

1. Do you have any comments on our proposals for the Avon Crescent and Cumberland Road junction?

It is unclear how cyclists are meant to enter the Chocolate Path at this point - an additional dropped kerb that is aligned with the crossing over the harbour railway would avoid the need to negotiate awkward staggered turns and avoid conflict with pedestrians waiting at the crossings. As the Promenades project is likely to require alterations here anyway, one may as well get it right first time round.

2. Do you have any comments on our proposals along Cumberland Road including the changes to parking provision?

3. Do you have any comments on our proposals for a new bridge south of the existing Bathurst Basin Bridge?

It is doubtful that the shared use pavements will be adequate for the growth in cycling that Bristol's campaigners and politicians are aspiring to - existing facilities of this type nearby (such as on Portwell Lane and around the Centre) are already inadequate at peak times. Kerb separation as with the Clarence Road LSTF scheme (a 3 metre wide cycle path) would be an improvement, and as this forms part of the Promenades proposal which is now funded, would not affect the cost of MetroBus whilst potentially reducing the cost and disruption of the cycling improvements by doing everything in one go and eliminating the need to alter recently installed works.

4. Do you have any comments on our proposals along Commercial Road?

Our understanding is that a segregated facility similar to that proposed for Clarence Road would be possible along this stretch of road if the road was made one way for general motor traffic with contraflow bus lane, or the proposed bus lane was not installed. If it is possible to ensure a good bus service without the bus lane, priority should be given to the continuation of the Clarence Road cycle path, as part of the (now funded) Promenades project.

5. Do you have any comments on our proposals for Bedminster Bridge roundabout?

Our understanding is that this is a "do minimum" approach with a more substantial and ambitious redesign possible in the future, however it is a disappointment that the cycle path on Clarence Road has not been extended across the roundabout toward Commercial Road. The Cycling Ambition fund would be able to pay for this, therefore it would make sense to modify these proposals so that both cycling and public transport objectives can be fully achieved at the same time - this would prevent the costly removal or adjustment of recently installed signals and would minimise cost, construction waste, and disruption.

6. Do you have any comments on our proposals for Redcliff Hill?

The plans do not show the proposed cycle track for Redcliff Hill (a 2 way track on the western side of the road). While it is fortunate that at least some preparatory work will have been accomplished by filling in the subways, this represents a missed opportunity for cycling and once again, if a cycle track were installed later it would require some work to be undone, contrary to the DfT's new position of cycling being designed in from the start. A cycle track, which could even be funded using other revenue streams, would also fill in a gap by connecting with both the existing Redcliff Bridge cycle track and the proposed Clarence Road cycle track, without compromising bus service.

7. Do you have any comments on our proposals for Redcliffe roundabout?

Again, this is a "do minimum" approach, which is understandable in the context of the Redcliff Futures project, but the shared use pavement produces something of a muddled situation (as the pavements on Redcliff Hill are not shared use - will it be obvious where cyclists are supposed to rejoin the carriageway?) which will inevitably contribute towards a disdain for cyclists in general. Furthermore, the reduction in the size of the central island will allow for faster driving around the roundabout. Cycling will be compromised both on the pavements and on the carriageway.

8. Do you have any comments on the proposed locations for MetroBus stops on the route?

The westbound bus stop on Commercial Road is likely to cause conflict with cyclists on the shared use pavement - moving it east by around 25 to 30 metres would allow passengers to board at a wider stretch of pavement.

9. Do you have any general comments or suggestions that you haven't already mentioned?

It should be possible to cycle directly from the mini-roundabout by the Bathurst Basin bridge onto Bathurst Parade - at the moment a loading bay and kerb prevents this manoeuvre.

This scheme really ought to be the perfect opportunity to incorporate cycling from the design stage, as the Department for Transport is now urging local authorities to do, especially when the cycling element could be funded out of the Cycling Ambition Fund, but this has not been demonstrated in this scheme. The Promenades scheme, if installed after this, will require new signals and kerbs to be altered again, increasing the cost and disruption and potentially compromising the design. We urge you to talk again with John Grimshaw and Nick Pates so that this scheme can be a good example of joined up thinking.