

Initial engagement feedback

"This crossing took me several visits before I started to understand how I was supposed to proceed. The crossing needs to be redesigned so that it works first time. There are some narrow bits of kerbed track that add hazard without really helping progress. If footpaths have to be used as a cycle route they should be double the width found at this crossing."

"The entrance to this section has another concrete post/bollard that acts as a hazard but has no other obvious purpose. The iron railings make access even narrower and could probably be removed without replacement..."

"There are some concrete posts/bollards on this section which present as much of a hazard as whatever it was they were supposed to prevent."

"The cycle path is too narrow for cyclists to pass each other."

"Cars are often parked/ waiting on the 'lay-by' in front of the park entrance and/or the footpath/cyclepath entrance, effectively blocking access and requiring manoeuvring or waiting for them to move. This is all very suboptimal, the entire lay-by should be redesigned in a way to discourage this. What is the lay-by needed for anyway?"

Programme

The current programme for delivery of the improvements is:

Date	Action
October 2016	Inform frontagers
November 2016	Commence detailed design
January 2017	Start statutory consultation and Traffic Regulation Order process
Late 2017	Construction

Comments and feedback

You can provide comments on the proposals and give us your feedback.

You can send an email to: CAF@bristol.gov.uk

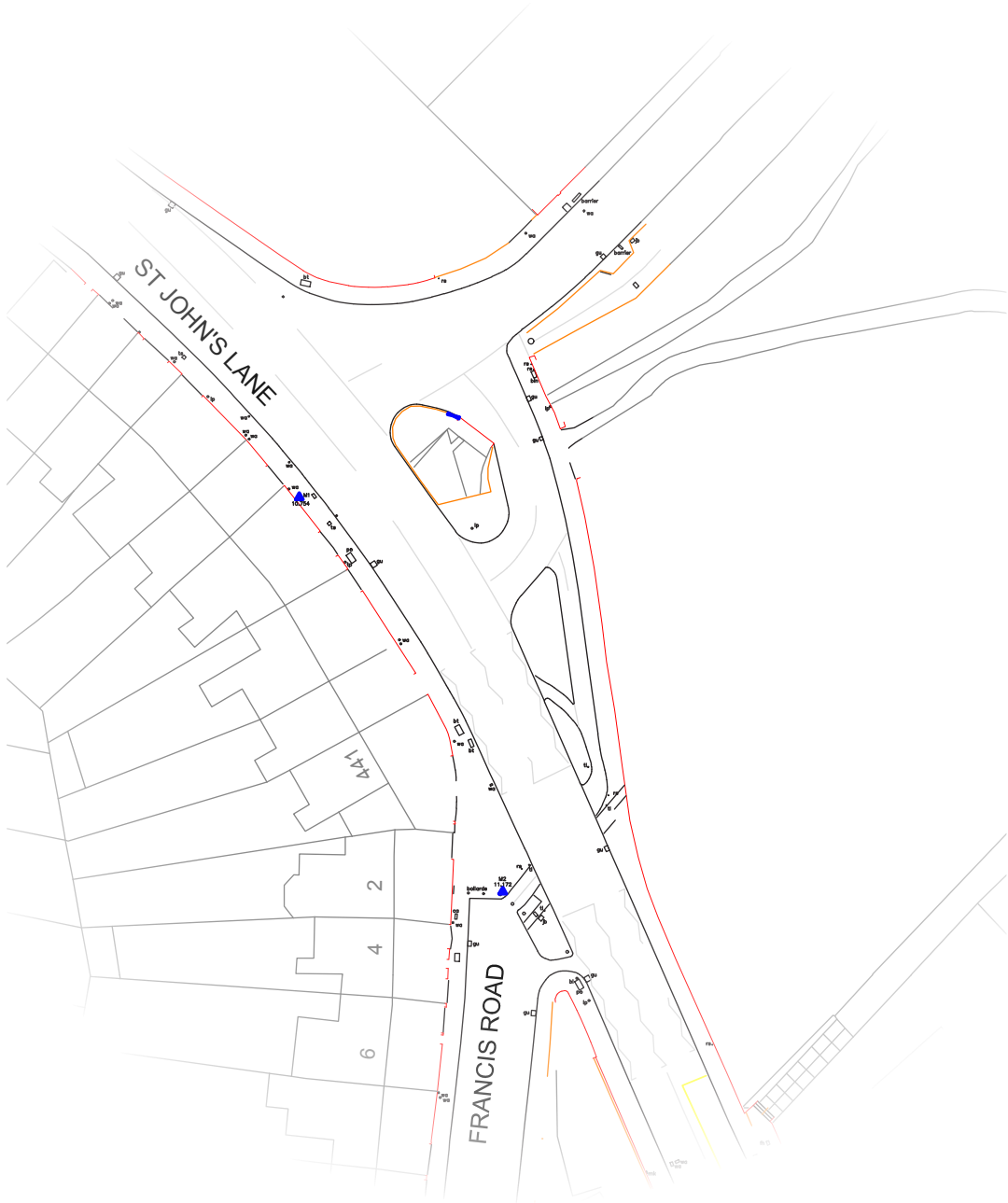
Alternatively, you can write to us at:

Cycle Ambition Fund, City Transport, City Hall
3C, PO Box 3176, Bristol, BS3 9FS

Documents available in other formats:

If you would like this information in another language, Braille, audio tape, large print, easy English, BSL video or CD rom or plain text please contact: CAF@bristol.gov.uk

St John's Lane/Francis Road Crossing Improvement



Bristol has been awarded additional funding from the UK government to upgrade and extend walking and cycling routes across the city. With Council funding included, a total of £19m has been allocated for projects from 2015 to 2018 in the Bristol area.

