

# **APPENDIX A**

## **Pedestrian & Cycle Audit**

# Technical Note

<b>Title</b>	Brislington Meadows - Pedestrian Audit		
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		<b>Reviewed by</b>	
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## 1. Introduction

- 1.1. This technical note sets out a pedestrian audit of the walking routes from the proposed Brislington Meadows site to various shops, schools etc in the local area. The eight routes are shown on drawing 1066-019 accompanying this note and are listed below, together with locations of the photographs.

Route 1 – Eastern Pedestrian access to Brislington Retail Park

Route 2 – Eastern Pedestrian access to Oasis Brislington Academy

Route 3 – Eastern Pedestrian access to St Brendan's Sixth Form College

Route 4 – Eastern Pedestrian access to Industrial Area

Route 5 – Broomhill Road access to Broomhill Shops

Route 6 – Fermaine Avenue access to Broomhill Shops

Route 7 – Fermaine Avenue to Sandy Park Road

Route 8 – School Road access to Sandy Park Road

## 2. Route 1 - Eastern Pedestrian access to Brislington Retail Park

- 2.1. The pedestrian route to Brislington Retail Park starts at the eastern boundary of the site, the precise location dependent on the site layout. Due to land ownership/highway boundary, the route would start with an uncontrolled crossing of Bonville Road as there is no room to accommodate a footway on the western side.
- 2.2. Bonville Road is lit and subject to a 20mph speed limit.
- 2.3. The footway along the eastern site is some 1.8m wide. Double-yellow lines on the eastern side help to prevent pavement parking. Buildings are set back from the back of footway with a grassed area with some off-street parking accessed by dropped kerbs.



Image 1

- 2.4. Part way along the footway, a vehicular access to a rear yard as no dropped kerb on the northern side of the access.



Image 2

- 2.5. To the south of the access the footway forms part of a concrete surfaced forecourt with a few poorly surfaced areas with cracks/potholes, and no demarcation between forecourt and footway, although cars were parked clear of the footway on the visit.





Image 3

- 2.6. At the junction with Dixon Road, there are no dropped kerbs or tactile paving, and as the access is used by HGVs, the resultant geometry creates a wide crossing distance for pedestrians.



Image 4

- 2.7. South of Dixon Road, the footway is some 2.2m wide, and the footway is protected from the parking area behind by bollards/fence. There are a few areas of kerb/footway damage which may present a problem for pushchairs/scooters/wheelchairs.





Image 5

- 2.8. Further south, the former fire station is now a vehicle service/repair garage, and as a result, vehicles are parked partly on the footway, and there is a forecourt which may see a higher number of vehicles manoeuvring over the footway.



Image 6



- 2.9. The junction with Clothier Road has dropped kerbs on both sides, but no tactile paving. The footway on the northern side narrows to 2m.



Image 7

- 2.10. South of Clothier Road, the footway is 2.3m wide and parking to the west is separated from the footway by a grass banked verge.



Image 8

- 2.11. Further to the south, where Bonville Road curves to the left, the footway narrows to 2m, although this could be widened if the vegetation at the back of footway was trimmed/removed





Image 9

- 2.12. At the junction with Emery Road there are dropped kerbs on the northern side, but nothing on the southern side.



Image 10

- 2.13. South of Emery Road the footway is 1.8m with a small wall to the rear the footways. Further south the footway forms part of a few concrete forecourts.

- 2.14. The footway also passes behind some echelon parking with little visual markings to delineate parking and footway, although a change in colour of asphalt indicates the footway is 1.7m wide.



Image 11

- 2.15. The footway continues at a width of 1.8m with a few footway crossovers for access to industrial units.
- 2.16. As Bonville Road bend around to the south-east the footway starts on the southern/western side of the road, although there no dropped kerbs. This location seems the best crossing location of Bonville Road as it provides the best visibility in each direction. The footway from the crossing point to Bath Road is some 1.8m wide.





Image 12

- 2.17. At the access to the former car showroom the footway ends in a full height kerb before joining a footway crossover for the garage entrance.



Image 13

- 2.18. The crossing of Bath Road to Brislington Retail Park is uncontrolled with a centre island. Traffic is normally slow moving along this section of Bath Road during shop opening hours, and crossing is relatively easy. A signal-controlled crossing is available at the West Town Lane junction some 200m to the west.



Image 14

### **3. Route 2 - Eastern Pedestrian access to Oasis Brislington Academy**

- 3.1. Route 2 follows route 1 as far as the previous section 2.12 where the route then takes Emery Road.
- 3.2. Emery Road has footways on both sides with a verge separating the footway from the carriageway, which seems to deter pavement parking. In terms of pedestrian route, the northern footway seems most attractive with less forecourts to cross, and as shown later, a better surface.
- 3.3. The footway is some 1.6m wide, but the grass verge allows room for pedestrians to pass easily. The footway passes several concrete access points. Most parking areas are separated from the footway by dwarf walls.





Image 15

- 3.4. Partway along the footway a historic water leak (based on Google Streetview images) has damaged the footway but is still passable.



Image 16

- 3.5. On the day of the audit, domestic refuse and recycling bins blocked part of the footway.
- 3.6. On the southern footway, historic kerb damage has led to damaged footway that would be impassable to wheelchairs and cause problems for pushchairs.





