



MetroWest⁺

Portishead Branch Line (MetroWest Phase 1)

TR040011

Applicant: North Somerset District Council

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Transport Assessment (Part 14 of 18) – Appendix J, Walking and Cycling

The Infrastructure Planning (Applications: Prescribed Forms and Procedure)

Regulations 2009, Regulation 5(2)(a)

Planning Act 2008

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Transport Assessment Appendix J Walking and Cycling

Prepared for

West of England Councils

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Document History

Portishead Branch Line DCO Scheme (MetroWest Phase 1) Transport Assessment Walking and Cycling

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This document has been issued and amended as follows:

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01	February 2016	Draft	JE	HS	HS
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Introduction

1.1 Background

CH2M (now Jacobs) has been appointed to prepare a Transport Assessment (TA) in support of the Portishead Branch Line Development Consent Order (DCO) scheme (MetroWest Phase 1) proposal to reopen the Portishead line with stations at Portishead and Pill in North Somerset (“the DCO scheme”). The overall MetroWest Phase 1 project seeks to enhance rail services on the Severn Beach line and for local stations between Bristol Temple Meads and Bath Spa together as well as the re-opened Portishead line.

This walking and cycling plan assesses the current provision to and from the stations and along the scheme alignment and then examines pedestrian and cyclist needs in terms of the scheme. This report does not consider walking and cycling networks outside the station catchments or along the rest of the DCO alignment – these matters being considered in the TA.

1.2 Scoping

As part of the preparation for the TA, a scoping report was prepared and discussions were held with the relevant local highway authorities. The scoping has been further reinforced by public and stakeholder consultation undertaken in the summer of 2015, which has identified additional items for this walking and cycling plan. For further information on the content of the scoping, please refer to the TA document.

1.3 Structure

This document is structured around the following sections:

- **Section 2 Existing Walking and Cycling Plans and Policies** – This section provides a short summary of the current walking and cycling plans and policies in North Somerset;
- **Section 3 Methodology and Approach** – This section outlines the approach used in preparing the plan, the methodology and the extent of the study area;
- **Section 4 Audit** – This part summarises the audit of the baseline provision and identifies some of the measures that may be needed;
- **Section 5 Required Interventions** – This section details and prioritises the required walking and cycling interventions that are needed in support of MetroWest Phase 1; and
- **Section 6 Conclusions and Recommendations** – The final section summarises the main headlines arising from this plan for both the Transport Assessment and the Environmental Impact Assessment.

Policy Background

2.1 Introduction

This section details the pertinent walking and cycling plans and policies in North Somerset. These plans and policies provide the backdrop and context for the promotion of these modes and the ongoing improvement of networks, particularly in accessing employment, education, health, leisure and other services.

2.2 West of England LTP3 (2011-2026)

Walking and cycling is emphasised throughout the Joint Local Transport Plan 3 (JLTP3) as these modes have been identified as playing a significant part in meeting all aspects of the JLTP3 vision, including reducing carbon emissions, creating an integrated transport network, increasing physical activity and promoting alternatives to car use. Of particular relevance to schemes connected to the MetroWest programme is JLTP3s' recognition of the whole journey and emphasise on the role of footways and cycleways to feed into the public transport network.

The JLTPs broad aims for walking and cycling are to maximise their use through promotion and raising the status of walking and cycling, improving walking/cycling networks within developments and to surrounding areas, improving safety for pedestrians, developing attractive infrastructure conducive to walking and cycling and recognising the needs of people with mobility problems.

2.3 North Somerset Local Plan (Core Strategy) (2012)

The North Somerset Council Core Strategy is the main planning document for North Somerset. In terms of transport, it aims to place jobs, services and facilities where they are easily accessible by walking and cycling as well as public transport. The strategies' key transport theme is to be well connected with good transport and communication linking people to jobs, schools, health facilities and other services.

2.4 North Somerset Right of Way Definitive Map

Reference to Public Right of Way (PRoW) definitive maps confirms that only one registered and listed route will be directly impacted by the scheme. This PRoW has reference numbers LA15/21/20, LA8/66/10, LA8/67/10 and it is part of the National Cycle Network route that currently follows the railway line.

2.5 North Somerset Right of Way Improvement Plan 2007 to 2017 (revised November 2010)

The Rights of Way Improvement Plan aims to set out the actions needed to improve the local rights of way network to meet user needs, integrate rights of way with other transport plans, help guide forward planning to safeguard and improve the network, ensure the improvements needed to achieve good access are included in other strategies and funding bids, and to secure wider involvement.

Based on consultation, the plan identifies the specific needs of walkers, cyclists, equestrians, drivers and disabled people as well as those who do not currently use the network but may in future.

The plan observes that there are many needs to satisfy. However, the key requirement for walkers was identified as easily traceable, useable and welcoming walking routes. For cyclists and equestrians, the emphasis should be on ensuring continuity of routes. Mobility and visually impaired

users have diverse needs but much can be achieved by improving information provision. Improved information may also benefit potential users who are currently unaware of the opportunities open to them.

2.6 Cycling plans

The Local Plan for North Somerset Policy T/8 Strategic Cycle Routes sets out to protect the continuity and quality of safeguarded cycle routes. This is reinforced by the Bristol Cycle Strategy which sets out the long term vision to increase cycling numbers and highlights cycle route challenges that extend out to predominantly Pill village but also Portishead town. The Strategy is supported by Sustrans, Bristol City Council and the Bristol Cycling Campaign with an aim to make Cycling ‘simpler, safer, more attractive and a better place’.

Approach

3.1 Methodology

In understanding the baseline walking, cycling and equestrian provision, a Non-Motorised User (NMU) audit was undertaken. NMUs are defined as pedestrians, cyclists and equestrians and also include disabled people using motorised scooters.

The audit was informed by the requirements of DMRB (Design Manual for Roads and Bridges) Volume 5 Section 2 Part 5 HD 42/05 relating to Non-Motorised Users (NMUs). Whilst the guidance is mandatory for trunk road schemes, the principles and approach can be applied to other transport schemes such as MetroWest Phase 1.

