

Proposals for Whitehouse Street





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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 allocated for projects from 2015 to 2018 in the Bristol area.

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.

There are a number of other routes and initiatives also funded by the Cycle Ambition Fund. To find out more, visit Travelwest.info/caf2



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 and accessible cycle routes.

Many UK cities suffer the impacts of poor air quality, and Bristol is no exception. Approximately 190 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.

*Data based on two research studies into air pollution. In a nationwide study, Public Health England¹ calculated that 196 additional deaths in Bristol each year (over the age of 25) are attributable to the pollutant PM2.5. A study by Bristol based Air Quality Consultants² calculated that 188 additional deaths in Bristol each year (over the age of 25) were attributable to air pollution in 2010 from the pollutants PM10 and PM2.5.

¹Gowers, A. M., Miller, B. G., Stedman, J. R. (2014) Estimating Local Mortality Burdens associated with Particulate Air Pollution, Public Health England, Chilton, UK. Available online at: www.bit.ly/1BgG2mL

²Laxen, D., Beattie, C. (2014) Health Impact of Air Pollution in Bristol, Air Quality Consultants, Bristol, UK. Available online at: www.bit.ly/2aMWz17



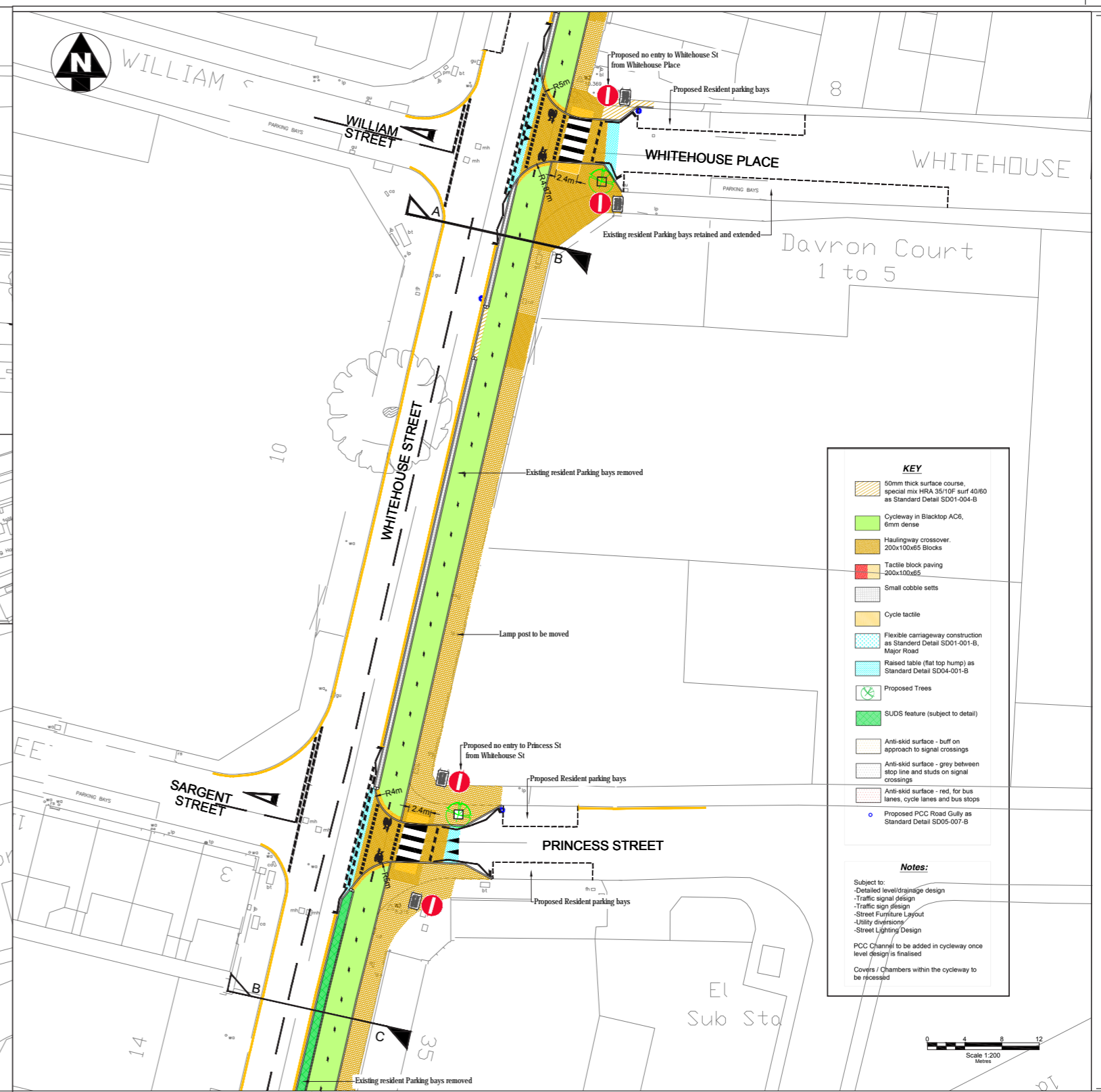
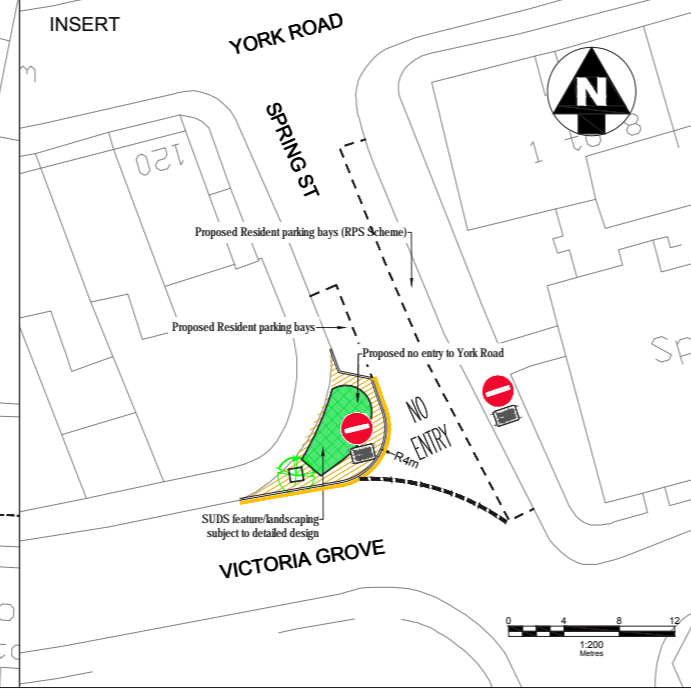
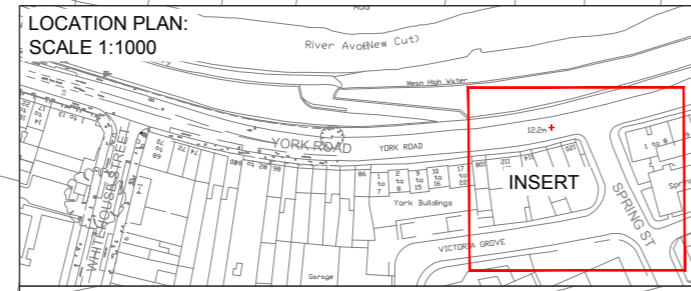
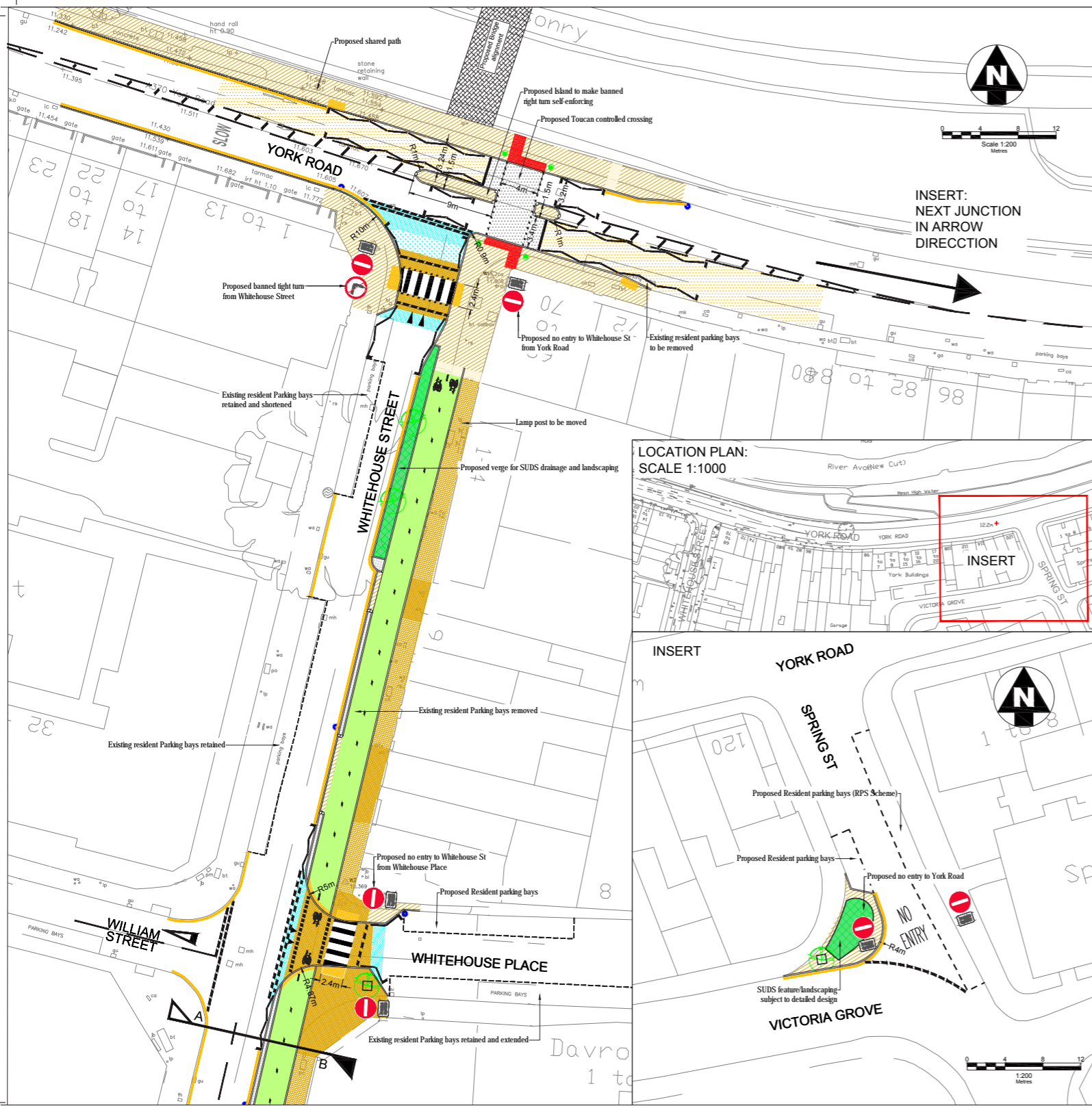
Our Proposals

