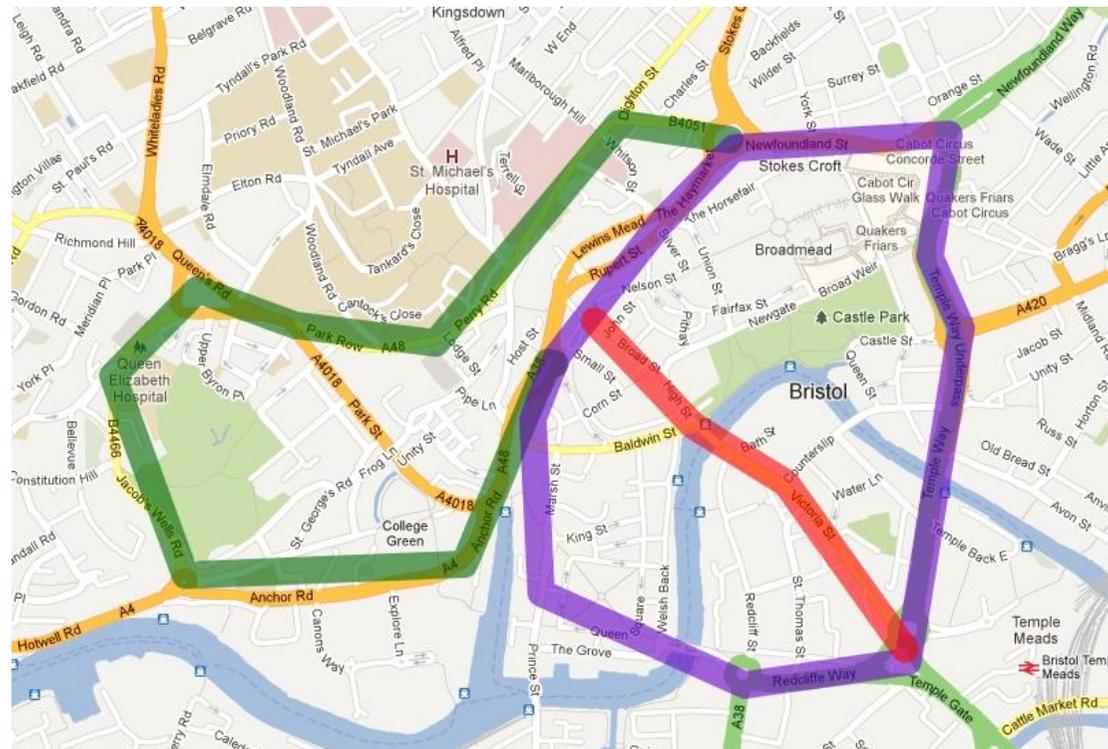


Bristol Cycling Campaign proposal for an Inner Loop Segregated Cycleway

Bristol Cycling Campaign is seeking the Mayor's support for a new cycleway that would transform the City Centre, making it more accessible to people on bicycles and encouraging many more people to use bicycles as an everyday form of active travel.



Inner Loop Central cycleway with Western extension and cross city connection.

Cycling into and around our City Centre should be a pleasure – the chance to mingle with other people, soak up the atmosphere and even have a chat to passers-by. The Centre is cut-off from the rest of the City by a traffic dominated tarmac collar.

Away from the Centre we have some lovely leisure routes and a number of radial commuter routes that come towards the centre – but they pretty much stop when they hit the tarmac collar.



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The Bus Rapid Transit objectives include provision for cycling and the BRT City Centre Loop utilises the very same tarmac collar. There is an opportunity to make things better for walking and cycling by including changes to the pedestrian and cycling access as part of the BRT scheme and to utilise other funding sources, such as the Local Enterprise Zone, Local Sustainable Transport Fund, etc to extend an Inner Loop for cyclists up to Clifton Triangle.

We propose that segregated cycleways (ie physically separated from pedestrians and motor traffic) are constructed, to “Dutch” standards, around the City centre route of the BRT. The case is now well established for “segregation” in order to provide a safer environment to encourage more people to cycle for all the good reasons that we now know so well. Current BRT scheme proposals for wide bus lanes are not the answer for getting more people cycling.

The “Inner Loop” cycleway route would take in **The Centre – Queen Square – Brunel Mile – Temple Way – Bond St – St James Barton – Silver St – Nelson St – Quay St** with a Western Extension to **Marlborough St – Upper Maudlin St – Perry Rd – Park Row – Clifton Triangle – Jacobs wells Rd – Anchor Rd**

A cross city loop could also be built using **Victoria Street and High St and/or Baldwin St**

Sections of this route already exist and in other parts space has been provided that could be utilised for cycling. Traffic volume should be reducing in line with Air Quality, Green City, Active Travel and other initiatives, freeing up road space to re-allocate for cycling.