It is important to stress from the outset a NMU audit was not a road safety audit but rather an assessment from a users' perspective. It was underpinned by the following principles:

- Any route should not give rise to road safety or personal safety concerns;
- Should directly facilitate the desired journey without undue deviation or difficulty;
- Should link origins and destinations;
- Be attractive and comfortable to use;
- Be accessible to disabled users and people with children and pushchairs; and
- Be continuous and not subject to severance or fragmentation.

Throughout, the emphasis was on:

- Desire line, the ease and continuity of the route;
- Physical layout of route;
- Relative safety of route;
- Sensitivity to distance;
- Ease of crossing points;
- Ease of those with visual impairment; and
- Ease of those with physical impairment.

3.2 Study area

Figure 3.1 shows Public Rights of Way in the Portishead and Pill areas. Figures 3.2 to 3.5 inclusive show the walking and cycling plan study area for Portishead and Pill respectively. Within each study area, a series of routes have been identified. These routes have been identified on the basis of:

- The main desire lines to and from the stations;
- Linking the main residential areas to and from the stations;
- Links to main destinations such as Portishead town centre and the marina;
- To employment and local services; and
- Main routes to local schools.

A breakdown of the routes is provided in Tables 3.1 and 3.2 for Portishead and Pill respectively.

Table 3.1: Listing of the proposed routes for Portishead

Key routes		Rationale for the route
Route 1: Quays Avenue towards Brampton Way		
1A Portishead Station towards Quays Avenue		
1B South on Quay Avenue towards roundabout	Quays Avenue leads to Wyndham Way and then through to residential properties leading off Brampton Way, providing access for local residents south of the river.	
1C East along Wyndham Way and cross at bridge over river		
1D Enter Brampton Way		
Route 2: Phoenix Way towards Port Marine residential area		
2A Portishead station towards Phoenix Way		
2B East on Phoenix Way	Phoenix Way leads to Port Marine residential area providing access for local residents.	
2C Port Marine		
Route 3: Harbour Road towards Portishead Marina		
3A Portishead station towards Harbour Road		
3B North along Newfoundland Way	Newfoundland Way leads to Portishead Marina, a residential and commercial area, providing access for local residents and tourists.	
3C Continue into Portishead Marina		
Route 4: Harbour Road towards Waitrose		
4A Portishead Station towards Harbour Road		
4B Continue towards west towards Waitrose and the town centre	Harbour Road leads to key commercial areas in Portishead.	
Route 5: Harbour Road cut through to Old Mill Road towards Nore Road		
5A Portishead Station towards Harbour Road		
5B Appox 280m west enter pedestrian path heading south	Old Mill Lane shortens the route for residents coming from/going to housing estates in the North West of Portishead off Nore Road.	
5C Enter Old Mill Road heading west and join the top of Wyndham Way		
5D Continue North towards Nore Road		
Route 6: Wyndham Way towards The Portbury Hundred		
6A Portishead Station towards Quays Avenue		
6B Head south along Quays Avenue	Southeast along Wyndham Way provides access to peripheral residential areas of Portishead.	
6C Turn onto Wyndham Way and head southwest towards The Portbury Hundred		
Route 7: Trinity School towards Brampton Way		
7A Head south through a permissive route towards Galingale Way and continue through The Vale Park		
7B Enter the footpath after Ladmead road heading south until it reaches the A369.	Route links Brampton Way residential area with Trinity Primary School by avoiding A road.	
7C Cross A369 Wyndham Way at crossing and continue across the interchange with Heron Gardens, cross bridge and enter Brampton Way		

