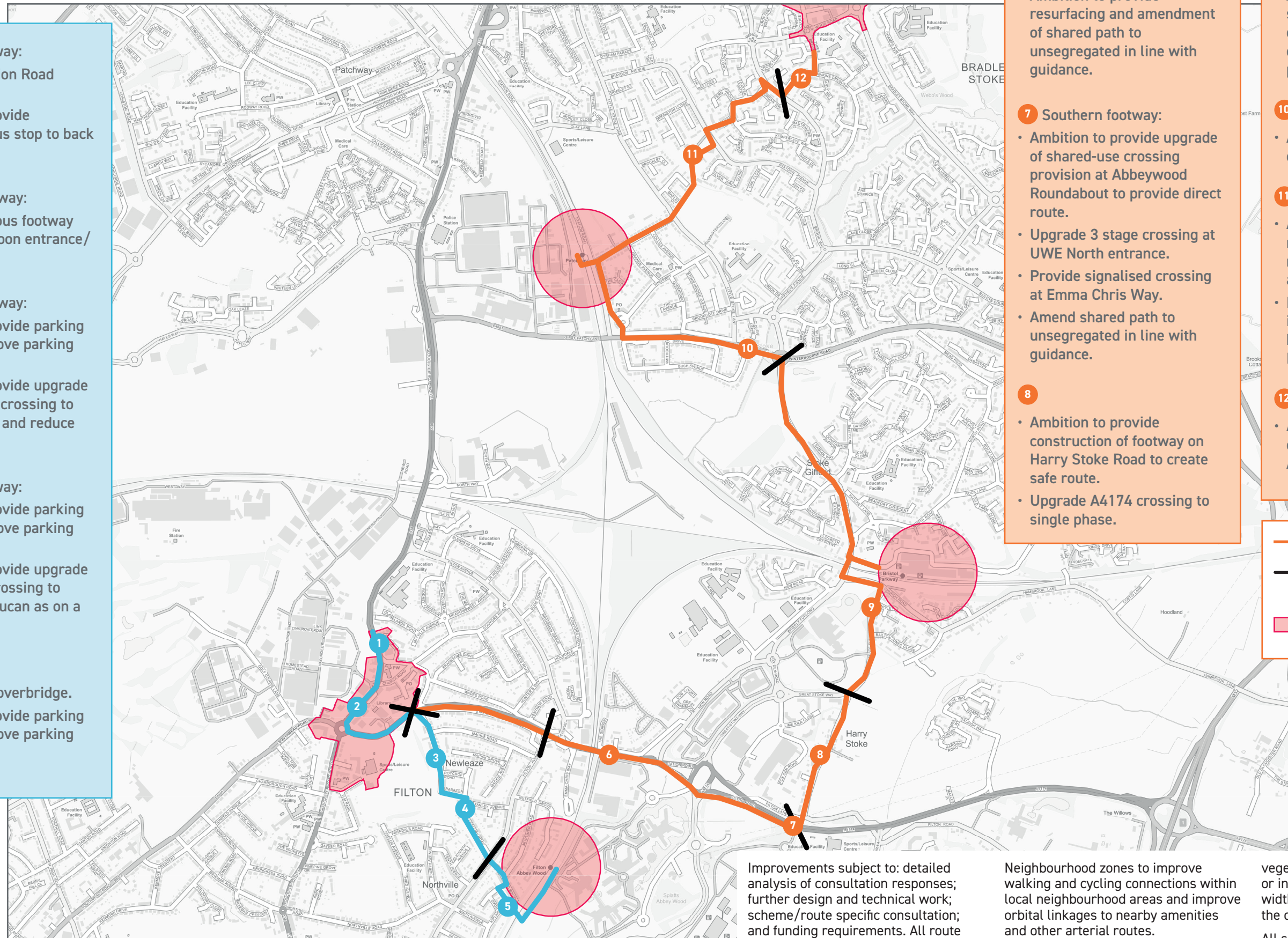


## Bristol North Fringe

- 1 Eastern footway:**
  - Resurface Station Road footway.
  - Ambition to provide relocation of bus stop to back of footway.
- 2 Western footway:**
  - Install continuous footway across Air Balloon entrance/exit.
- 3 Western footway:**
  - Ambition to provide parking review to improve parking issues.
  - Ambition to provide upgrade to single stage crossing to improve safety and reduce delays.
- 4 Eastern footway:**
  - Ambition to provide parking review to improve parking issues.
  - Ambition to provide upgrade of signalised crossing to single stage Toucan as on a cycle route.
- 5**
  - Resurface rail overbridge.
  - Ambition to provide parking review to improve parking issues.



- 6 Northern footway:**
  - Ambition to provide resurfacing and amendment of shared path to unsegregated in line with guidance.
- 7 Southern footway:**
  - Ambition to provide upgrade of shared-use crossing provision at Abbeywood Roundabout to provide direct route.
  - Upgrade 3 stage crossing at UWE North entrance.
  - Provide signalised crossing at Emma Chris Way.
  - Amend shared path to unsegregated in line with guidance.
- 8**
  - Ambition to provide construction of footway on Harry Stoke Road to create safe route.
  - Upgrade A4174 crossing to single phase.

- 9**
  - Ambition to provide shuttle signals and/or bus gate to enable widening of footway or separate subway for pedestrians/cyclists.
- 10**
  - Ambition to provide widening of footway on Station Road.
- 11**
  - Ambition to provide the replacement of steps with a ramp between Station road and Lawford Avenue.
  - Resurface footpath and improve lighting on section between Little Stoke Lane and Braydon Avenue.
- 12**
  - Ambition to provide upgrade of section alongside Braydon Avenue to a sealed surface.

- Key Walking Route
- 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.