

# Proposals for St John's Lane & Wedmore Vale



Funded by



Department  
for Transport





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## Context

Bristol has been awarded additional funding from the UK government to upgrade walking and cycling routes across the city. £19m has been awarded for projects from 2015 to 2018 in the West of England.

One of these routes is the Filwood Quietway. This new route will link Filwood Broadway and Hengrove to the City Centre, giving communities in South Bristol a proper, healthier alternative for transport.

# Why create a new cycling and walking route in Bristol?

Bristol is one of the most traffic congested cities in the UK. To ease congestion, alternative modes of transport must be more attractive to tempt people away from private car use. This includes creating safe, direct and accessible cycle and walking routes, which are quicker, cheaper and more convenient than motorised transport.

Many UK cities suffer the impacts of poor air quality, and Bristol is no exception. Approximately 300 additional deaths in Bristol alone are due to poor air quality\*.

Providing a proper alternative to private car use will help to reduce these deaths.

The nationwide trend towards obesity, and diseases related to physical inactivity places a significant burden on healthcare. Helping people to commute to work on foot or by bicycle will help to combat these diseases, and improve health and wellbeing.

\*300 deaths each year in Bristol can be attributed to exposure to both nitrogen dioxide (NO<sub>2</sub>) and fine particulate matter. This represents about 8.5% of deaths in Bristol being attributable to air pollution<sup>1</sup>.

<sup>1</sup>Air Quality Consultants (2016). Health Impacts of Air Pollution in Bristol (draft report). Bristol: Air Quality Consultants.





# Our proposals

We want to make walking and cycling routes in Bristol safe and accessible for all. We are proposing a new segregated cycle route along parts of Wedmore Vale and St John's Lane, with a higher quality finish.

The segregated cycle route is an important part of these proposals. For many people, cycling on the road feels unsafe, so the segregated route provides a dedicated space away from motor vehicles.

New brick paving at driveway cross-overs, and slabs on the footway will improve the street aesthetic.

These proposals are a major part of the overall link between Filwood and the City Centre, and will mean that people cycling will no longer be required to use busy roads along this section.









## New Toucan crossing

Our proposals include a new crossing over St John's Lane, at the junction with Almorah Road. This will help people walking and cycling the route to cross a busy road.

In order to create space for the crossing, it is necessary to build-out the footway at the junction of Almorah Road, meaning that Alorah Road would need to be 'exit only' or 'entry only'.

Our traffic counts show that more than double the amount of vehicles exit Almorah Road than enter it. To support dominant traffic movements, Almorah Road is proposed to be 'exit only'.

