

Fishponds and Church Road

1

- Where appropriate, provide continuous footways and reduce junction width on side roads.
- Remove railing and formalise/improve informal footpath leading through park adjacent to Cobden Street.
- Remove small traffic island just east of Croydon Street to facilitate widening on corner of Croydon Street.
- Investigate raised table and Zebra crossing across Croydon Street.
- Remove guard rails on both sides of rail bridge.
- Investigate traffic light phasing to improve pedestrian priority at Earl Russell Way junction.
- Maintain consistent footway width between Earl Russell Way junction and rail bridge.
- Improve wayfinding to station entrance.
- In consultation with local traders investigate removal of parking between Jane Street and Rail Bridge to facilitate footway widening and tree planting.
- Tree planting between Russell Town Avenue and Jane Street.
- Consider removing pedestrian island on Russell Town Avenue as well as pedestrian island crossing on Church Road adjacent to park and convert these to single stage crossings.

2

- Where appropriate, provide continuous footways and reduce width of junctions on side roads.
- Tree planting, cycle parking, benches and/or other public realm improvements on wider sections of footway between Herbert Street junctions.
- Widen footway in line with existing footway build-out between Edward Street and Brook Street.
- Limited scope for widening between Weight Road and Avondale Road but engage with local traders to ensure A boards are not placed along narrow sections of footway, and reposition street furniture to ensure consistent as possible width throughout this section.

3

- Where appropriate, provide continuous footway and reduce width of junction on side roads.
- Remove parking, widen footway and introduce minor public realm improvements such as tree planting between Barnes Street and Avondale Road but retain inter-peak loading constructed at footway level.
- Negotiate with Aldi to remove ramp and bollards which create a pinchpoint next to the bus stop.
- Improvements to all arms of Chalks Road junction to provide safer pedestrian waiting space and reduced crossing stages.
- Widen footway on northern side from Chalks Road junction to Co-op.
- In consultation with traders consider removal of parking between Salisbury and Sherbourne Street on both sides of the road to provide greater footway width and storage space for refuse collection.
- Widen footway between Richmond Road and Northcote Road.

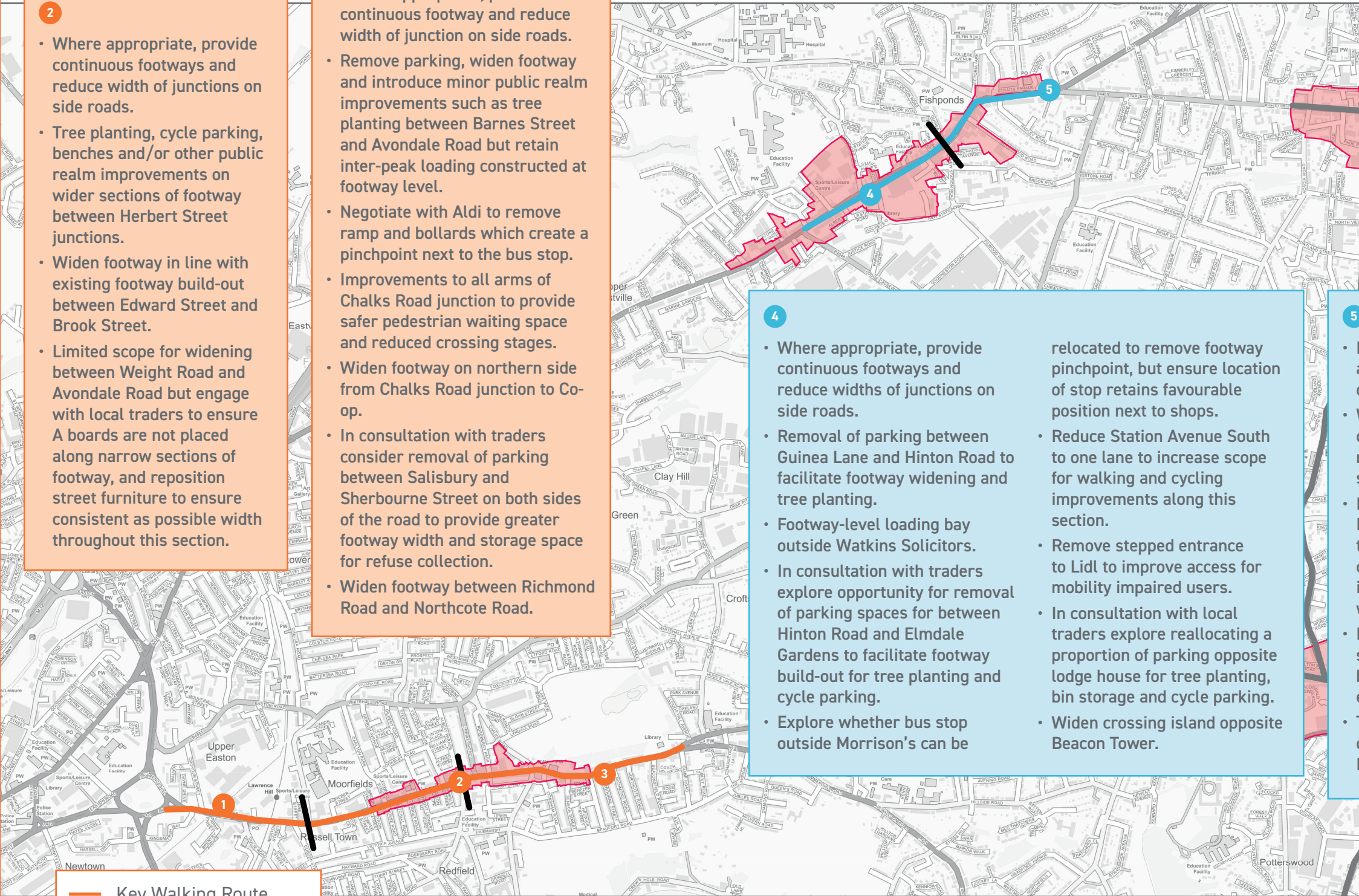
4

- Where appropriate, provide continuous footways and reduce widths of junctions on side roads.
- Removal of parking between Guinea Lane and Hinton Road to facilitate footway widening and tree planting.
- Footway-level loading bay outside Watkins Solicitors.
- In consultation with traders explore opportunity for removal of parking spaces for between Hinton Road and Elmdale Gardens to facilitate footway build-out for tree planting and cycle parking.
- Explore whether bus stop outside Morrison's can be

- relocated to remove footway pinchpoint, but ensure location of stop retains favourable position next to shops.
- Reduce Station Avenue South to one lane to increase scope for walking and cycling improvements along this section.
- Remove stepped entrance to Lidl to improve access for mobility impaired users.
- In consultation with local traders explore reallocating a proportion of parking opposite lodge house for tree planting, bin storage and cycle parking.
- Widen crossing island opposite Beacon Tower.

5

- Public realm improvements along Straits Parade in consultation with traders.
- Where appropriate, provide continuous footways and reduce widths of junctions on side roads.
- Redesign Manor Road/Fishponds Road junction to improve pedestrian and cycle safety, widen crossing islands and reduce junction widths where possible.
- Removal of two parking spaces to facilitate footway build-out to promote park entrance.
- Tree planting on footway on opposite side of road to Old Post Office building.



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

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.