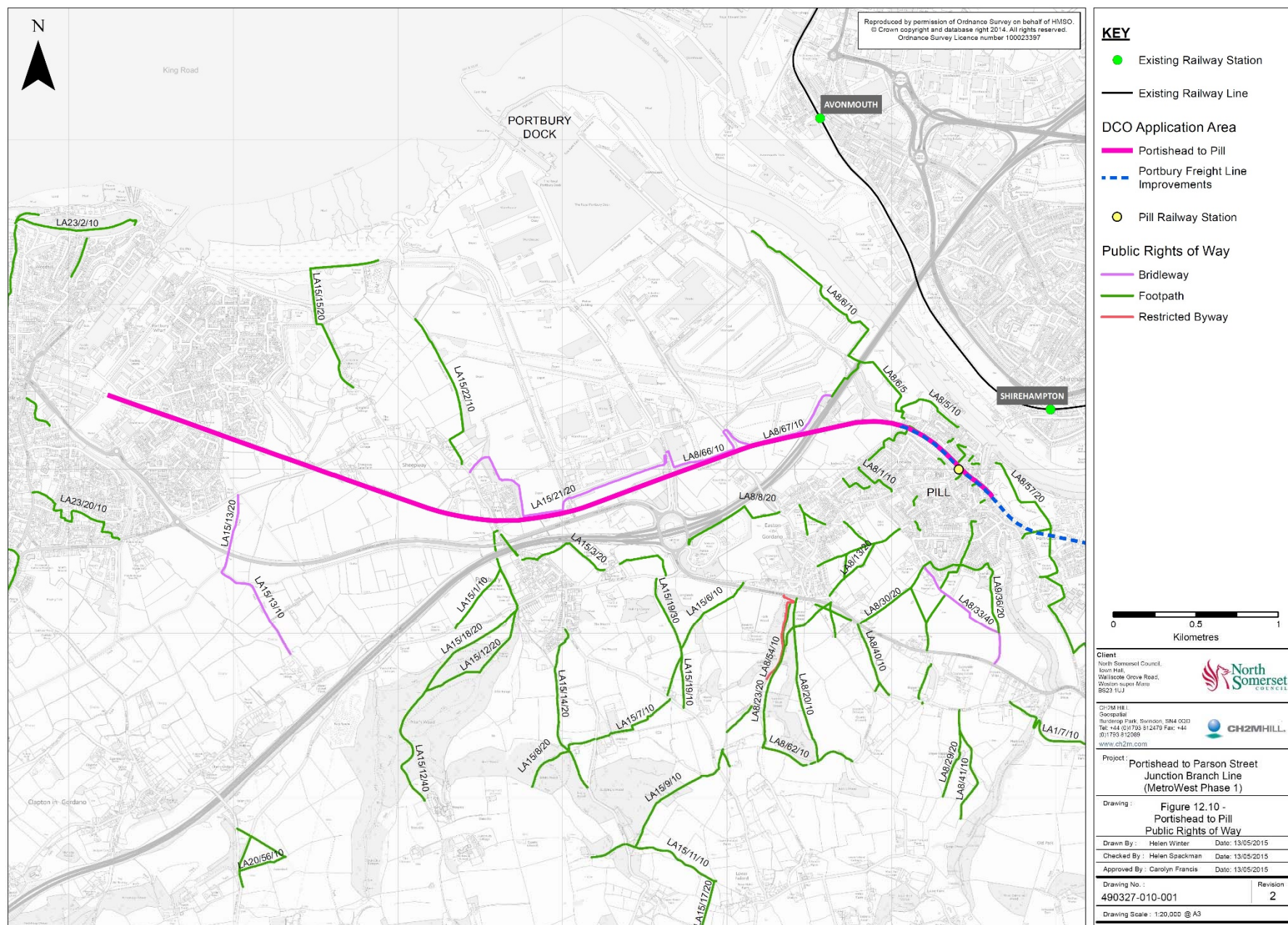


Figure 3-1: Public Rights of Way Map for Portishead and Pill

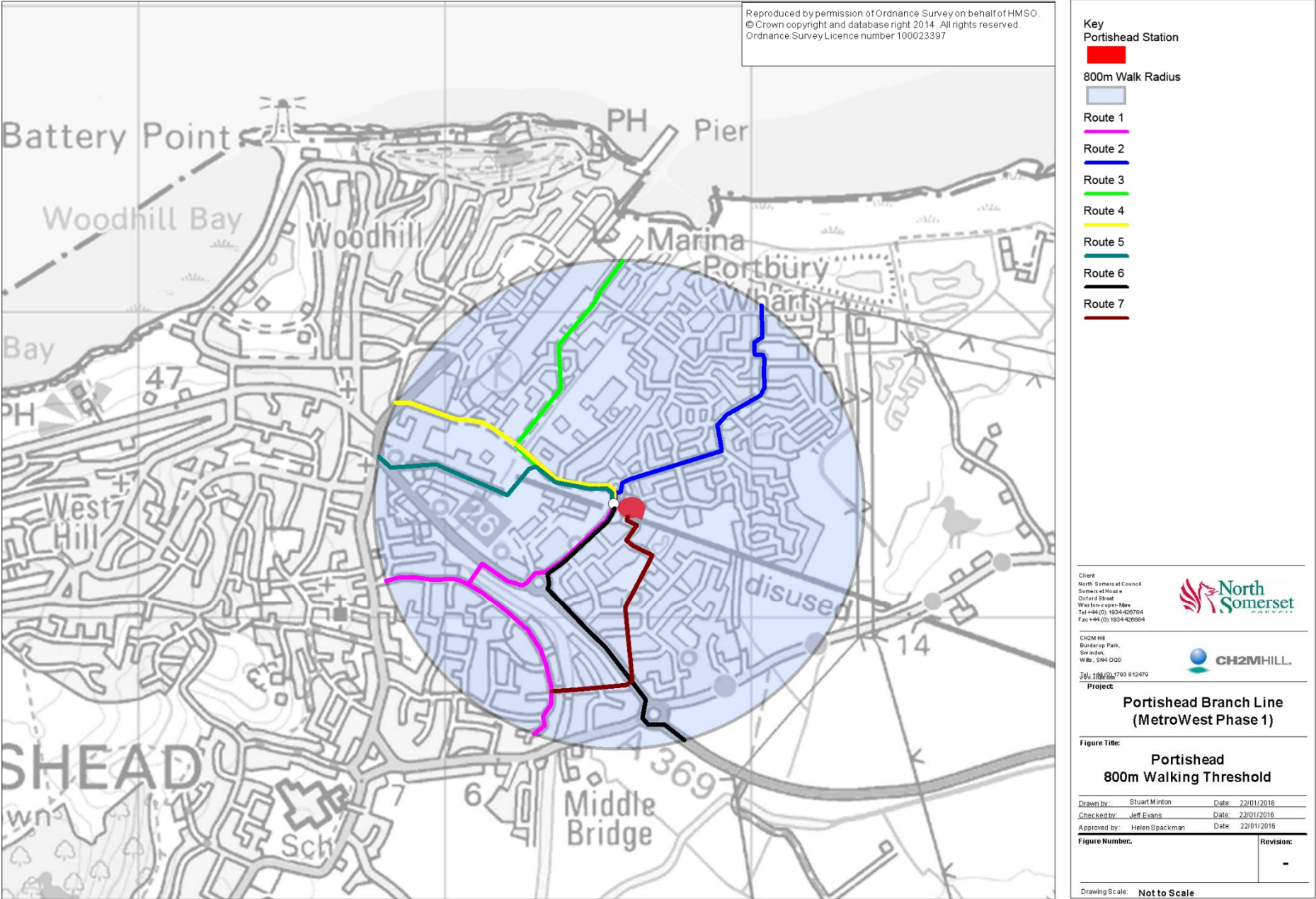


Figure 3-2: Pedestrian study area for Portishead

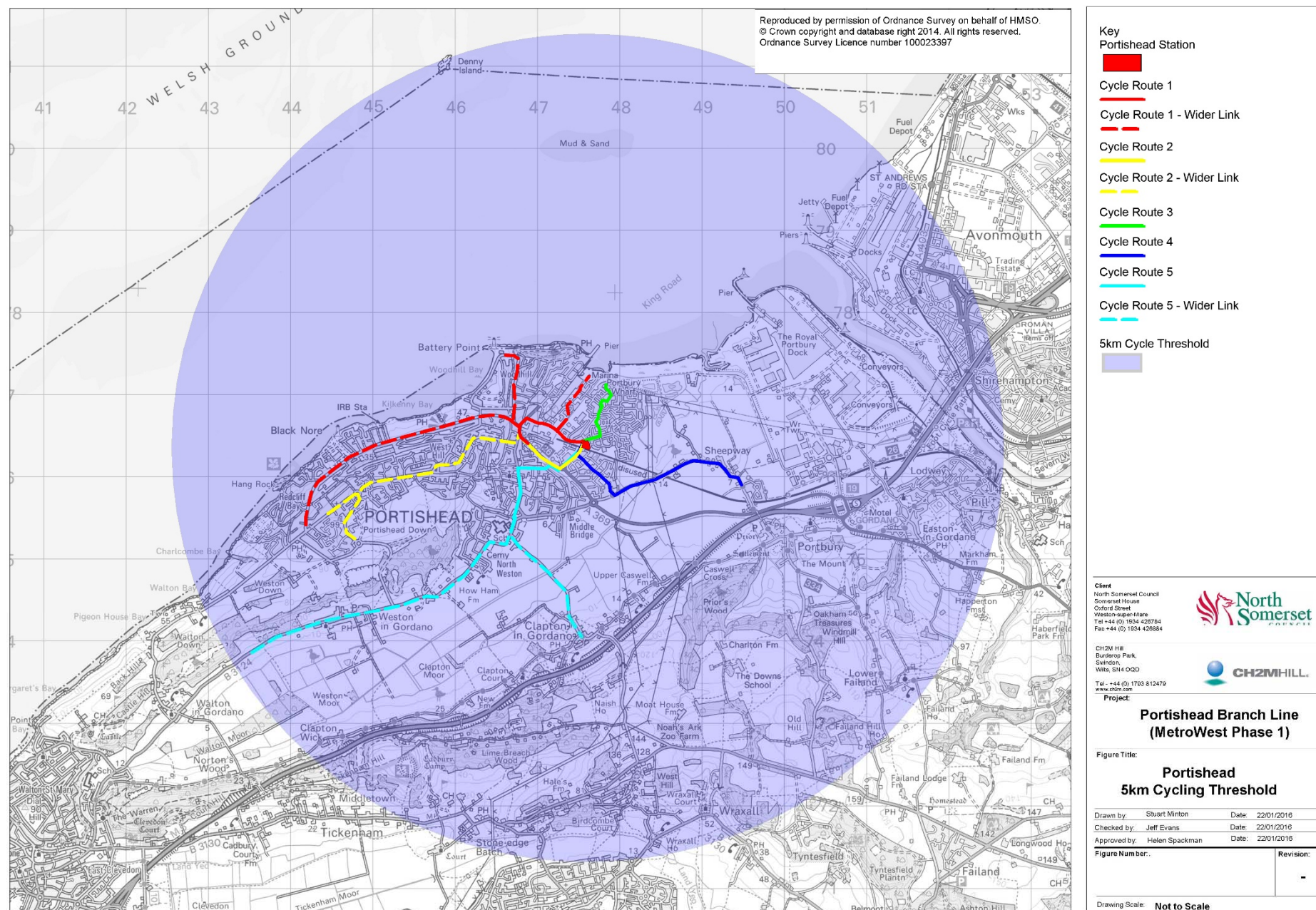


Figure 3-3: Cycling study area for Portishead

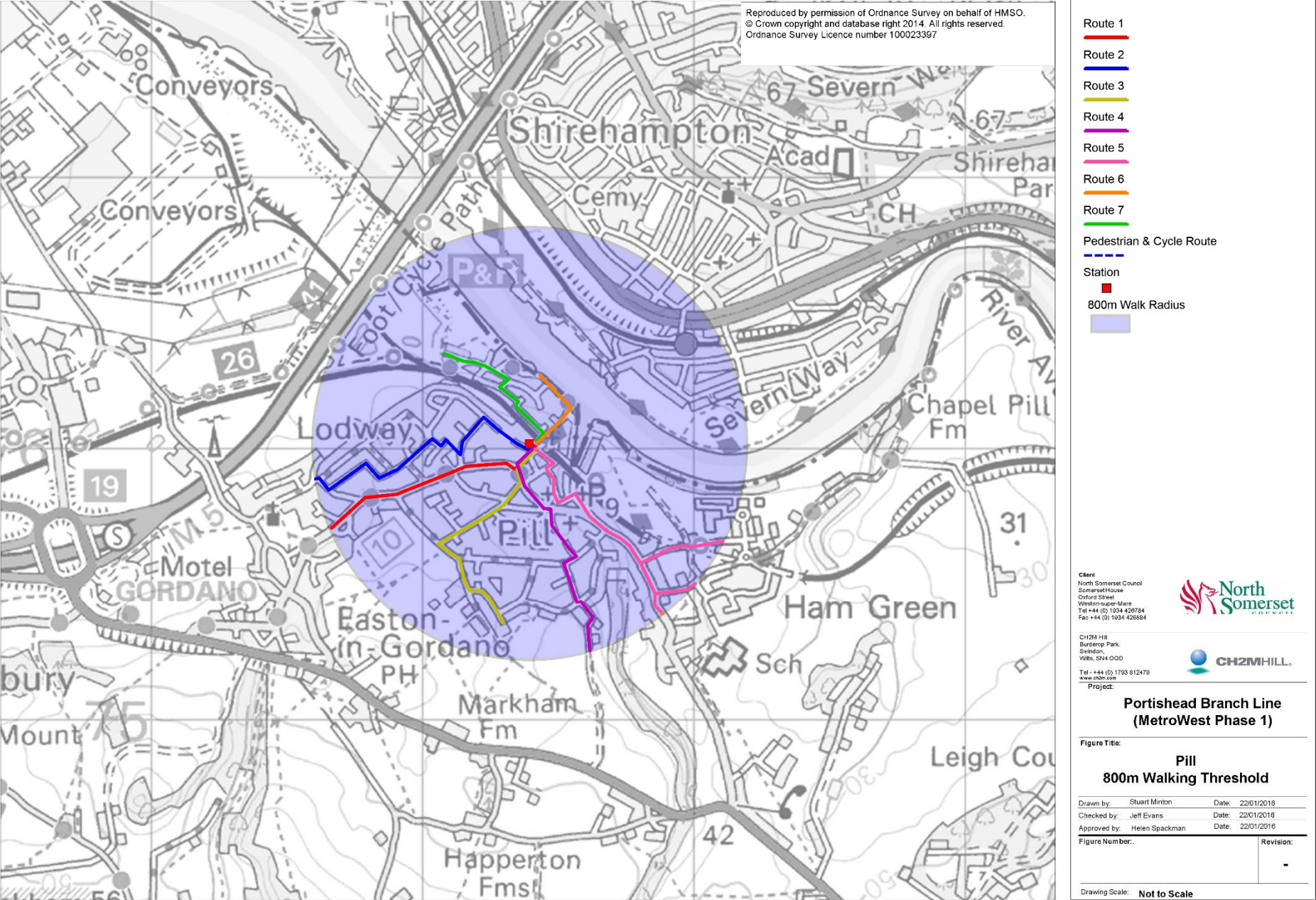


Figure 3-4: Pedestrian study area for Pill

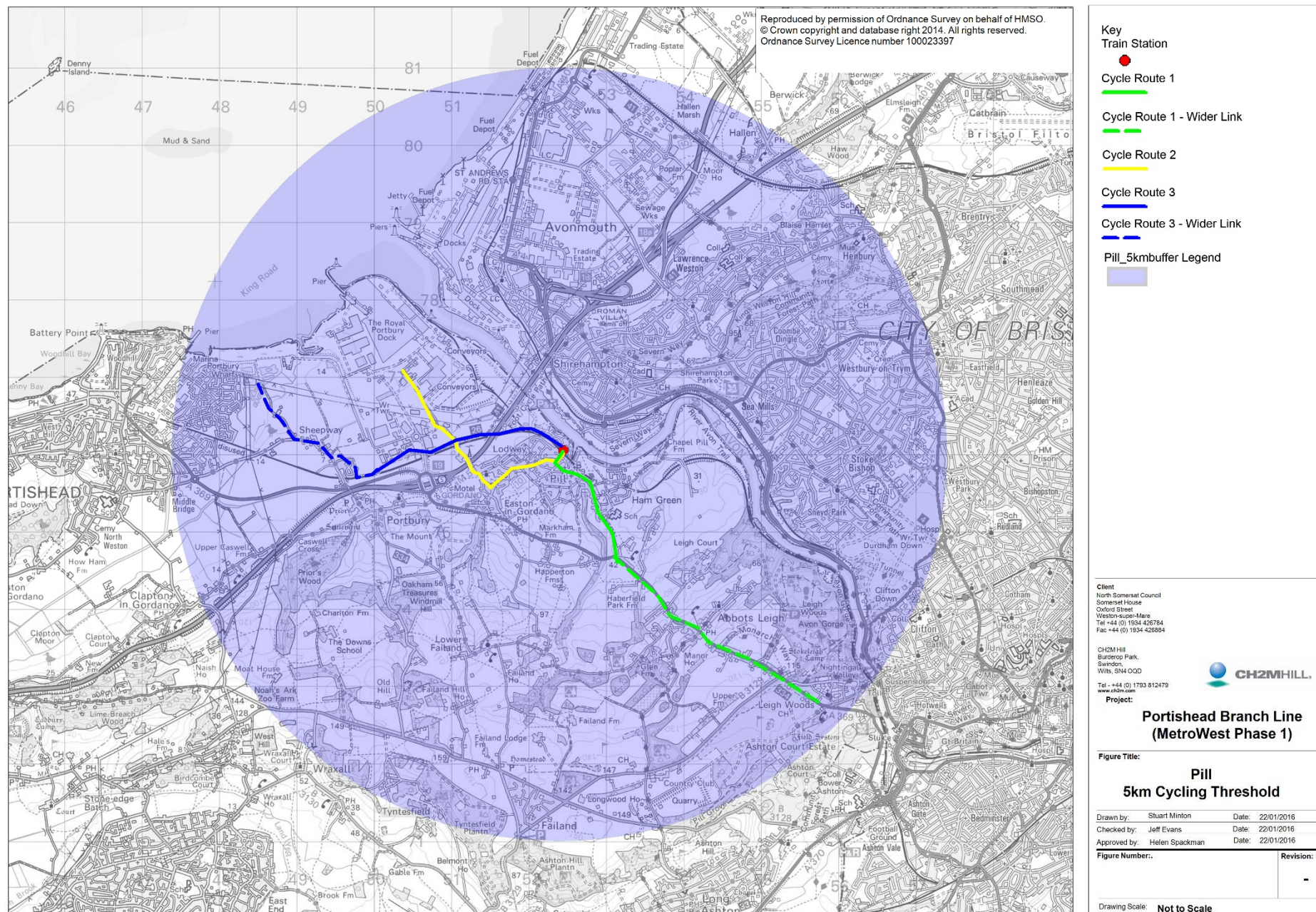


Figure 3-5: Cycling study area for Pill

NMU Audit

The audit followed the convention laid out in DMRB – namely reporting items by **exception**. That is if a route or a particular location has no major items to report, it is not listed in the audit. The audit used the following headings to identify concerns:

- Description of existing infrastructure;
- Description of current parked cars and moving vehicles;
- Description of current pedestrian and cycling desire lines and issues;
- Description of personal security aspects of the built environment; and
- Changes resulting from the scheme and proposed mitigation.

To identify the severity of each concern a ranking system of high medium and low has been used. These are broadly defined as:

- **High** – The impact of the scheme is likely to lead to significant highway safety concerns for pedestrians and cyclists and/or intervention is critical for improving access to and from the stations;
- **Medium** – These are moderate highway related concerns and/or would be beneficial for improving access to and from the stations; and
- **Low** – These concerns would be beneficial in improving the conditions for walking and cycling trips.