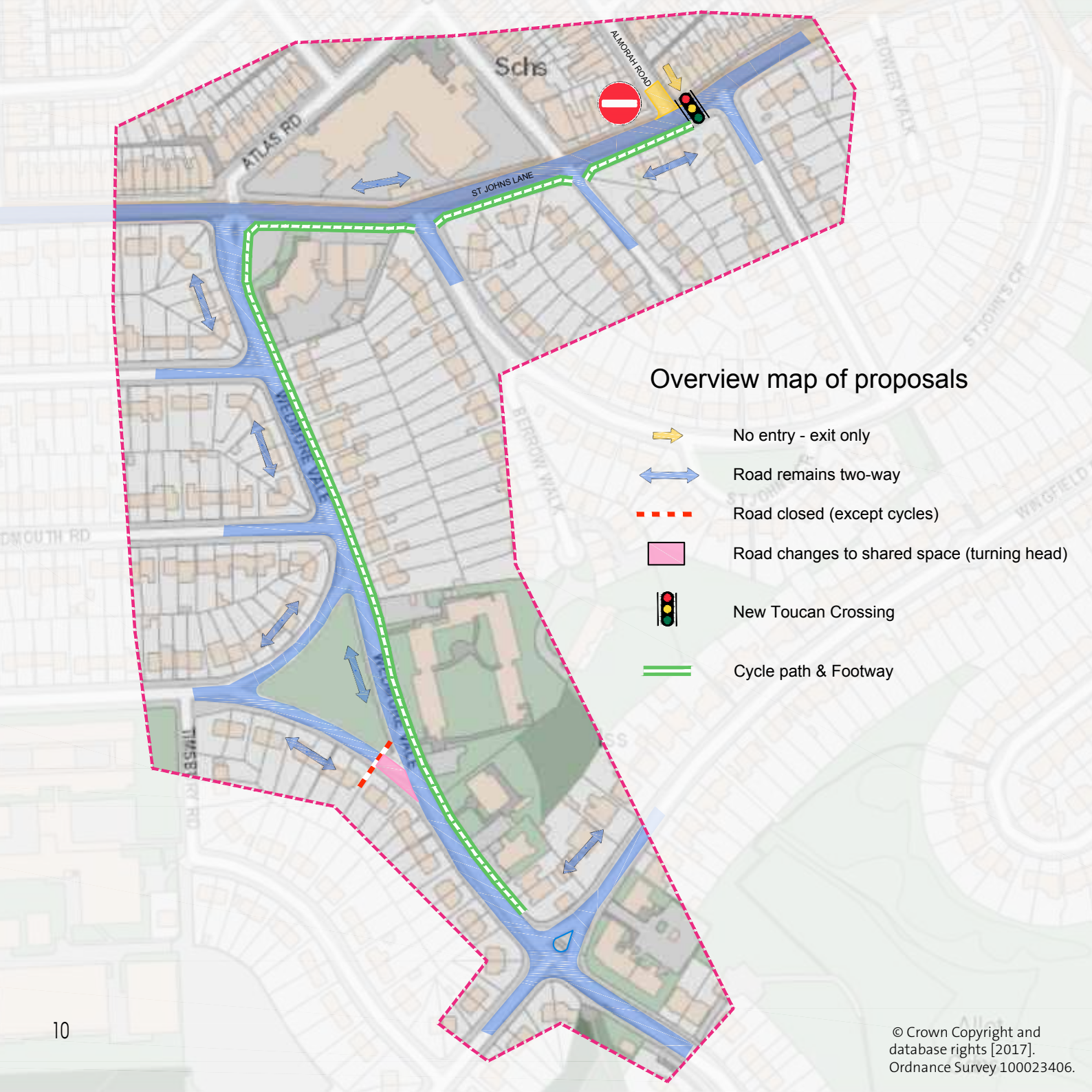
## Reducing through traffic

We propose closing the southern arm of the Wedmore Vale / Marksbury Road junction as part of the scheme. This is to help reduce vehicle speeds near the junction, and help deter rat-running traffic on Marksbury Road. Vehicles will still be able to use the northern arm.







## Parking restrictions

Parking restrictions are proposed along Wedmore Vale between St John's Lane and Wingfield Road because there will be less carriageway width.

The restrictions are included to encourage the use of private parking in the area, and to help maintain free flowing traffic along Wedmore Vale.



