

# Westbury-on-Trym, Henleaze and Southmead

1

- Continuous footways and reduce width of junction at side roads.
- Explore removal of parking from Trym Road to Church Road in consultation with local traders/residents to allow for increased footway width along this section.
- Footway widening from Westbury Court Road to unit no. 49.
- Widen footway on eastern edge of footway approaching the memorial from existing bus stop.
- Investigate whether southbound approach to Memorial Roundabout could be reduced to 1 lane.
- Ensure that footway widths are increased around perimeter of Memorial Roundabout.
- Minor footway build-outs on south eastern arm of Memorial Roundabout and utilise a small section of land from car park on Westbury Hill to widen footway at pinchpoint.
- Explore options for improving pedestrian crossing at Water's Lane and removal of guard rails while noting it is an existing bus route.
- Widen footway on eastern edge of Westbury Hill from Water's Lane until end of existing footway and introduce Zebra crossing along this section.

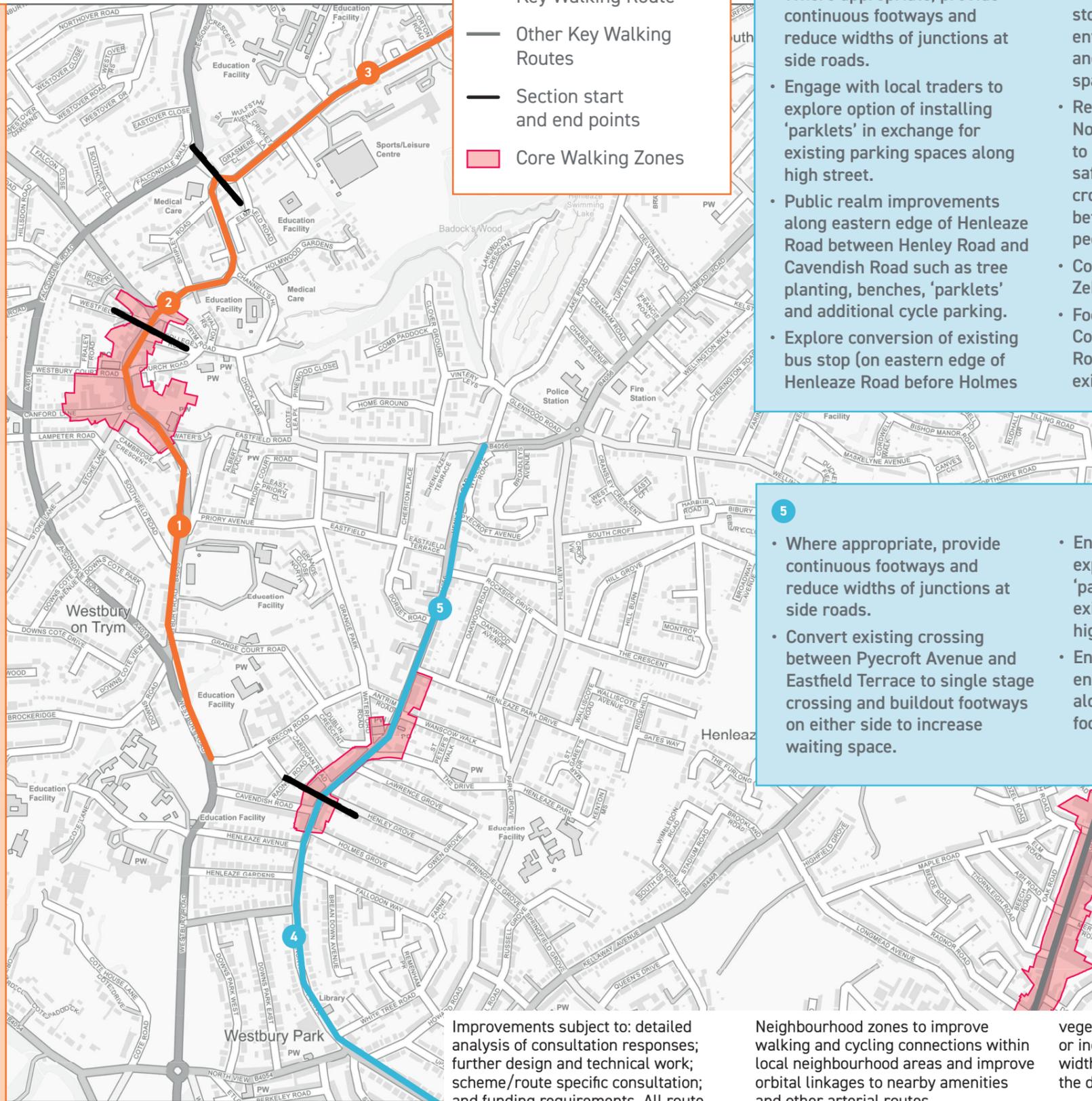
2

- Improve wayfinding from Greystoke Avenue to Westbury-on-Trym High Street via Greystoke Gardens and Elmfield Road.

- Resurface hammerhead at end of Elmfield Road to remove kerb to allow mobility impaired users to use cut-through.
- Widen footpath along Passage Road to reduce need for 'give and take' between users.
- Reduce width of junction at Channell's Hill, removing the two lane exit, introducing a raised table and widening pedestrian refuge island.
- Explore scope for footway widening outside of Westbury-on-Trym Church of England Primary School along Passage Road, although existing situation already constrained.
- Explore option of introducing a Zebra crossing in vicinity of school.
- Removal of parking outside of Grange Court to provide space for footway widening.
- Detailed consultation and design work required to find a solution to very narrow footway outside of the White Lion Public House. Could include shuttle working which would allow for increased footway width, although detailed work on network impact needs to be undertaken.
- Continuous footway and reduce width of junction at side roads.

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- Continuous footways and junction tightening at minor side roads.



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

4

- Where appropriate, provide continuous footways and reduce widths of junctions at side roads.
- Engage with local traders to explore option of installing 'parklets' in exchange for existing parking spaces along high street.
- Public realm improvements along eastern edge of Henleaze Road between Henley Road and Cavendish Road such as tree planting, benches, 'parklets' and additional cycle parking.
- Explore conversion of existing bus stop (on eastern edge of Henleaze Road before Holmes Grove) to an 'on-carriageway' stop to improve waiting environment for passengers and improve usable footway space.
- Redesign Henleaze Road/Northumbria Drive roundabout to improve pedestrian and cycle safety and introduce Zebra crossings on arms to provide better crossing environment for pedestrians.
- Consider providing set back Zebra crossing on North View.
- Footway widening from Coldharbour Road to Howard Road to increase width around existing Lime Trees.

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- Where appropriate, provide continuous footways and reduce widths of junctions at side roads.
- Convert existing crossing between Pycroft Avenue and Eastfield Terrace to single stage crossing and buildout footways on either side to increase waiting space.
- Engage with local traders to explore option of installing 'parklets' in exchange for existing parking spaces along high street.
- Engage with local traders to ensure A-boards are not placed along narrow sections of the footway.

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.