We want to make Walking and Cycling routes in Bristol as safe and enjoyable as we can. Whitehouse St will feature a new segregated cycle route, with increased planting and an upgraded footway.

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.

Hardy low-level plants will be installed by the carriageway as part of a SUDS (Sustainable Urban Drainage System), and trees will be planted where space and utilities permit.





KEY

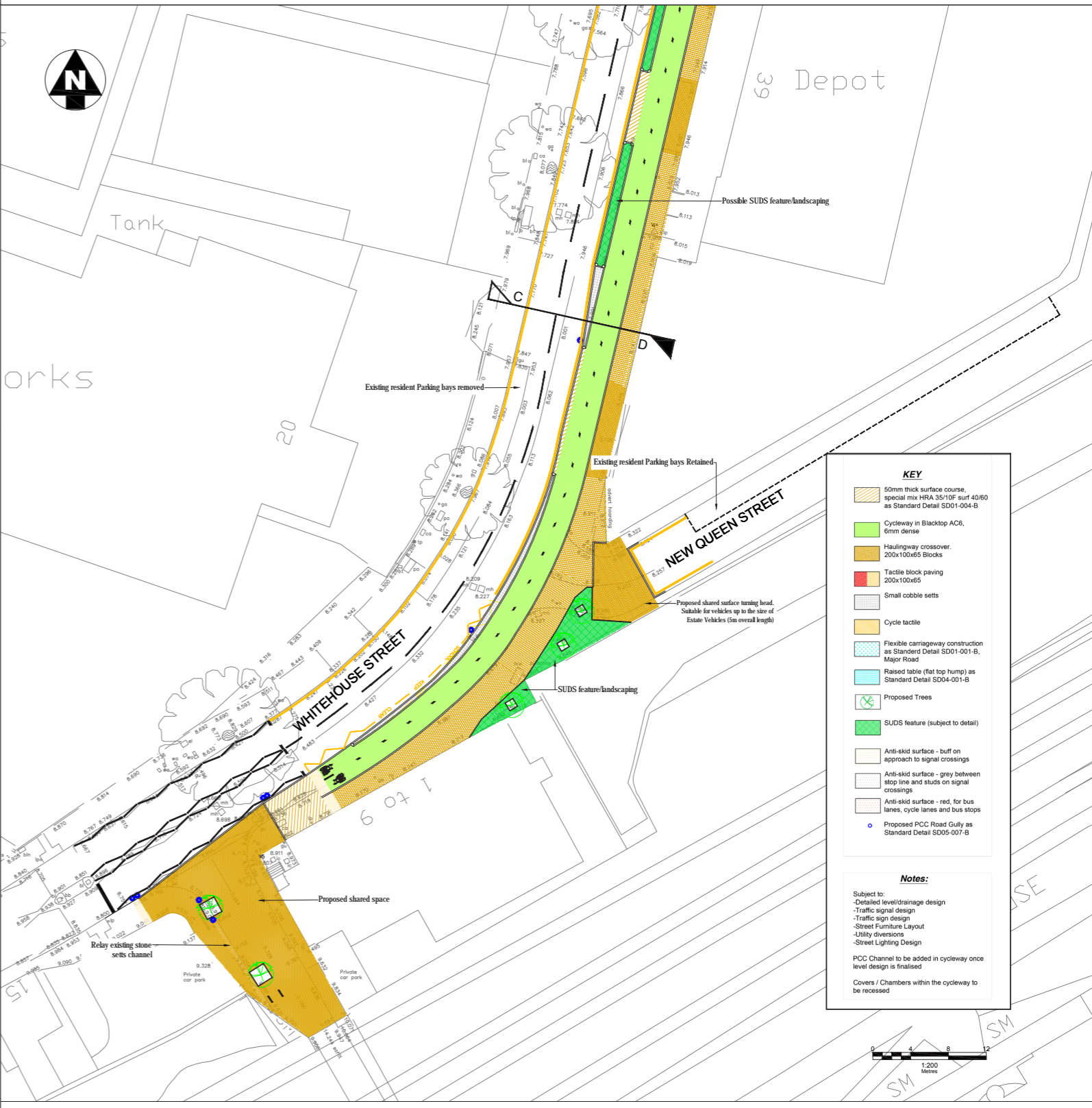
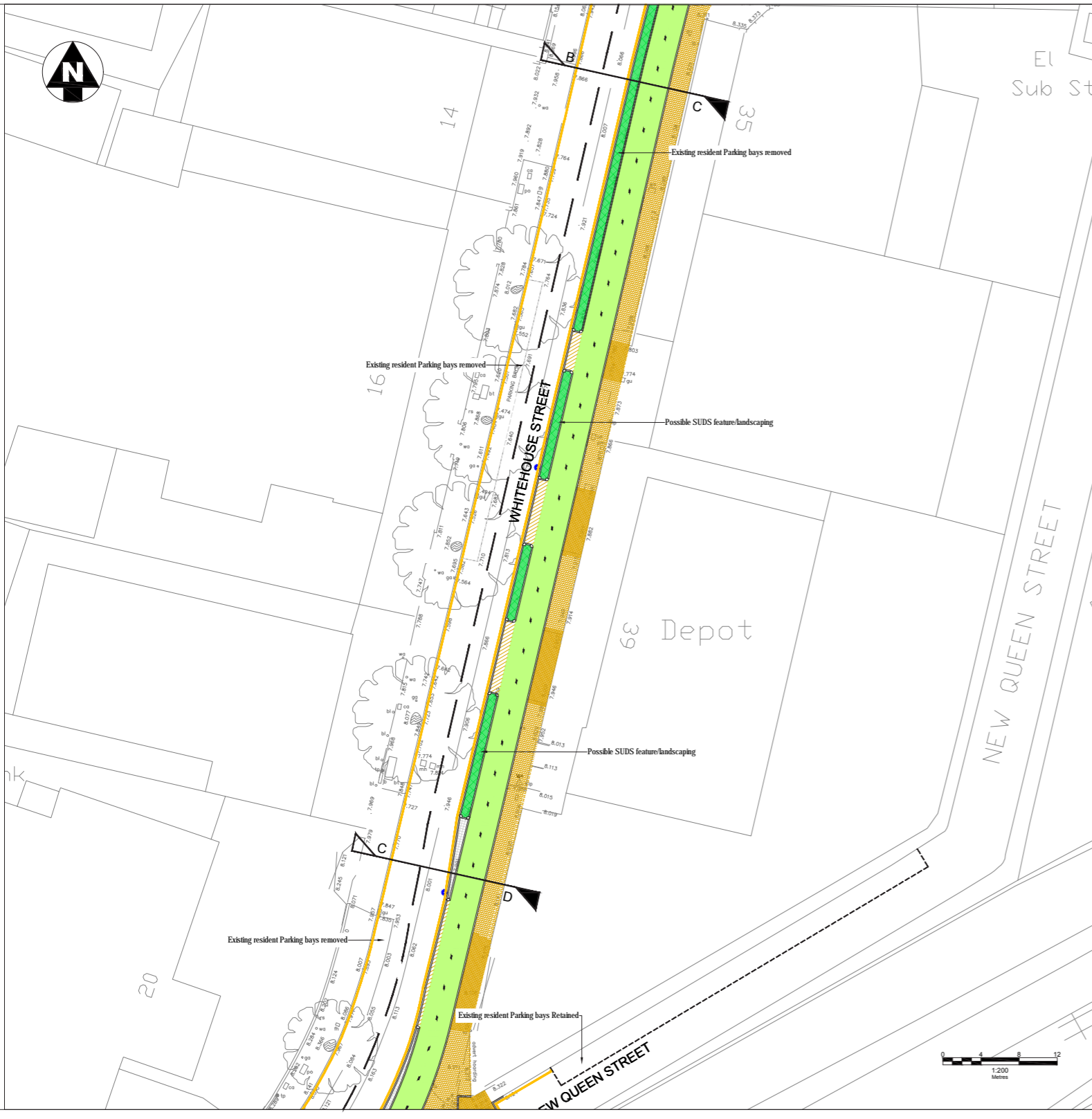
- 50mm thick surface course, special mix HRA 35/10F surf 40/60 as Standard Detail SD01-004-B
- Cyclway in Blacktop AC6, 6mm dense
- Haulingway crossover, 200x100x65 Blocks
- Tactile block paving, 200x100x65
- Small cobble setts
- Cycle tactile
- Flexible carriageway crossover as Standard Detail SD01-001-B, Major Road
- Raised table (flat top hump) as Standard Detail SD04-001-B
- Proposed Trees
- SUDS feature (subject to detail)
- Anti-skid surface - buff on approach to signal crossings
- Anti-skid surface - grey between stop line and studs on signal crossings
- Anti-skid surface - red, for bus lanes, cycle lanes and bus stops
- Proposed PCC Road Gully as Standard Detail SD05-007-B