Image 17

- 3.7. At the junction of Emery Road and Broomhill Road is a 4-arm mini-roundabout, with the north and south arms being Emery Road, the eastern arm Broomhill Road and the western arm serving a small retail development including a drive-thru restaurant.
- 3.8. There are dropped kerbs only on the western arm, but no tactile paving.



Image 18

- 3.9. South of the roundabout the footway is some 1.8m wide on the eastern side and some 4.5m on the western side, which is signed as a shared footway/cycleway.



- 3.10. The crossing of Bath Road is a two-stage crossing, and given the long cycle time, can lead to delays for pedestrians.



Image 19

- 3.11. South of the Bath Road junction the footway on the western side is a shared footway/cycleway some 4m wide before becoming a segregated footway/cycleway to the south some 2.7m wide and set back from the carriageway edge behind a grass verge.



Image 20

- 3.12. The route then turns into Hungerford Road and the entrance to the school.



#### 4. Route 3 - Eastern Pedestrian access to St Brendan's Sixth Form College

- 4.1. Route 3 follows route 2 as far as 3.7 above then the route follows Broomhill Road. The footway on Broomhill Road is some 3m wide.



Image 21

- 4.2. There are no dropped kerbs or tactile paving to cross the road at the college entrance or dropped kerbs to cross Broomhill Road.



Image 22



## **5. Route 4 – Eastern Pedestrian access to Industrial Area**

- 5.1. Access to parts of the industrial area are included in Routes 1 and 2 above.
- 5.2. The other two main roads that make up the industrial area are Dixon Road and Clothier Road.

## **6. Route 5 – Broomhill Road access to Broomhill Shops**

- 6.1. To the north of the proposed access is a zebra crossing of Broomhill Road, which may need to be moved as part of the development, subject to detailed design. This provides access to the outbound bus stop on Whitmore Avenue opposite the proposed site entrance.



Image 23

- 6.2. The footway from the site northwards is some 3.4m wide. At the southern junction of Belroyal Avenue there are dropped kerbs but no tactile paving.



Image 24

- 6.3. From Belroyal Avenue northwards the footway is some 2.3m wide. The bus stop on Broomhill Road has a flag, timetable board, but no raised bus boarder or bus stop markings.



Image 25



- 6.4. The second junction with Belroyal Avenue has dropped kerbs but no tactile paving.



Image 26

- 6.5. The footway along Broomhill Road remains around 2.3m with footway crossovers accessing private drives.
- 6.6. The junction with Fermaine Avenue is on a speed table, with a pelican crossing to the south across Broomhill Road.



Image 27

- 6.7. There is a wide dropped kerbs and tactile paved uncontrolled crossing of Fermaine Avenue, although the tactile paving look to be damaged from vehicle overrun. **[NOTE – THIS HAS BEEN REPAIRED SINCE PHOTO TAKEN]**



Image 28

## 7. Route 6 – Fermaine Avenue access to Broomhill Shops

- 7.1. This route is dependent on a pedestrian route being provided through Broomhill Junior School, which is outside the control of the developer. It is assumed the route would emerge onto Allison Road between the school and the nursery.
- 7.2. The access into the school is at carriageway level, and although there is a dropped kerb to the south, there is no dropped kerb to the north.





Image 29

- 7.3. The footway past the school is protected by bollards and a pedestrian guardrail at the school pedestrian access. The footway is some 2.7m wide at this point (excluding bollards).



Image 30

- 7.4. Further to the north, the school passes the entrance to Broomhill Infant School where there is a chicane with bollards on both sides of the road and dropped kerbs and tactile paving at all arms. The footway away from the widening for the chicane is around 2.5m wide.





Image 31

## 8. Route 7 – Fermaine Avenue to Sandy Park Road

- 8.1. The route from the Fermaine Avenue access to the west is along a footway some 3m wide, with lots of footway crossovers to private drives.



Image 32

- 8.2. At the access to Fox House, there are no dropped kerbs or tactile paving.





Image 33

- 8.3. At the junction of Allison Road and School Road, Alison Road is narrowed, and there are dropped kerbs and tactile paving, which provide access to a zebra crossing on School Road to the north of Allison Road.



Image 34

- 8.4. Once across School Road, the footway is some 2.9m wide.





Image 35

- 8.5. The footway continues down the hill and varies in width between 2.9 and 3.0m. At the junction of Allison Avenue there are dropped kerbs but no tactile paving.



Image 36

- 8.6. The other access to Allison Avenue also has dropped kerbs but not tactile paving.





Image 37

- 8.7. As the road starts to rise, there are dropped kerbs and tactile paving at the junction with Hill Lawn.



Image 38

- 8.8. The footway then widens to around 3m wide across footway crossovers leading to private drives.





Image 39

- 8.9. At the junction of Allison Road and Wick Road there is a zebra crossing across Wick Road to the south of Allison Road, and a narrowing protected by bollards, dropped kerbs and tactile paving across Allison Road.



Image 40

- 8.10. The footway on Sandy Park Road is some 1.9m wide, and there are dropped kerbs and tactile paving at the junctions of Winchester Road and Harrow Road. The footway widens past the shops, and there is a zebra crossing at the eastern end at the Post Office.