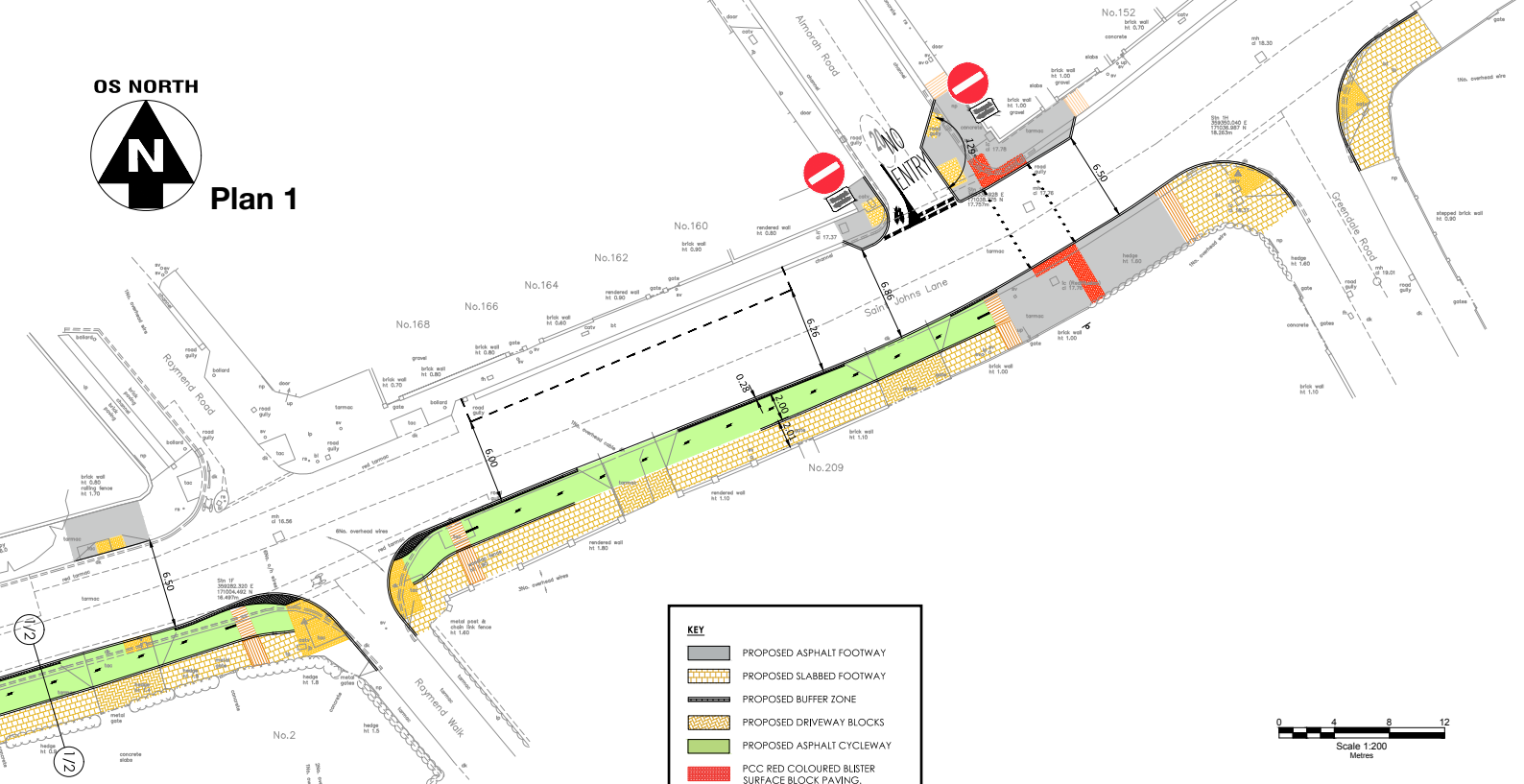
### Overview map of proposals

-  No entry - exit only
-  Road remains two-way
-  Road closed (except cycles)
-  Road changes to shared space (turning head)
-  New Toucan Crossing
-  Cycle path & Footway