Tables 4.1 and 4.2 set out the NMU audits for Portishead and Pill respectively.

Table 4.1: Portishead NMU Audit

Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 1: Quays Avenue towards Brampton Way				
1A	Junction of Phoenix Way/Quays Avenue/Harbour Road		H	<ul style="list-style-type: none">• 3m wide footpath in both directions for shared space as footway/cycleway along the new design of the highway• Controlled Parallel crossing (a shared used zebra crossing) at the exit of the station forecourt and the car park which allow safety for pedestrians at crossing points• Signalised Toucan crossing at the exit of the station to cross Quays Avenue and enter the car park.
		At the existing junction with Phoenix Way and Harbour Road, dropped kerbs and tactile paving are currently provided. The flow of traffic at the junction is relatively constant reducing the opportunities to cross. The traffic volume is a particular for specific users (e.g. those with disabilities).		

Table 4.1: Portishead NMU Audit

Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 1: Quays Avenue towards Brampton Way				
1B	South on Quay Avenue towards roundabout		H	<ul style="list-style-type: none">Shared use path on the west side of Quays Avenue as far as Gallingale Way, where it reverts to a 2m footpath due to land constraints
Cyclists use the footway on the east side of Quays Avenue up to junction with Galingale Way where they are directed to cross the road and continue their route along segregated footpath of the west side of Quays Avenue. The footway on the west side of Quays Avenue is also discontinuous. However, dropped kerbs and tactile paving are provided at crossing points.				

Table 4.1: Portishead NMU Audit


Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 1: Quays Avenue towards Brampton Way				
1C	East along Wyndham Way and cross at bridge over river to Brampton Way		M	-
<p>Wyndham Way is two way with shared use paths for pedestrians and cyclists. A toucan crossing is provided across Wyndham Way which provides access to Brampton Way by means of a footbridge over the Portbury ditch. There are currently two bridges over the Portbury Ditch towards Brampton Way and although the desire line is not direct, it represents a distance of 165 metres.</p> <p>The audit revealed minor issues relating to maintenance with vegetation making it particularly slippery for users. The audit also revealed concerns about relative lighting levels and this may have a negative impact on the perception of personal safety.</p> <p>All crossing points have dropped kerbs but tactile paving for impaired users is not provided in all locations.</p>				

Table 4.1: Portishead NMU Audit

Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 2: Phoenix Way towards Port Marine residential area				
2A	Towards junction of Phoenix Way/Quays Avenue/Harbour Road from Phoenix Way		L	<ul style="list-style-type: none">• 3m footpath for shared space as footway and cycleway exiting the station forecourt, tying into the existing carriageway and footpath
		<p>Phoenix Way is a two way road with a footway on both sides. Existing high tables at some of the crossing points allow priority for pedestrians. Bus stops are located along Phoenix Way although the width of the road means the flow of traffic is impeded when buses stop. All crossing points have dropped kerbs and tactile paving.</p>		

Table 4.1: Portishead NMU Audit


Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 2: Phoenix Way towards Port Marine residential area				
2B	East on Phoenix Way		L	-
<p>Two way road which is used by vehicles and cyclists with footpaths on either side. Existing high tables at some of the crossing points allow priority for pedestrians.</p> <p>There are bus stops in both directions which impact on the flow of the traffic when a bus stops. Despite parking bays being present, there are relatively high levels of on-street parking which impacts on traffic flows given the narrow carriageway width. This can have a two sided effect in cyclists. At one level, it reduces vehicle speed but another level increased level of parking reduces visibility of cyclists.</p> <p>There are no issues for impaired users as dropped kerbs and tactile paving are provided at crossing points.</p>				

Table 4.1: Portishead NMU Audit


Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 2: Phoenix Way towards Port Marine residential area				
2C	Phoenix Way Port Marine		L	-
		<p>Two way road which is used by vehicles and cyclists with footways on both sides. Existing high table at some of the crossing points allow priority for pedestrians.</p> <p>There are bus stops in both directions which impact on the flow of the traffic when a bus stops. Despite parking bays being present, there are relatively high levels of on-street parking which impacts on traffic flows given the narrow carriageway width. This can have a two sided effect in cyclists. At one level, it reduces vehicle speed but another level increased level of parking reduces visibility of cyclists.</p> <p>There are no issues for impaired users as dropped kerbs and tactile paving are provided at crossing points.</p>		

Table 4.1: Portishead NMU Audit


Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 3: Harbour Road towards Portishead Marina				
3A	Phoenix Way/Quays Avenue/Harbour Road towards Harbour Road		H	<ul style="list-style-type: none">• 3m cycle/pedestrian footpath from the station to tie into the existing westbound footpath which will be widened to 3m• Controlled crossing point across new design of Quays Avenue for pedestrians and cyclists exiting the new station.
<p>Two way road with a footway on the west side and a shared use path on the east side. Relatively high levels of on-street parking primarily from local businesses and the health centre.</p> <p>Currently there are no designated crossing points along Harbour Road until you reach the town centre. Users wishing to cross towards the marina and businesses along Harbour Road currently have no formal crossing point.</p>				

Table 4.1: Portishead NMU Audit

Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 3: Harbour Road towards Portishead Marina				
3B	Along Newfoundland Way		L	-
Two way road used by vehicles and cyclists with a footway on each side. No designated crossing point for pedestrians until closer to the marina area. No bespoke provision for cyclists along this road although an alternative traffic free route exists nearby.				

Table 4.1: Portishead NMU Audit


Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 3: Harbour Road towards Portishead Marina				
3C	Newfoundland Way towards Portishead Marina		L	-
Two way road used by vehicles and cyclists with footways on either side. However, there is also a traffic free cycle/pedestrian route which runs parallel to the east of Newfoundland Way.				
Even there are some parking bays at Newfoundland Way, on-street parking is still present and may be a potential hazard to cyclists.				
There can be some issues for impaired users as some of the crossing points don't have tactile paving.				

