

Portishead

1 Southern footway:

- Address footway maintenance issues.
- Consider widening footways where space permits.
- Consider pedestrian crossing of West Hill between Avon Way and Mendip Road.

2 Northern footway:

- Address footway maintenance issues.
- Widen footway between Mendip Road and Down Road whilst retaining parking.
- Align dropped kerbs with pedestrian desire lines.

3 Southern footway:

- Address footway maintenance issues.
- Consider whether there is scope for limited footway widening along Down Road.
- Redesign Lower Down Road junction to enable safer pedestrian crossing movements on desire line.
- Redesign The Downs side road junction to reduce width with dropped kerbs aligned with pedestrian desire lines.

4 Northern footway:

- Address footway maintenance issues.
- Consider widening footways where space permits.
- Consider keeping clear markings/double yellow lines at Quantock Road junction.
- Consider pedestrian crossing of West Hill between Avon Way and Mendip Road.

5 Southern footway:

- Address footway maintenance issues.
- Consider widening footway where space permits.
- Redesign Avon Way/Channel View junction and playground entrance and Zebra crossing arrangement.
- Redesign side road junctions to enable pedestrian crossings on desire line.
- Consider extending existing 20mph speed limit.

6 Northern footway:

- Address footway maintenance issues.
- Consider widening footway where space permits.
- Redesign side road junctions to reduce width and meet pedestrian desire line.

7 Northern footway:

- Remove bollards and widen footway between Station Road and Parish Wharf Leisure Centre.
- Reconsider existing shared use of footway in conjunction with cycling proposals.
- Redesign junction to enable more direct pedestrian crossings and slower speeds of turning vehicles.

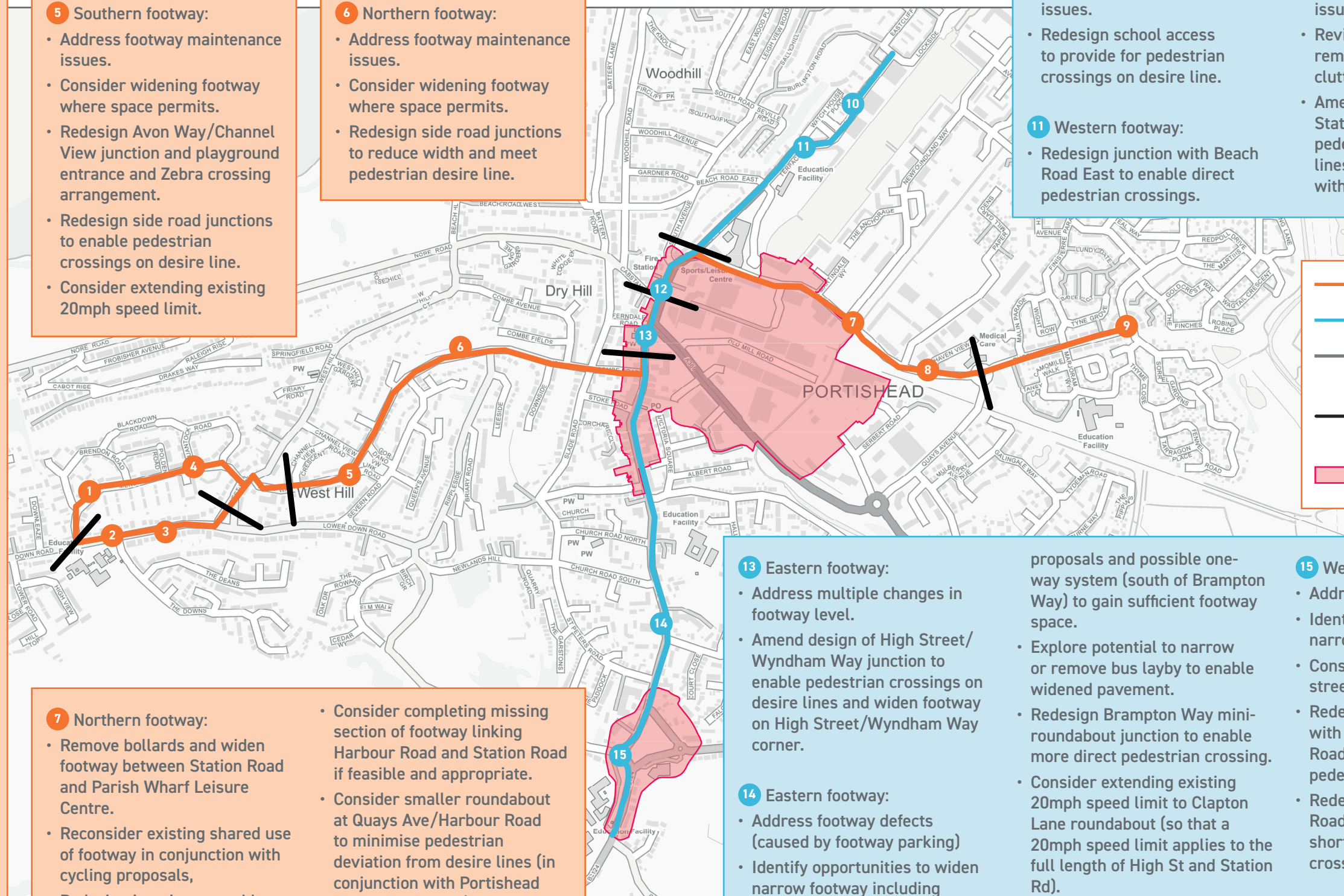
8 Southern footway:

- Widen footway between Sainsbury's footpath and Majestic Wine access.

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- Footway could be widened using some of the existing verge bollards considered to stop footway parking.

- Consider completing missing section of footway linking Harbour Road and Station Road if feasible and appropriate.
- Consider smaller roundabout at Quays Ave/Harbour Road to minimise pedestrian deviation from desire lines (in conjunction with Portishead Station proposals).



10 Eastern footway:

- Address footway maintenance issues.
- Redesign school access to provide for pedestrian crossings on desire line.

11 Western footway:

- Redesign junction with Beach Road East to enable direct pedestrian crossings.

12 Western footway:

- Address footway maintenance issues.
- Review and where possible remove or relocate footway clutter.
- Amend design of Cabstand/Station Road junction to enable pedestrian crossing on desire lines (consider in conjunction with cycling proposals).

13 Eastern footway:

- Address multiple changes in footway level.
- Amend design of High Street/Wyndham Way junction to enable pedestrian crossings on desire lines and widen footway on High Street/Wyndham Way corner.

14 Eastern footway:

- Address footway defects (caused by footway parking)
- Identify opportunities to widen narrow footway including in conjunction with cycling

proposals and possible one-way system (south of Brampton Way) to gain sufficient footway space.

- Explore potential to narrow or remove bus layby to enable widened pavement.
- Redesign Brampton Way mini-roundabout junction to enable more direct pedestrian crossing.
- Consider extending existing 20mph speed limit to Clapton Lane roundabout (so that a 20mph speed limit applies to the full length of High St and Station Rd).

15 Western footway:

- Address footway defects.
- Identify opportunities to widen narrow footways.
- Consider options to rationalise street furniture locations.
- Redesign side road junctions with St Peter's and St Mary's Roads to enable more direct pedestrian crossings.
- Redesign junctions with Church Road North and South to enable shorter distance pedestrian crossings.

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.