OS NORTH



Plan 1

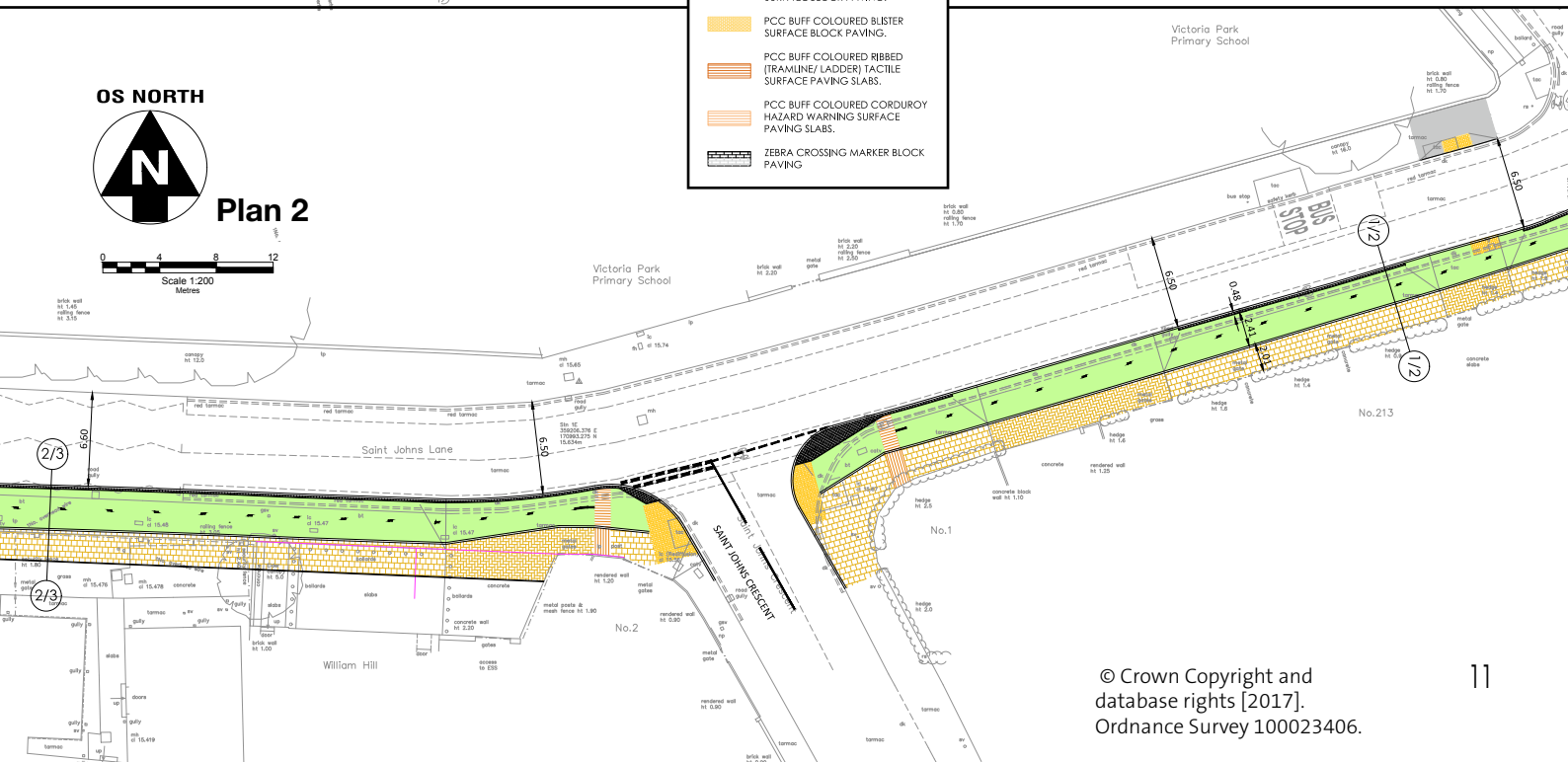


KEY	
	PROPOSED ASPHALT FOOTWAY
	PROPOSED SLABBED FOOTWAY
	PROPOSED BUFFER ZONE
	PROPOSED DRIVEWAY BLOCKS
	PROPOSED ASPHALT CYCLEWAY
	PCC RED COLOURED BLISTER SURFACE BLOCK PAVING.
	PCC BUFF COLOURED BLISTER SURFACE BLOCK PAVING.
	PCC BUFF COLOURED RIBBED (TRAMLINE/LADDER) TACTILE SURFACE PAVING SLABS.
	PCC BUFF COLOURED CORDUROY HAZARD WARNING SURFACE PAVING SLABS.
	ZEBRA CROSSING MARKER BLOCK PAVING

