

Clifton Village and Whiteladies Road

1

- Where appropriate, provide continuous footway and reduce width of junction at side roads.
- Investigate option of installing a Zebra (or alternative improved) crossing to replace informal crossing into Victoria Square Park - retain pedestrian priority but reconfigure bollards to ensure easier access for mobility impaired users.
- Extensive consultation with local traders and community to redesign Boyce's Avenue/King's Road, providing public realm enhancements that reflects high pedestrian dwell time while improving access for mobility and visually impaired users.
- Footway build-out on Zebra crossing on Regents Street to

- accommodate high pedestrian flow across this crossing.
- Potential large-scale co-design process to redesign Princess Victoria Street and the Mall allowing for the removal of parking to facilitate increased footway widths and therefore better pedestrian access throughout - current environment is very restricted inhibiting access for mobility and visually impaired users in particular. A minimal approach would be to reduce parking by 25% and install footway build-outs to consolidate street clutter and bin storage.
- Explore option of introducing raised table across the Mall/Princess Victoria Street.

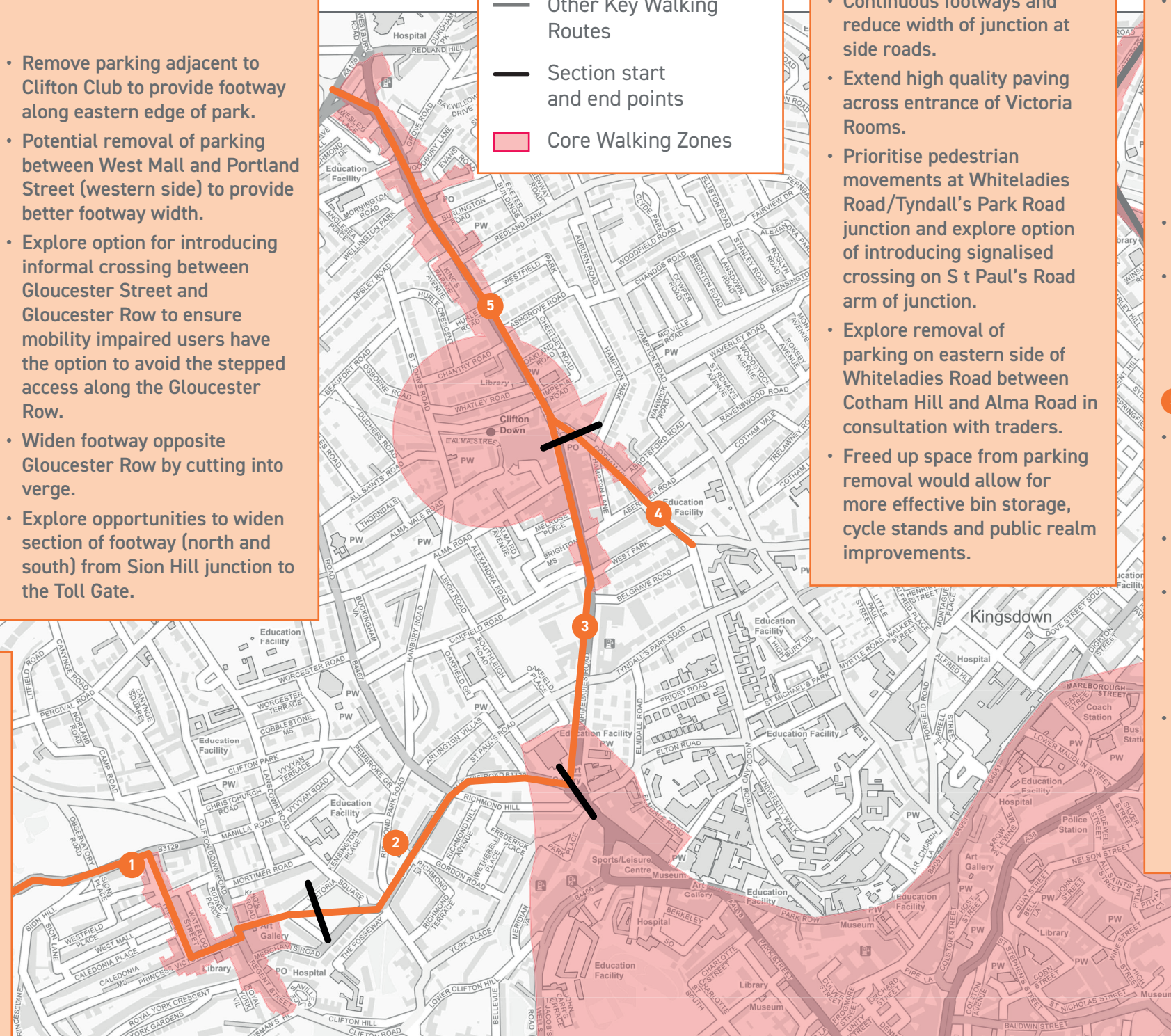
- Remove parking adjacent to Clifton Club to provide footway along eastern edge of park.
- Potential removal of parking between West Mall and Portland Street (western side) to provide better footway width.
- Explore option for introducing informal crossing between Gloucester Street and Gloucester Row to ensure mobility impaired users have the option to avoid the stepped access along the Gloucester Row.
- Widen footway opposite Gloucester Row by cutting into verge.
- Explore opportunities to widen section of footway (north and south) from Sion Hill junction to the Toll Gate.

