side to the other, for both directions. See links above and <https://www.lambeth.gov.uk/sites/default/files/Parallel%20zebra-2-Paxton-Gipsy.pdf>

### **Wellington Hill West Crossing**

11. It is unclear how as a cyclist you get from the pavement on to the road after crossing Wellington Hill West. In particular, going north, parked cars will block the view of motorists travelling south down Kendon Drive of a cyclist crossing on to the road.
12. The nature of the route signing will be important as many cyclists may prefer the direct Cherington Road crossing
13. The parallel zebra is intended to serve low usage situations, with unanswered questions about safety. The range between usage too low to justify a crossing and too high for the crossing to be safe is probably small.
14. It is not clear who the target users are. The natural gently curving cycle routes are blocked by build-outs creating dog legs, and the dog legs may also hinder sightlines by making part of the SE approach to the crossing oblique.
15. The pavement routing for cycles, which does not appear to be marked as such, will produce conflict with pedestrians that would not raise from a road routing.

[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 set out a 12 year strategy to quadruple cycling in the city which was endorsed by the Mayor of Bristol and has influenced the Bristol Cycling Strategy. Our [Space for Cycling 2016](#) manifesto won the support of 63% of the elected councillors, and the new Mayor.

### 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 Network](#). 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>