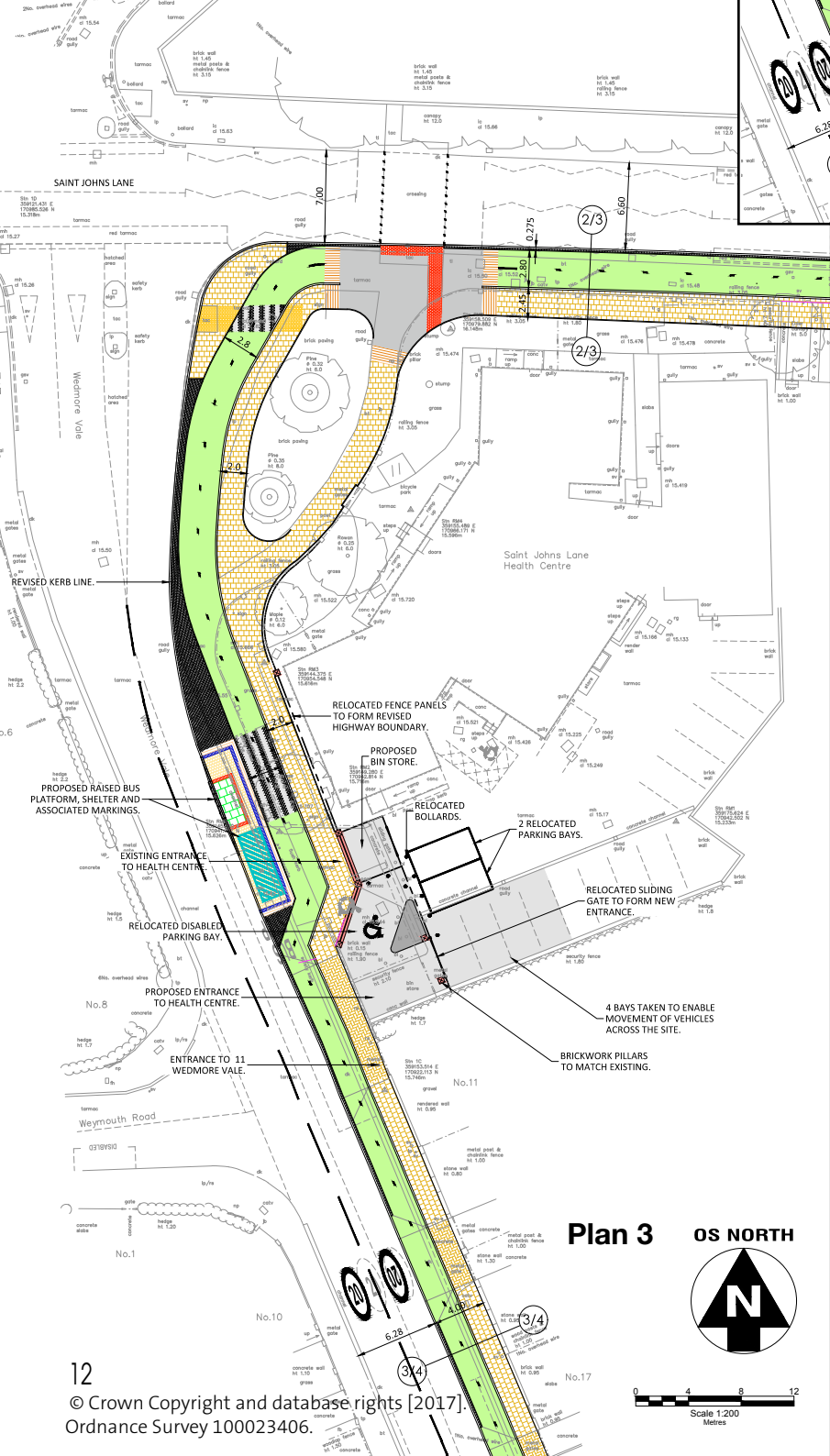
OS NORTH



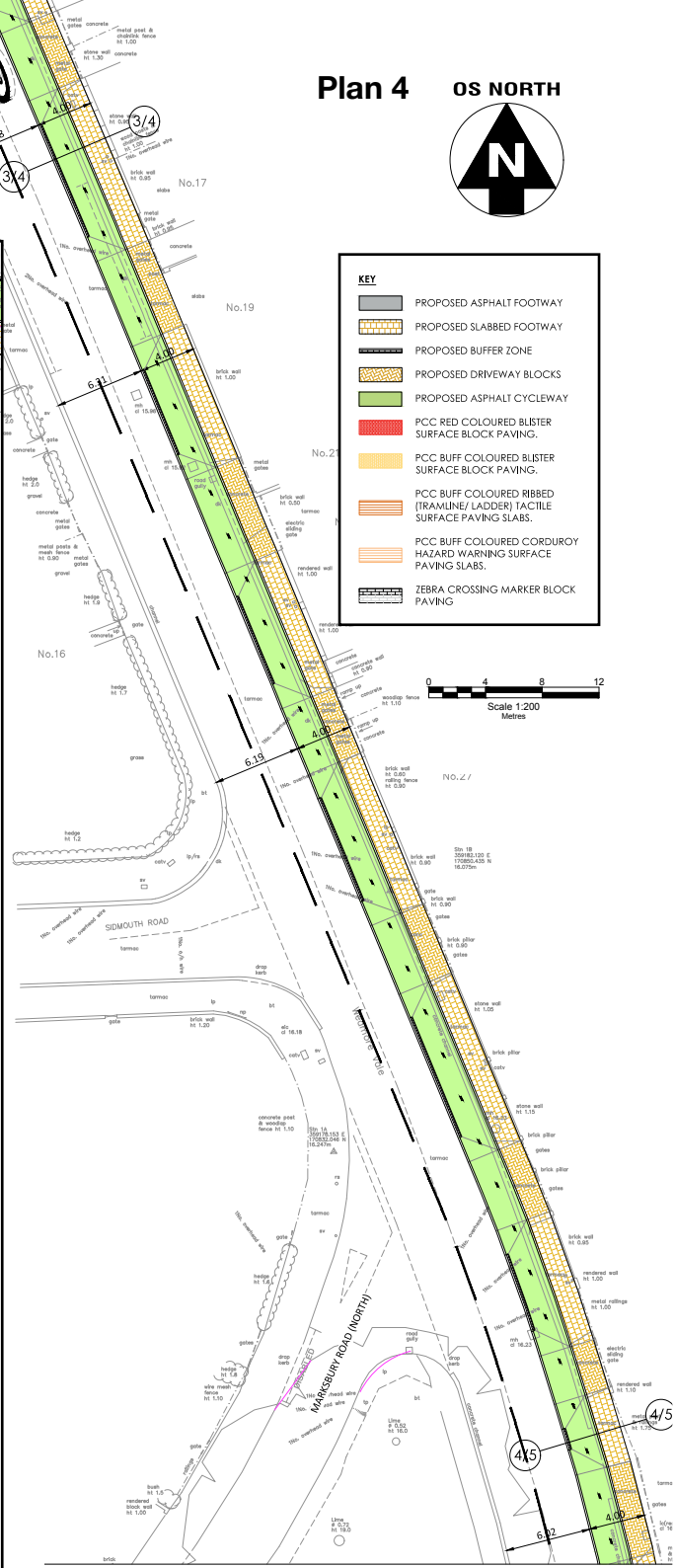
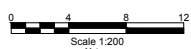
Plan 2