Notes:

Subject to:
 -Detailed level/drainage design
 -Traffic signal design
 -Traffic sign design
 -Street Furniture Layout
 -Utility diversions
 -Street Lighting Design

PCC Channel to be added in cycleway once level design is finalised

Covers / Chambers within the cycleway to be recessed



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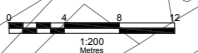
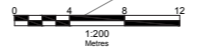
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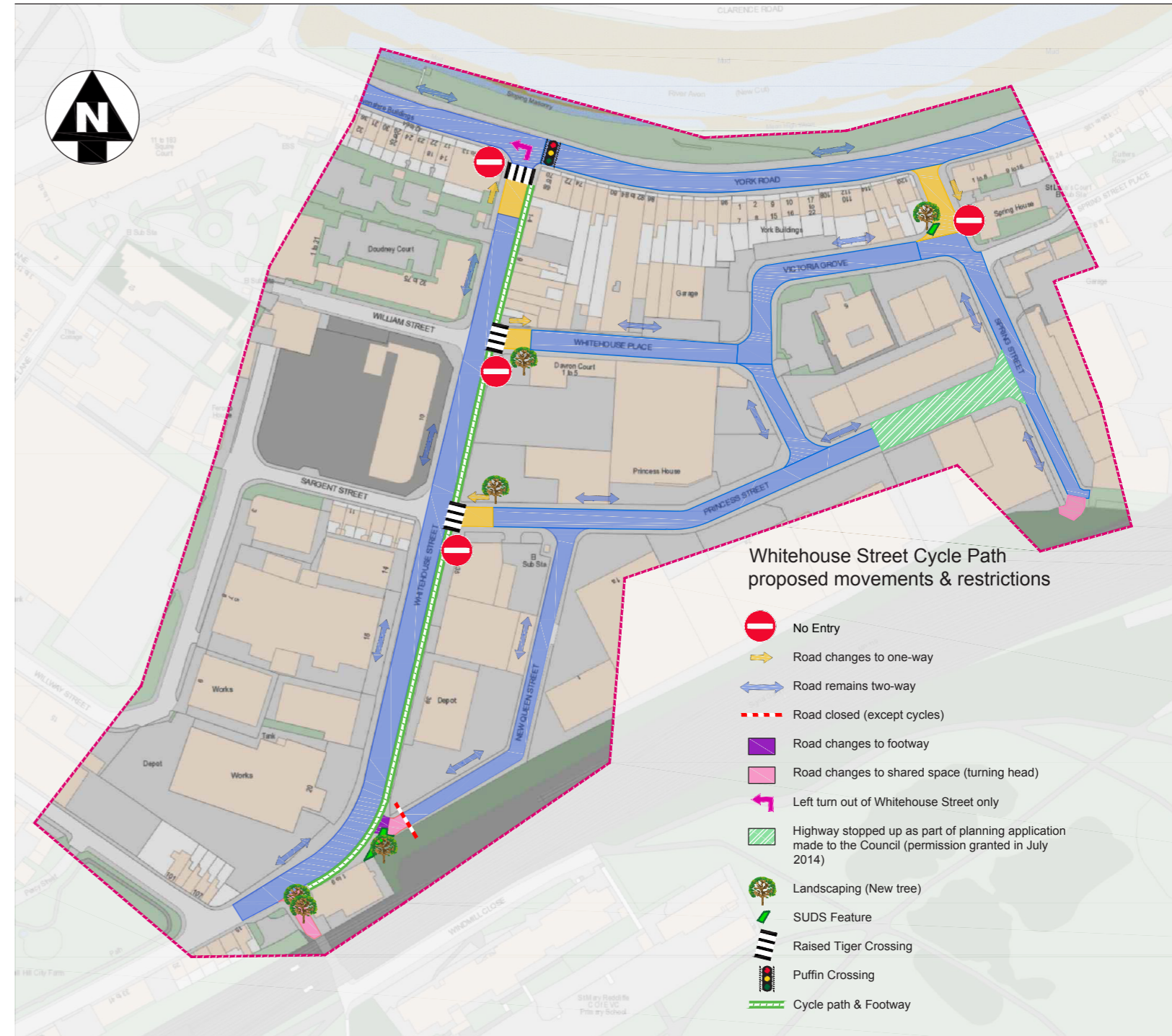


Improving safety

To make Whitehouse St work safely, we will be introducing a number of changes in the wider area. These are outlined in the plan opposite.

Whitehouse St has a high proportion of through traffic (rat running). These measures help to reduce through traffic, and the amount of turning movements made over pedestrian and cycle routes.

Reducing through traffic also improves the quality of the environment for people in the street who are not using a vehicle.



Results from our consultation

Earlier this year, we:

- ▶ Held pop-up events along the route
- ▶ Raised awareness on social media
- ▶ Wrote to all premises adjacent to the route
- ▶ Visited businesses in the local vicinity

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 safety, the need for a cycle path, and route lighting.

“Whitehouse lane - this could have space for a segregated two way cycle lane, the traffic is not to bad but as its used as a rat run, car drivers speed up along this stretch”

“Taking away space from pedestrians should always be avoided in favour of taking away road space from motorised traffic.”

“This grim road (Whitehouse Street) is blighted by poor lighting and rat-running.”

“I agree with the other comments about motorists using this street as a rat-run. It doesn't feel that safe, I currently use a longer route that takes me through Victoria Park via the back of Fowlers to avoid this road. The road surface on this road is also not very good.”



