

Comments by Bristol Walking Alliance on Proposals for Coronation Road / Dean Lane

To: Bristol City Council CAF Team

Thank you for asking Bristol Walking Alliance to comment on your proposals for improvements to the Coronation Road / Dean Lane crossing facility.

The pedestrian and cycle routes that cross Gaol Ferry Bridge between South Bristol and the city centre are very well used, though the current proposals desperately lack any quantification of their usage. Council policy rightly encourages sustainable travel, so these routes can only become busier. The current proposals for the crossing on Coronation Road between Gaol Ferry Bridge and Dean Lane go nowhere near addressing the improvements that should be made to such an important travel route.

1. The restricted widths on Gaol Ferry Bridge are inadequate (1.5m width for two-way pedestrian traffic and another 1.5m for two-way cycling traffic). Though not the subject of the current proposals, longer-term plans are needed for an additional pedestrian and/or cycling bridge to provide connectivity between the north and south of the New Cut in this area.

2. To avoid conflict between cyclists and pedestrians, the road junction of Coronation Road and Dean Lane should be lights-controlled. This would enable cyclists to cross between Dean Lane and Gaol Ferry Bridge using the roadway, and also allow provision of an integrated wide pedestrian crossing of Coronation Road on the eastern leg with its own lights phase. In particular:

- Cyclists approaching the junction along Dean Lane would have a conventional cycle lane on the left of the road, leading to an advanced stop area at the lights. The lights would allow them to turn right into Coronation Road without difficulty, ahead of other vehicles.
- Cyclists turning right from Dean Lane into Coronation Road on a green light for vehicles could then leave the road to get onto the bridge beyond the pedestrian crossing, without passing through the area in which pedestrians would be waiting to cross.
- Cyclists approaching over the bridge could have their own phase of the lights to turn right onto Coronation Road and then left into Dean Lane,
- Pedestrians and cyclists would be moving on different phases of the lights.
- Pedestrians and cyclists would not have to share the pavement to the south of Coronation Road.

This proposal may be resisted because it slows motor traffic down a little, but this is an opportunity to visibly demonstrate the priority to be given to pedestrians and cyclists on a major desire line to South Bristol.

3. The current proposals do not address the needs of pedestrians. In particular:

- Swapping the pedestrian and cycle sides of Gaol Ferry Bridge makes sense on the Cumberland Road side of the bridge, in order to encourage cyclists to use Cumberland Road rather than Gaol Ferry Steps for their journey into the city without crossing the path of pedestrians. However, it means the paths of pedestrians and cyclists using Dean Lane must then cross at Coronation Road.
- Though a wider Toucan crossing will be a small improvement, it does not separate pedestrians and cyclists.
- Currently, the footway on the east of Dean Lane is 1.75m wide, widening to 1.85m at it turns the corner into Coronation Road. We would object to the space for pedestrians being any less, and given the usage of this route it should be increased.
- By raising the cycle route to footway level at this point, it will bring cyclists and pedestrians into conflict, not least on the corner of Coronation Road and Dean Lane. This does not meet minimum requirements for either walking or cycling, and does not allow for a safety buffer between cyclists and pedestrians.
- Pedestrians wishing to cross Dean Lane at the junction would have to wait on the outer section of footway, while pedestrians turning into Dean Lane would most likely be on the inner section of footway. There would be no way for cyclists to avoid conflict.

We welcome improvements to this crossing, but we fear that the current proposals are nowhere near enough given the importance of this route for pedestrians and cyclists. Indeed, in many ways the current proposals may make the situation worse for pedestrians who will be placed in greater conflict with cyclists at the crossing.

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