Table 4.1: Portishead NMU Audit


Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 4: Harbour Road towards Waitrose				
4A	Continue west towards Waitrose and the town centre	<div></div> <p>Two way road with a footway on the west side and shared use on the east side until Harbourside Road where a toucan crossing provides a shared use link in the vicinity of Waitrose.</p> <p>On-street parking levels are very low primarily as a result of car parks being located nearby and some parking controls.</p> <p>There are no issues for impaired users as dropped kerbs and tactile paving are provided at crossing points.</p>	L	-

Table 4.1: Portishead NMU Audit


Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 5: Harbour Road cut through to Old Mill Road towards Nore Road				
5A	Towards the town centre via Old Mill Road		H	<ul style="list-style-type: none">• Lighting
There is a lack of clarity of the recommended route from the station towards the town centre. One of the routes from harbour Road and Old Mill Road is along an unadopted path which has poor levels of surveillance and surfacing.				

Table 4.1: Portishead NMU Audit


Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 5: Harbour Road cut through to Old Mill Road towards Nore Road				
5B	Enter Old Mill Road heading west and join the top of Wyndham Way		M	-
Two way road used with footways on either side. Parking is only allowed in the westbound direction. Parked cars and HGV movements are a hazard to pedestrians and cyclists throughout Old Mill Rd.				
There are also issues for impaired users as there are no dropped kerbs or tactile paving at crossing points.				

Table 4.1: Portishead NMU Audit


Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 7: Trinity School towards Brampton Way				
7A	Head south through a permissive route towards Galingale Way and continue through The Vale Park		H	<ul style="list-style-type: none">• Pedestrian/cycle bridge over the railway from Trinity Primary School to the existing path at The Vale Park• Some path resurfacing
		<p>This path is currently well used by pedestrians and cyclists accessing Trinity Primary School. It is noted the path is currently permissive which means the owner can close the path without formal consultation. Currently there are no direct paths that run parallel to the railway line alignment to Quays Avenue.</p> <p>The path as it exists could benefit from improvement and the route through Vale Park is used heavily by children, cyclists in particular, need to ride with additional care and attention. This is evidenced by the count data in the TA.</p> <p>The crossing point along Galingale Way is raised and narrowed with priority for pedestrians and cyclists. It is noted that there is no lighting through the park which provides a poorer sightline and levels of surveillance.</p>		

Table 4.1: Portishead NMU Audit

Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 7: Trinity School towards Brampton Way				
7B	Enter the footpath after Ladymead Road heading south until it reaches the A369.		L	-
Existing shared use path through a residential area located south of the station. Crossing points have been raised and give priority. Some tactile paving would enhance the environment for impaired users.				

Table 4.2: Pill NMU Audit


Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 1: Back Lane through Station Road to Lodway Avenue				
1A	Head southwest on Station Road	 <p>Two way road with discontinuous footways on either side. The highway is narrow in parts and this is reflected in very narrow footways at particular locations and the need for parking controls so not to impede the flow of traffic.</p> <p>The result is that pedestrians are forced to cross Station Road at the junction with Sambourne Way and further along at the junction with Lodway.</p>	M	<ul style="list-style-type: none">Station entrance will be on Back Lane will introduce a new junction and associated infrastructure

Table 4.2: Pill NMU Audit


Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 1: Back Lane through Station Road to Lodway Avenue				
1B	Station Road/Lodway		H	<ul style="list-style-type: none">• Crossing point for pedestrians at the junction with Station Road.• Enhanced bus stop provisions on Lodway with pedestrian crossing point onto Station Road by means of kerb buildout
		<p>One of the main access routes to the station is via the junction of Station Road with Lodway and Heywood Road. At this location, footways are found on one side only of each arm of the junction with no specific provision for cyclists.</p> <p>There are currently no crossing points at this junction and the bend and incline of Lodway and Heywood Road is a further consideration. Given the residential areas to the west of the station, there will be a significant desire line at the location.</p>		

Table 4.2: Pill NMU Audit


Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 2: Sambourne Way through to Stoneyfield				
2A	Head south down Back Lane and turn northwest into Sambourne Way		L	-
<p>Sambourne Way is a cul-de-sac with a discontinuous footway on the west side. A footpath from Samborne Way links to the residential areas to the northwest of the station.</p> <p>The location of a health centre means there is a high level of on-street parking close to the junction with Station Road. Some parking occurs on the footway forcing pedestrians onto the road.</p>				

Table 4.2: Pill NMU Audit


Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 2: Sambourne Way through to Stoneyfield				
2B	Enter pedestrian path heading west until Oak Grove		M	-
<p>This is a narrow path that connects Hardwick Road and Oak Grove.</p> <p>The narrow path and railings restrict the use of alley for impaired pedestrians and cyclists have to dismount to continue along the route. A sharp bend in the route and blind corner can increase the risk of conflict between passing cyclists and pedestrians.</p> <p>Vehicles need to drive carefully as cyclists and pedestrians can be moving among parked cars. There are no dropped kerbs or tactile paving which can be difficult for impaired users to identify the crossing points.</p>				

Table 4.2: Pill NMU Audit


Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 3: Station Road through Springfield Rd/Ruddleigh to Cross Lanes				
3A	First right enter into Springfield Road and continue south into Ruddleigh Road	 A photograph showing a narrow residential street. On the left is a high stone wall. On the right, several cars are parked along the curb, including a blue car in the foreground. A person wearing a yellow jacket is visible in the bottom left corner, holding a map. The road surface is wet and reflective. In the background, there are residential buildings and a motorcycle parked near the curb.	L	-
Springfield Road and Ruddleigh Road are narrow roads with substandard footways. The presence of on-street parking can create difficulties as cyclists and pedestrians can be moving around parked cars. At crossing points there are no dropped kerbs or tactile paving for impaired users to identify them.				