Tags		
#	Why do you feel this way?	Sentiment
49	Unsafe	<div style="width: 100%;"><div style="width: 80%; background-color: #d62728;"></div></div>
43	Cycle path needed	<div style="width: 100%;"><div style="width: 20%; background-color: #d62728;"></div><div style="width: 60%; background-color: #ffc107;"></div><div style="width: 20%; background-color: #28a745;"></div></div>
36	unknown	<div style="width: 100%;"><div style="width: 10%; background-color: #d62728;"></div><div style="width: 80%; background-color: #ffc107;"></div><div style="width: 10%; background-color: #28a745;"></div></div>
34	Lighting	<div style="width: 100%;"><div style="width: 20%; background-color: #d62728;"></div><div style="width: 80%; background-color: #ffc107;"></div></div>
30	Dangerous	<div style="width: 100%;"><div style="width: 40%; background-color: #d62728;"></div><div style="width: 60%; background-color: #ffc107;"></div></div>
27	Congestion	<div style="width: 100%;"><div style="width: 50%; background-color: #d62728;"></div><div style="width: 50%; background-color: #ffc107;"></div></div>
25	Speeding	<div style="width: 100%;"><div style="width: 30%; background-color: #d62728;"></div><div style="width: 70%; background-color: #ffc107;"></div></div>
24	Other	<div style="width: 100%;"><div style="width: 20%; background-color: #d62728;"></div><div style="width: 80%; background-color: #ffc107;"></div></div>
23	Driver behaviour	<div style="width: 100%;"><div style="width: 30%; background-color: #d62728;"></div><div style="width: 70%; background-color: #ffc107;"></div></div>
15	Crossings	<div style="width: 100%;"><div style="width: 30%; background-color: #d62728;"></div><div style="width: 70%; background-color: #ffc107;"></div></div>
14	Barriers	<div style="width: 100%;"><div style="width: 20%; background-color: #d62728;"></div><div style="width: 80%; background-color: #ffc107;"></div></div>
10	Rat running/through traffic	<div style="width: 100%;"><div style="width: 40%; background-color: #d62728;"></div><div style="width: 60%; background-color: #ffc107;"></div></div>
10	Signage/legibility	<div style="width: 100%;"><div style="width: 20%; background-color: #d62728;"></div><div style="width: 80%; background-color: #ffc107;"></div></div>
9	Cycle parking needed	<div style="width: 100%;"><div style="width: 20%; background-color: #d62728;"></div><div style="width: 80%; background-color: #ffc107;"></div></div>
8	Parking issues	<div style="width: 100%;"><div style="width: 30%; background-color: #d62728;"></div><div style="width: 70%; background-color: #ffc107;"></div></div>
4	Greenery/trees/planting	<div style="width: 100%;"><div style="width: 20%; background-color: #d62728;"></div><div style="width: 80%; background-color: #ffc107;"></div></div>
2	Seating	<div style="width: 100%;"><div style="width: 100%; background-color: #28a745;"></div></div>

Frequently asked questions

Can't you reduce rat-running / through traffic without the proposed no-entries?

It's difficult to do this. We have tried to strike a balance between keeping a decent level of access to local business premises, and reducing the amount of vehicle traffic using the area. Additional vehicle traffic reduces safety and the quality of the environment for pedestrians, bike users, and the local school.

Why isn't it possible to turn right out the top of Whitehouse St?

This is due to the Toucan crossing over York Road. It is not permitted to have traffic turning in close proximity towards a crossing, without making

the whole junction fully signal controlled. We want to avoid a signal controlled junction here, as this adds additional complexity to the road network, and is very likely to reduce capacity.

Are you building a bridge at the end of Whitehouse St?

Our investigations are ongoing with this – you may have noticed a platform and drilling rig near the river earlier this year.

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. High levels of cycling in Scandinavian cities is partly due to the frequent provision of segregated cycle routes.

Why aren't you proposing something on St Luke's Rd instead? What happened to proposals here before?

We understand many cyclists currently use St Luke's road, however it is very difficult to install proper infrastructure here for walking and cycling due to the width constraint under the railway bridge.

We explored shuttle working (give and take) under the bridge for vehicles in order to create more space for cyclists, however this would be a very poor facility, and would cause significant delay to vehicle traffic in the area. Langton St Bridge (The Banana Bridge) is Grade II listed, and options to upgrade this for pedestrians and cyclists are very limited.

Can I comment on, or object to your proposals?

Yes, comments can be sent in by email to CAF@bristol.gov.uk. Alternatively, you can write to us at:

**Cycle Ambition Fund
City Transport
City Hall 3C
PO Box 3176
Bristol, BS3 9FS**

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



travelwest+
travelwest.info/filwood