Bristol Cycling Campaign has taken the initial concept and done some work on a design which could be implemented within 2 years. More detailed design, funding and timescales may lead to alternative route options and we would seek to work with council officers to drive the implementation through to completion.

The following map shows a potential design with key notes on the points which need addressing.

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1. **Temple Back East** – needs segregated cycleway.
2. Include cycle crossing at existing pedestrian crossing on Temple Way.
 - 2A. –alternative route: **Temple Back** quiet road.
 - 2B. – segregated 2-way cycleway along **Counterslip / Passage St.**
 - 2C. – quiet road **Queen St / Castle St.**
 - 2D. – segregated 2-way cycleway in western footway of **Lower Castle St.**, to shared passageway to Temple Way crossing.
3. **Temple Way** – segregated cycleway within eastern footway. *The option of the other side of the road may be preferable, and involve less conflicting cross-traffic movements.*
 - 3A –alternative route: **Temple Way** western footway.
4. Existing signals at **Avon Street** - bend cycleway Eastwards - raised table cycleway.
5. Signalise crossing of **Broad Plain** – raised table cycleway.
6. Cycle crossing across **Old Market Street.**
7. **Bond Street** - segregated cycleway within eastern footway. *The option of the other side of the road may be preferable, and involve less conflicting cross-traffic movements.*
8. Cycle crossing at existing pedestrian crossing.
9. Bend cycleway across signalised **Cabot Circus Car Park** exit.
10. Route to Frome path on **Newfoundland Street** southern footway.
11. Cycle crossing at existing pedestrian crossings.
12. **Bond Street** - segregated cycleway within northern footway. *The option of the other side of the road may be preferable, and involve less conflicting cross-traffic movements.*
13. Close mouth of **Gloucester Street.**
14. Bend cycleway at **York Street** and car park entries.
15. **Bear Pit** – option of new surface route too Marlborough Street, or use North Street Eastern and Western footway plus existing pedestrian crossing.
16. **Marlborough Street** – segregated cycleway within Northern footway. *The option of the other side of the street involves more conflicting cross-movements including those into the Bus Station; access to the Bus Station can be achieved from Lower Maudlin St.*
17. Raised table cycleway across **Dighton Street** and **Marlborough Street** at existing pedestrian crossings.
18. **Upper Maudlin Street** - segregated cycleway on South side - reorganise parking.
 - 18A.- alternative route: **Earl St / Whitson St / Lower Maudlin St**, including contraflow cycleway where required.
 - 18B. – shared crossing; contraflow cycleway in **Bridewell St** quiet road.
 - 18C. – contraflow cycleway in **Nelson St.**
 - Or segregated 2-way cycleway in **Rupert St**, or in **Lewins Mead.**
 - 18D. – segregated cycleway along the **Centre.**
 - 18E. – alternative routes: segregated 2-way cycleways throughout **Colston St** and **Lower Park Row.**
19. Signalised raised table crossing at Park Row.
20. **Park Row** - segregated cycleway on south side - reorganise parking.
21. **Queens Road** south– segregated cycleway within central reservation.
22. **Queens Road (Triangle North)** - segregated cycleway on South side, or shared use within calmed shopping centre.
23. **Queens Road** north – segregated cycleway within central reservation.
24. Junction **Queens Rd, Triangle West** - raised table cycleway at existing pedestrian crossing.
25. **Triangle West**, segregated cycleway on West side.
26. **Triangle South** – segregated cycleway on North side- leading to raised table cycleway across triangle North, shared with pedestrians.
27. **Jacob's Wells Road** – Segregated cycleway on West side – reorganise parking. *The option of the other side of the road may be preferable, and involve less conflicting cross-traffic movements.*
28. Raised table crossing across **Lower Clifton Hill.**
29. **Constitution Hill** and **Gorse Lane** - Raised table cycle and pedestrian crossings.
30. **Hotwell Road** junction – cycle crossing at existing pedestrian crossings.
31. **Anchor Road** – shared use of Southern footway.
32. Drop down into **Lime Kiln Rd**, bypassing bus stop.
33. **Canon's Way** and **Explore Lane** junctions – Raised table cycleway crossing at signals
34. Use frontage of @Bristol.
35. **Anchor Road/Centre** – enter shared use **Centre** via shared southern footway.
36. **Prince Street** junction, raised table cycleway at existing pedestrian crossing.
37. Utilise outer walkways around **Queen Square** as shared cycleways – share existing informal pedestrian crossings at each corner.
38. Existing segregated cycleway across **Redcliffe Bridge.**
39. **Redcliffe Street**, raised table cycleway crossing.
40. Raised table cycleway crossing at existing pedestrian crossing to **Redcliffe Hill.** Segregated cycleway on widened Western footway of roundabout to **Redcliffe Way** west verge.
41. Widened **Portwall Lane/Brunel Mile** with segregated cycleway.
42. Junction with **Temple Gate** – cycleway at existing pedestrian crossings.
43. **Friary** – segregated cycleway on Southern footway.