Table 4.2: Pill NMU Audit


Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 3: Station Road through Springfield Rd/Ruddleigh to Cross Lanes				
3B	Enter Cross Lane at the T junction		L	-
<p>Cross Lane is a two way road with a footway on one side.</p> <p>The width of the carriageway means vehicles often partially park on the footway. This may create concerns for impaired pedestrians.</p> <p>This may cause issues as cyclists and pedestrians need to navigate around parked cars. There are also cars parked on the footpath which may cause issues for impaired pedestrians using the footpath.</p> <p>At crossing points there are no dropped kerbs or tactile paving for impaired users to identify them.</p>				

Table 4.2: Pill NMU Audit


Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 4: Heywood Lane through Wilmots Way/Water Lane to Brookside towards				
4A	Enter Water Lane and continue south through pedestrian walkway to Wilmots Way		M	-
<p>Water Lane is a narrow road with a discontinuous footway on one side. Pedestrians and cyclists use a shared path to enter Wilmots Way. Wilmots Way is also a narrow two way road with a narrow footpath.</p> <p>There are no dropped kerbs or tactile paving for impaired users to identify the crossing points along Water Lane. The railings makes more difficult for impaired pedestrians to use the alley, also cyclists have to dismount to continue along the route.</p>				

Table 4.2: Pill NMU Audit


Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 4: Heywood Lane through Wilmots Way/Water Lane to Brookside towards				
4B	Turn right onto Westward Drive and immediately cross to enter Anchor Way		L	-
Westward Drive and Anchor Way with a footway on either side. Crossing points are not well defined by tactile paving which may be difficult for impaired users to identify them.				

Table 4.2: Pill NMU Audit


Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 4: Heywood Lane through Wilmots Way/Water Lane to Brookside towards				
4D	Continue south on Anchor Way until Brookside		L	-
<p>Anchor Way and Brookside are two way roads with footways on either side.</p> <p>Parking is allowed in both roads, so vehicles may need to stop to let cars coming from the other direction pass. There are no dropped kerbs or tactile paving at potential crossing points which may be difficult for impaired users to identify them.</p>				

Table 4.2: Pill NMU Audit


Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 5: New Road through Baltic Place/Pill Street to Ham Green				
5A	Enter New Road and continue southeast until Pill Street		M	-
New Road is a very narrow two way road with no footway – apart from a short stretch near Pill Street. The result is that pedestrians and cyclists and vehicles all circulate on the carriageway and this may create concerns. However, the presence of pedestrians and cyclists may have a beneficial effect on reducing vehicle speeds.				

Table 4.2: Pill NMU Audit


Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 5: New Road through Baltic Place/Pill Street to Ham Green				
5B	Continue east on Pill Street and turn into Baltic Place	 <p>Baltic Place is a two way road with an access to a raised footpath via a ramp and stairs. Parking is allowed and some parking bays are provided.</p> <p>A ramp is provided for impaired pedestrians to use the raised footpath. There are dropped kerbs and tactile paving at the entrance of Baltic Place but are not present at the junction with Mount Pleasant.</p>	M	-

Table 4.2: Pill NMU Audit


Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 5: New Road through Baltic Place/Pill Street to Ham Green				
5C	Turn left onto Mount Pleasant and then onto Eirene Terrance		M	-
<p>Mount Pleasant has a footway on both sides whereas it is present on one side of Eirene Terrance. In certain places, vehicles were observed to be parking on the footway forcing pedestrians onto the carriageway.</p> <p>The junction of Mount Pleasant and Eirene Terrance junction could benefit from tactile paving and dropped kerbs.</p>				

Table 4.2: Pill NMU Audit


Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 5: New Road through Baltic Place/Pill Street to Ham Green				
5D	Continue south along Ham Green		L	-
<p>Ham Green is a two way road with footway on both sides. The footway becomes very narrow at some points that can be difficult for pedestrians to pass each other simultaneously. Furthermore, there are no dropped kerbs or tactile paving for impaired users to identify the crossing points. Gradient on the road may make the route difficult for impaired users and cyclists.</p>				

Table 4.2: Pill NMU Audit


Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 6: Back Lane towards Marine Parade				
6A	Head north along Back Lane and enter pedestrian route further into Back Lane		H	-
		Immediately opposite the station, there is no bespoke provision for pedestrians and cyclists. With increased traffic flows and pedestrian/cyclist movement, there is a risk of greater conflict. Whilst the opportunities are constrained by highway layout, there are opportunities to improve surfacing, signage, road markings and identifying recommended crossing points.		

Table 4.2: Pill NMU Audit

Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 6: Back Lane towards Marine Parade				
6B	Turn onto Myrtle Hill		L	-
<p>Myrtle Hill and Marine Parade are two way roads with footways on either side. Width constraints on the carriageway often result in vehicles partially parking on the footway.</p> <p>The eastbound footway at Marine Parade is raised and accessed via stairs which limits impaired users to the other footway.</p>				

Table 4.2: Pill NMU Audit



Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 7: Monmouth Court towards Avon Road				
7A	Head west along Monmouth Road	<div></div>	H	-
<p>Monmouth Road is two way with a footway present on one side. On-street parking levels are high and this impacts on forward visibility especially on the sharp bend in the road.</p> <p>Vehicles need to drive carefully as cyclists and pedestrians can be moving among parked cars. There are no tactile paving for impaired users.</p>				

Table 4.2: Pill NMU Audit



Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 7: Monmouth Court towards Avon Road				
7B	Continue into Monmouth Court and turn right at Avon Road		H	-
Monmouth Court is similar to Monmouth Road with one footway on one side and similar parking issues and forward visibility issues. There are no tactile paving or dropped kerbs for impaired users.				

Table 4.2: Pill NMU Audit

Reference	Location	Issue	Rank	Proposed NMU-related scheme measures in the vicinity
Route 7: Monmouth Court towards Avon Road				
7C	Continue left onto Avon Road		L	-
		Avon Road is a two way with footways on each side. Currently there are no dropped kerbs or tactile paving at informal crossing points.		

Conclusions

This walking and cycling plan assess the critical and key accesses routes to and from the proposed stations in Portishead and Pill, focusing on desire lines in and around the stations, which are likely to experience the most significant increase in non-motorised user movements. Scheme proposals are noted where these align with walk/cycle routes.