ACCESS & MOBILITY

5

Staple Hill high street is generally well connected, with regular bus services connecting the high street to central Bristol, Southmead Hospital, Fishponds and further on to Keynsham. Improvement is needed to the quality of bus stops to better meet accessibility requirements.

Two bike hangars allow for secure bike parking, with pay-as-you-go or subscription payment. Otherwise lower quality sheffield stands are available along the length of the high street. The high street has a valuable connection to the Bristol & Bath railway path, which could be improved with better, more engaging signage.

Parking is generally well provisioned with parking directly along the high street, resulting in a highly car-dominated street.

Cycle Parking Provision	No. Spaces
On street Sheffield cycle stand	22
Council cycle 2x hangars	12
Wall mounted cycle parking (Tesco)	5
	=39 cycle spaces

Parking type within boundary	Number of spaces
On-street 2 hour parking bays (exc. disabled & EV charging bays)	82
Council operated car park (Haynes Lane, Page Road, Kendall Road, Byron Place)	147
Private operator car park (Fountain Square Pay & Stay, Tesco Parking)	97
Blue Badge parking bays (on street and within car parks)	24
EV charging bay (on street and within car parks)	9
Car Club bay	1
	=360 parking spaces



The Portcullis Bus stop and sheffield cycle stands



Pay-as-you-go cycle hangar by Fountain Square



Existing singage to Bristol & Bath railway path

Bus Service	Weekday	Saturday	Sunday
7 Staple Hill - Lawrence Hill - Bristol City Centre	30 minutes	30 minutes	30 minutes
49/49x Emersons Green - Staple Hill - Bristol City Centre	3-4 per hour	3-4 per hour	3-4 per hour
17 Southmead Hospital - Staple Hill - Keynsham	30 minutes	30 minutes	30 minutes
SB2 Downend- Staple Hill - St Brendan's College	Only during term time- 4 per day		

Movement Key-

- On street parking
- Paid parking
- Blue Badge parking
- Loading bay
- EV charging bay
- Key arrival junction
- Bus stop
- Key bus route
- Key cycle link
- Bicycle stands
- Bicycle hangar
- Key pedestrian route

19 Bus to/from Bath Bus Station via UWE Frenchay Campus

Haynes Lane Car Park
25 spaces

Pay & Stay Fountain Square
30 spaces

Pedestrian Access from Pendennis Estate

Bus to/ from from Fishponds
49 **49x**

Page Road Short Stay
72 spaces

Page Road / Kendall Road
42 spaces

Key pedestrian link to Primary School

7 **17** Bus to/ from from Bristol City Centre

Byron Place
49 spaces

Car Club Parking space

Tesco Parking
75 spaces

Key pedestrian link from Page Park

Existing cycle connections to Bristol and Bath railway path along road

HIGH STREET
BROAD STREET
VICTORIA STREET
SOUNDWELL ROAD
PAGE ROAD
PARK ROAD
TEEWELL HILL
WHITE LODGE ROAD
SIGNAL ROAD
BRISTOL AND BATH RAILWAY PATH
STATION ROAD
CLARENCE AVENUE
ALBERT ROAD
TEEWELL AVENUE
SEYMOUR ROAD
IRVING CLOSE
NORTH VIEW
SOUTH VIEW
HAYTHORN COURT
HILL HOUSE ROAD
BANKSIDE
THE HAWTHORNES
OLD QUARRY GARDENS
COURT LANE
CHARNELL ROAD
FIENNES CLOSE
MIDLAND ROAD
ACACIA AVENUE
SOUTHERNHAY
KENSINGTON ROAD
UPPER STATION ROAD
PENDENNIS AVE
HAYNES LANE
NELSON ROAD
WRENBERT ROAD
TYLER'S LANE
CHERNHILL COURT
PLEASANT ROAD
DOWNEND PARK ROAD
WEST PARK ROAD
CLARENCE ROAD
NORTH STREET
PERRYCOTE ROAD
BERKELEY ROAD
BEAUFORT ROAD
DUCIE ROAD
PARK ROAD
MAYFLOWER COURT
BRADLEY CROFT
RIVER CRESCENT
ALEXANDRA PLACE
BYRON PLACE
BATH STREET
TEEWELL COURT
ACACIA ROAD
KENDALL ROAD
KENDALL GARDENS
STAPLE HILL PRIMARY SCHOOL

Access & movement

















Existing cycle arrival sequence

Existing route signposted from the Bristol and Bath railway path up White Lodge Road and along Broad Street. Signage is to highways standard and has potential to be more impactful.

No dedicated cycle lanes through any of the site and none planned in the Local Cycling and Walking Infrastructure Plan 2021.



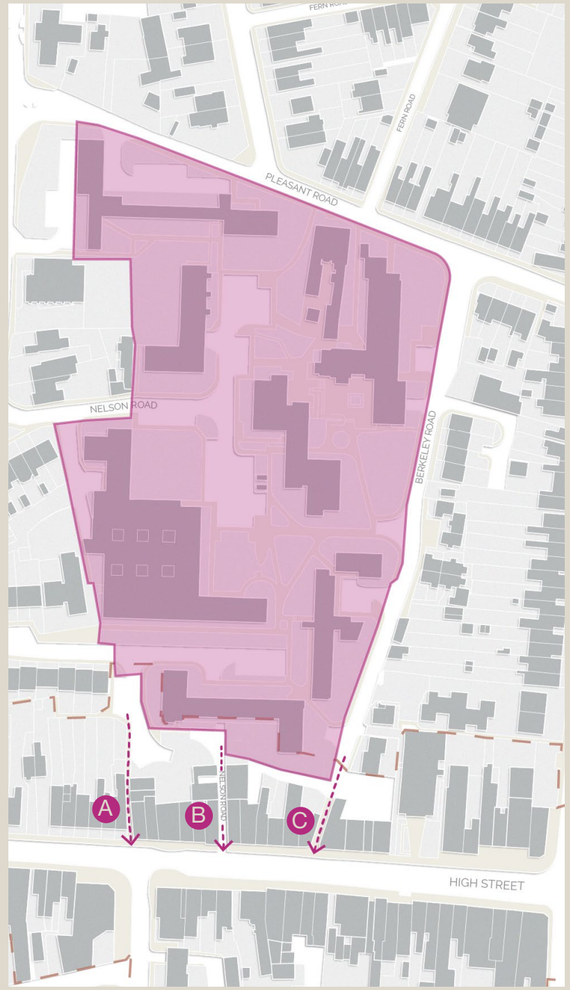
Prattens Lane



Nelson Road



Berkeley Road Passage



Existing pedestrian arrival sequence from Pendennis Estate

Three key passages from Pendennis housing estate through to the high street are highly used but feel dark and unwelcoming. Low levels of passive surveillance from adjacent housing and lack of lighting result in safety concerns for users.