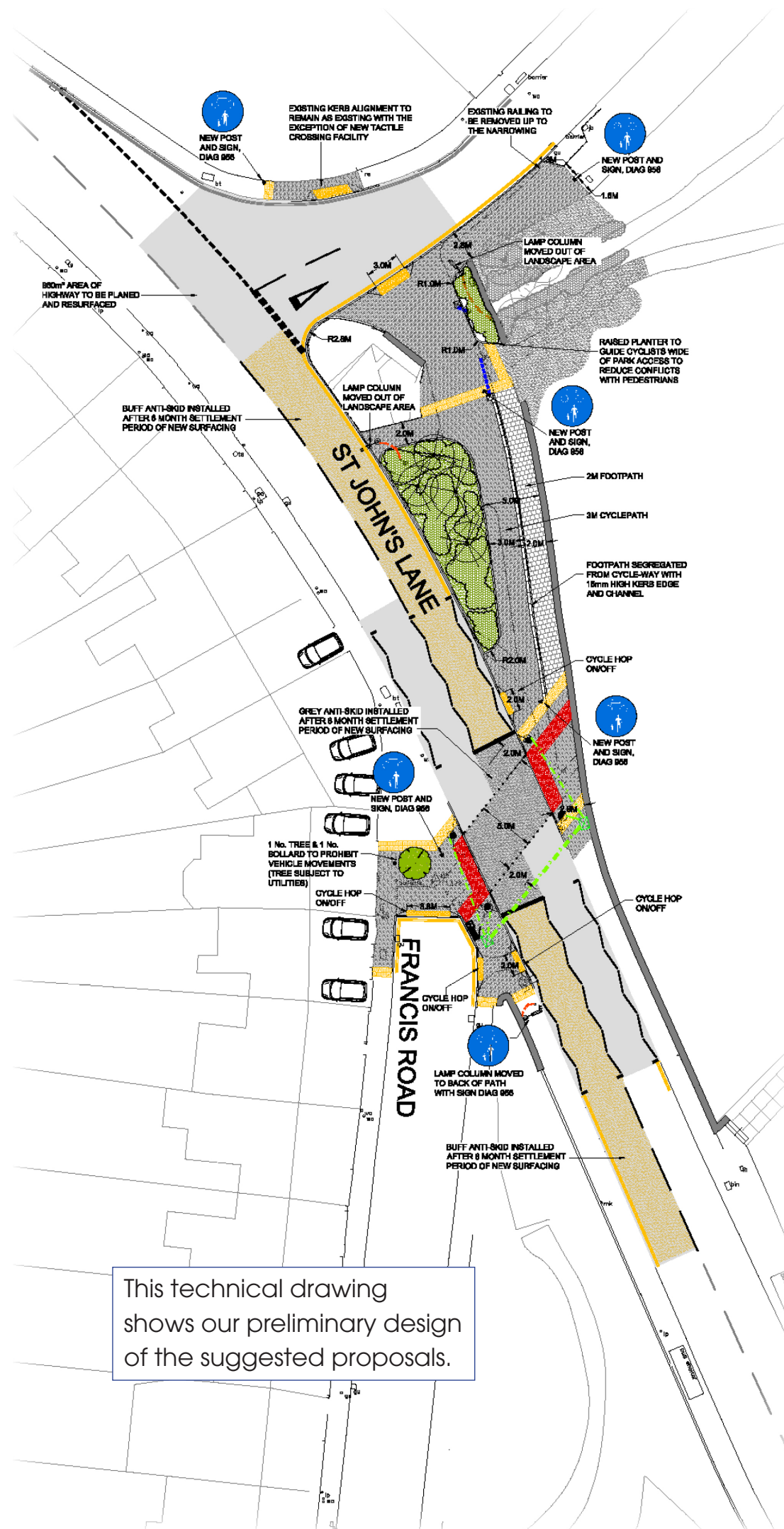
To find out more information of other routes and initiatives being financed by the Cycle Ambition Fund, visit: www.travelwest.info/projects/cycle-ambition-fund

Earlier this year, we:

- Held pop-up events along the Malago Greenway route
- Raised awareness on social media

Speaking to users of the existing path at three locations allowed us to get a picture of existing issues. Using an interactive on-line map, people were able to comment on any aspect of the existing route. This engagement gave us an understanding of aspirations for improvements. Common issues were raised and the top 6 key issues were:

- Unsafe (existing fear of crime)
- Barriers
- Lighting
- Crossings
- Cycle path needed
- Dangerous (existing road safety)



The existing crossing and its approaches are to be improved and proposal includes:

- removal of existing layby area, replaced by shared space for pedestrians and cyclists and maintaining access for service vehicles
- widened and resurfaced cycle path
- widened signal-controlled crossing with new Toucan* layout
- resurfaced approaches on both sides of the crossing
- dropped kerbs and warning tactile paving
- more landscaping area, with planting
- new anti-skid surfacing on the road
- section of railing on existing shared path removed

The proposed improvements are shown on the engineering drawing.



We will convert existing road to wider cycle path and shared area for pedestrians & cyclists.

The improvement will result in a number of benefits, including:

- the wider Toucan crossing, widened cycle path and new shared space help reduce conflicts between pedestrians and cyclists
- improved crossing facilities for users travelling along the Malago Greenway
- resurfaced footways and fewer trip hazards, helping people with mobility difficulties
- provision of anti-skid surfacing can improve road safety
- extended planting will enhance the area
- tactile paving helps visually impaired users be more aware of the crossing facility
- removal of section of railing along the industrial access road widens existing pinch-point



We propose to change existing crossing to a Toucan and resurface the footway area.

*A Toucan crossing is for both pedestrians and cyclists to use