2

- Where appropriate, provide continuous footways and reduce width of junction at side roads.
- Detailed design, modelling and consultation required for Queens Road junction exploring potential for removing traffic lane to facilitate increased footway widths and improved crossing points for pedestrians.
- Remove parking between Queen's Road junction and Westbourne Place to facilitate footway widening but retain one flexible loading space for adjacent business.
- Footway widening from Thornton House to St Paul's/Pembroke Road double roundabout.
- Convert existing parking adjacent to Queen's Court in front of businesses to parallel parking to facilitate footway widening.

- Convert Zebra crossing before St Paul's Road roundabout to single stage crossing.
- Detailed design and consultation required to explore options for redesign of St Paul's/Pembroke Road double roundabout to improve pedestrian and cycle safety.
- Convert existing Zebra crossing on southern arm of roundabout to single stage crossing and widen short section of footway on eastern edge until the start of University of Bristol Union building.
- Reduce width of Richmond Lane/Gordon Road crossing point.
- Remove small amount of parking along Richmond Terrace to provide footway build out around the two sets of steps.

- Key Walking Route
- Other Key Walking Routes
- Section start and end points
- Core Walking Zones



3

- Continuous footways and reduce width of junction at side roads.
- Extend high quality paving across entrance of Victoria Rooms.
- Prioritise pedestrian movements at Whiteladies Road/Tyndall's Park Road junction and explore option of introducing signalised crossing on S t Paul's Road arm of junction.
- Explore removal of parking on eastern side of Whiteladies Road between Cotham Hill and Alma Road in consultation with traders.
- Freed up space from parking removal would allow for more effective bin storage, cycle stands and public realm improvements.

4

- Detailed design, modelling and extensive consultation required to explore option for implementing one-way system from junction of Aberdeen Road to Whiteladies Road allowing for better pedestrian access and public realm improvements.
- Widen both sides of the footway.
- Where appropriate, provide continuous footways and reduce width of junctions at side roads.

5

- Where appropriate, provide continuous footways and reduce width of junctions at side roads.
- Improve wayfinding to Clifton Down Station.
- Widen existing crossing adjacent to Clifton Down Station and introduce pedestrian 'green time' priority at traffic lights.
- Convert existing parking between Westfield Park and Ashgrove Road to parallel parking and use freed up space for public realm improvements.

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. All route and zone development will include engagement with local communities to develop adjacent Low Traffic

Neighbourhood zones to improve walking and cycling connections within local neighbourhood areas and improve orbital linkages to nearby amenities and other arterial routes.

Interventions including: introducing, realigning or upgrading dropped kerbs and/or tactile paving; and cutting back

vegetation to improve visibility, lighting or increase footway or cycle route width will be considered as standard in the design of all schemes.

All schemes will be designed in line with the DfT's Local transport note 1/20.