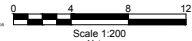
**Plan 3** OS NORTH



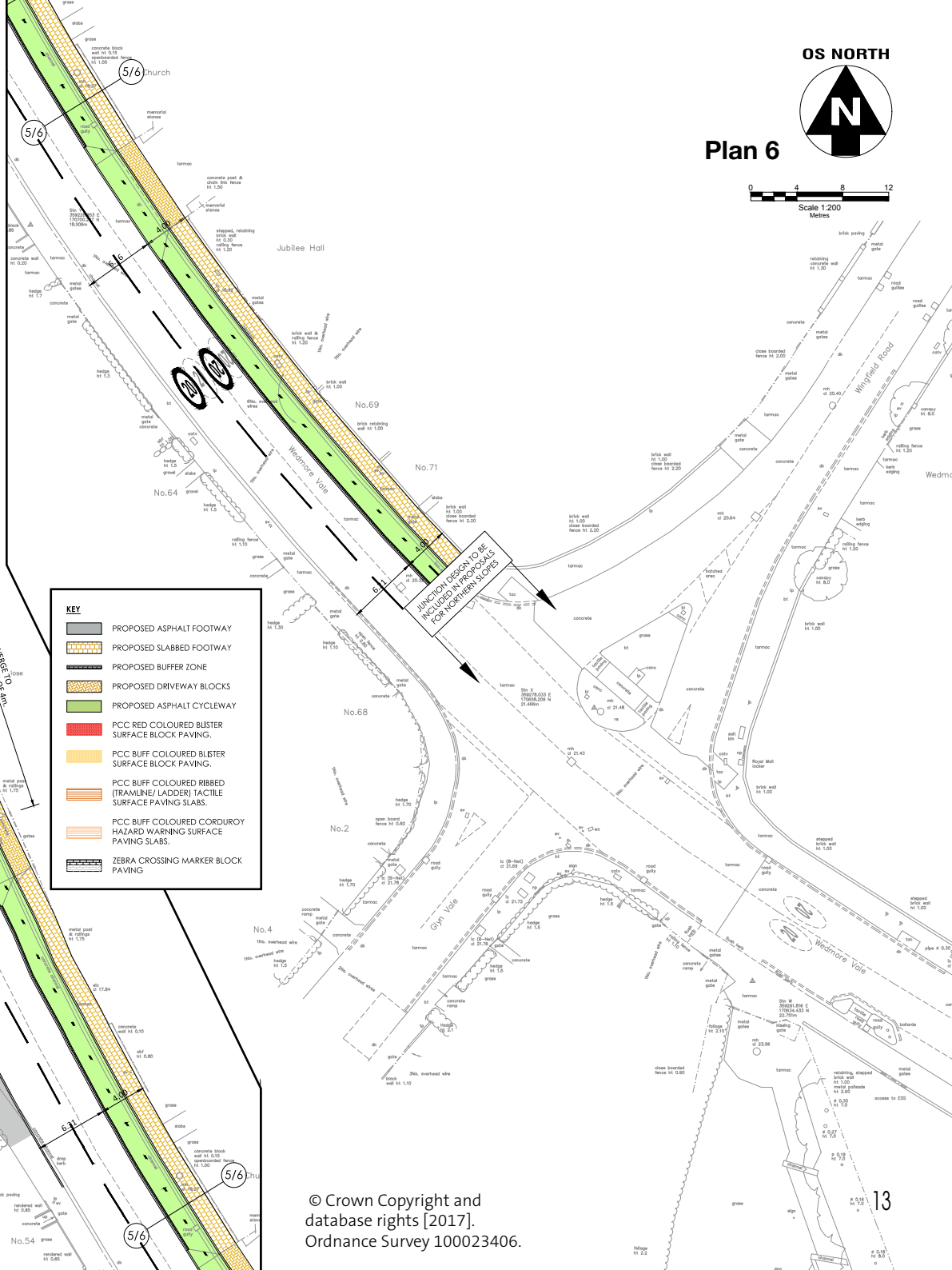
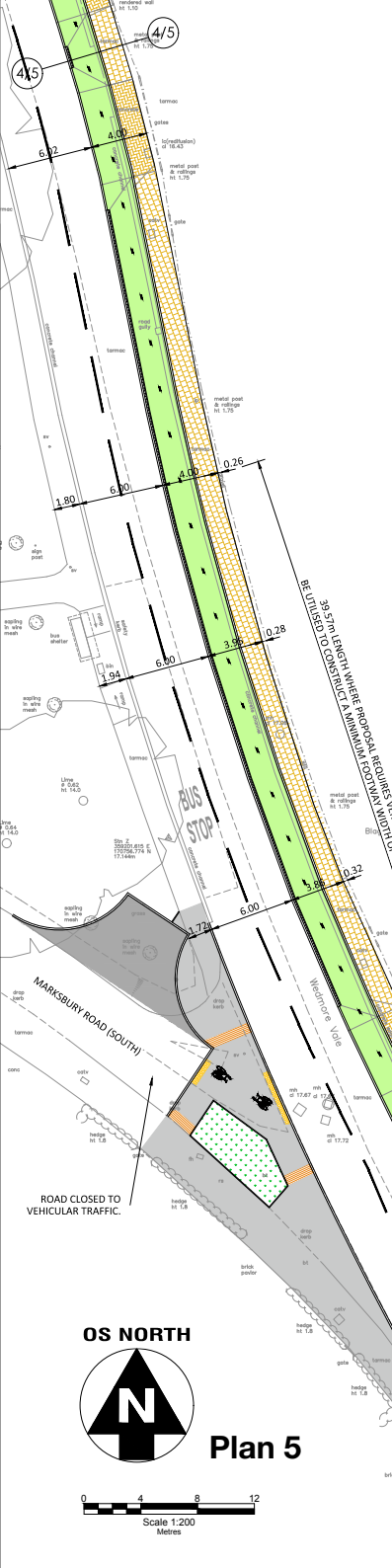
**Plan 4** OS NORTH



KEY	
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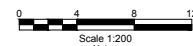




OS NORTH



Plan 6



Scale 1:200  
Metres

	PROPOSED ASPHALT FOOTWAY
	PROPOSED SLABBED FOOTWAY
	PROPOSED BUFFER ZONE
	PROPOSED DRIVEWAY BLOCKS
	PROPOSED ASPHALT CYCLEWAY
	PCC RED COLOURED BLISTER SURFACE BLOCK PAVING.
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	PCC BUFF COLOURED CORDUROY HAZARD WARNING SURFACE PAVING SLABS.
	ZEBRA CROSSING MARKER BLOCK PAVING

JUNCTION DESIGN TO BE INCLUDED IN PROPOSALS FOR NORTHERN SIDES

BUS STOP

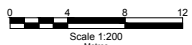
MARKSBURY ROAD (SOUTH)

ROAD CLOSED TO VEHICULAR TRAFFIC

OS NORTH



Plan 5



Scale 1:200  
Metres

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Ordnance Survey 100023406.

“ St John’s lane is frequently too narrow for two lanes of traffic due to parked cars, cyclists get squeezed due to impatient car users parking too close.”

## Results from our consultation

Earlier in 2016, we:

- ▶ Held pop-up events along the route
- ▶ Raised awareness on social media
- ▶ Wrote to all premises adjacent to the route

Using an interactive online map, people were able to comment on any aspect of the existing route. This allows us to get a clear picture of any existing issues, and gives us an understanding of aspirations for a new route.

Common issues raised were around (i) safety, (ii) the need for a cycle path, and (iii) parked vehicles.

“ the cycle path on St Johns SUDDENLY stopped at Raymend Rd. This forced cyclists to go OFF the cycle path earlier as cars are parked on that side of the road.”

“ St John’s lane is a difficult road to cycle along, because of its width and parked cars and through traffic, and the existing cycle lanes by Victoria Park primary school are I think narrow and dangerous, particularly the one on the north side of the road that ends abruptly with residents.”



Tags		
#	Why do you feel this way?	Sentiment
49	Unsafe	
43	Cycle path needed	
36	unknown	
34	Lighting	
30	Dangerous	
27	Congestion	
25	Speeding	
24	Other	
23	Driver behaviour	
15	Crossings	
14	Barriers	
10	Rat running/through traffic	
10	Signage/legibility	
9	Cycle parking needed	
8	Parking issues	
4	Greenery/trees/planting	
2	Seating	

“Dangerous drivers, little consideration for cyclists.”



## Next steps

### 30 January 2017

Informal consultation for Wedmore Vale / St John's Lane starts.

**Comments invited on proposals**

### 20 February 2017

Informal consultation closes, Council assesses all comments received

### March 2017

Final designs published, Traffic Regulation Order commences

### May 2017 (approx)

Traffic Regulation order advertised. **Comments can be sent to TRO team**

### September 2017

Traffic Regulation order sealed, construction starts.



## Contact details

Please send comments by email to: [CAF@Bristol.gov.uk](mailto:CAF@Bristol.gov.uk)

Alternatively, you can write to us at:

Cycle Ambition Fund,  
City Transport,  
City Hall,  
PO Box 3176,  
Bristol BS3 9FS

News and further information: [travelwest.info/Filwood](http://travelwest.info/Filwood)

## Frequently asked questions

### **Can you do this without removing parking on Wedmore Vale?**

We appreciate that removing parking can be an inconvenience to people living nearby, and this is not done without proper reason for doing so.

The parking is removed to help maintain free flowing traffic along Wedmore Vale, as the carriageway will be narrowed to accommodate the new footway and cycleway.

Given that that majority of properties along Wedmore Vale incorporate private parking, we would hope that the inconvenience would be minimised. It is important to remember that cycling benefits Bristol's air quality, reduces congestion and helps keep people healthy.

### **Why is the Marksbury Road Closure included?**

This is in response to long-standing historic concerns from the local community about high vehicle speeds and rat-running along Marksbury Road.

### **Can the crossing over St John's Lane be installed without the proposed 'exit only'?**

People walking or cycling need enough space to wait at the crossing, and this space is limited on St John's Lane. The build-out into Almorah Road provides this space, but does require 'exit only' on Almorah Road.

'Exit only' is proposed because far more vehicles make this movement. Approximately 500 vehicles exit, and 190 vehicles enter Almorah Road on average, over a 24 hour period.

People wishing to access this area can use the nearby Park Avenue and Atlas Road instead.

### What is the Traffic Regulation Order?

Traffic Regulation Orders (TROs) are required for certain changes to the highway. This includes changes to parking, which are part of these proposals.

### Why do you need a segregated cycleway – aren't cycle lanes good enough?

Many people will not consider using a bicycle unless segregated (off-road) space is provided\*. This is because cycling on the road feels unsafe for some people. High levels of cycling in Scandinavian cities is partly due to the frequent provision of segregated cycle routes.

### Can I comment on, support, or object to the proposals?

Yes, please see the previous page for our contact details. You can send us comments during the informal consultation stage, which runs until **20 February 2017**, and you can also comment on the Traffic Regulation Order (TRO) when it is advertised later in the year. Comments on the TRO are considered by a separate team, and are part of the TRO legal process.

You can comment on any aspect of the scheme, including the proposed finish (materials used), traffic movements, or request additional components.

\*Pooley et al. (2011) Understanding Walking and Cycling, Summary of Key Findings and Recommendations. Research funded by the Engineering and Physical Sciences Research Council.



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[travelwest.info/filwood](http://travelwest.info/filwood)