

Public Consultation

Oakfield Road, Clifton

Cycle Contraflow



July 2017

The Central, Clifton and Harbourside Neighbourhood Partnership have selected a scheme to allow cycling contraflow on Oakfield Road, Clifton, as one of their priority traffic schemes and we are seeking residents and other highway user's views on this design.

The aim of the proposal to allow contraflow cycling along Oakfield Road is to increase the number of quiet routes for cyclists to travel from Whiteladies Road to Pembroke Road.

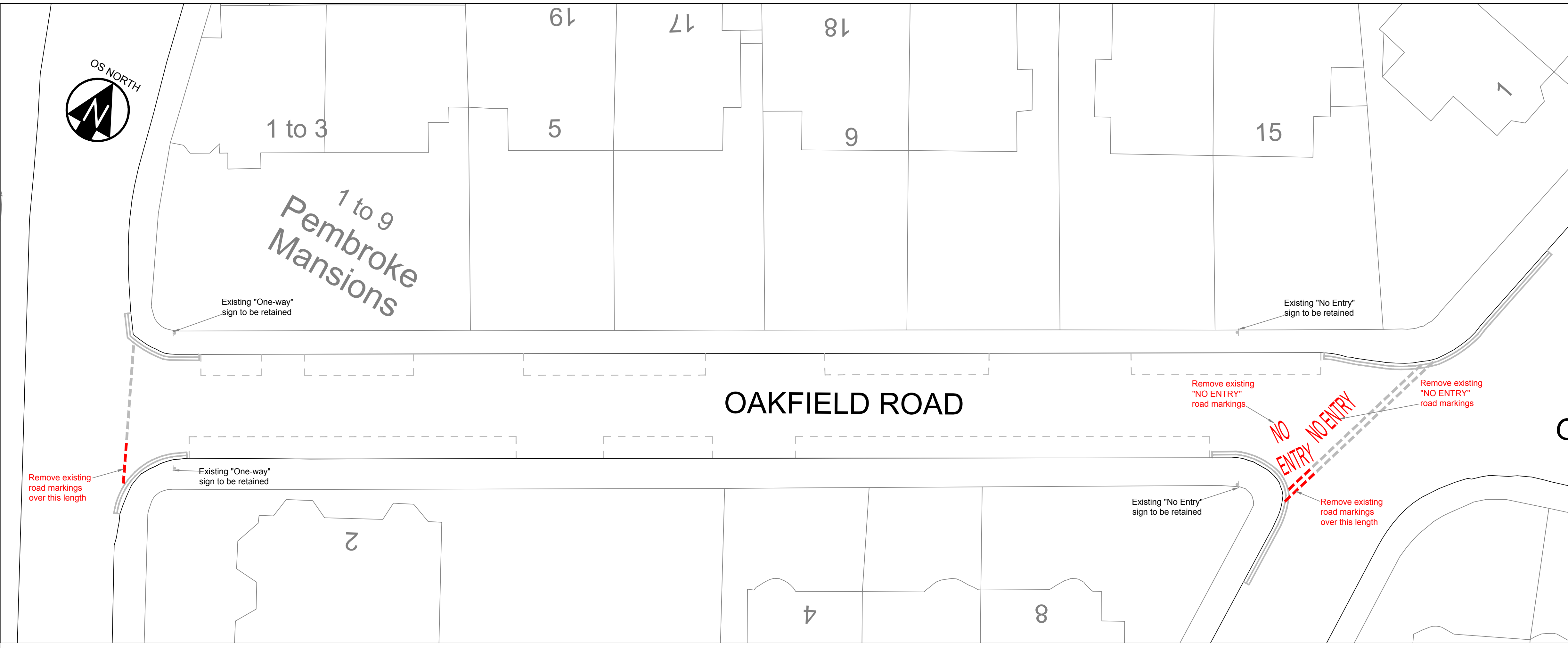
As part of Bristol City Council's long-term commitment to improving sustainable transport we would like to safely increase the number of routes available for cyclists throughout the Bristol area. One-way streets can cause significant problems for cyclists if they are forced to use more circuitous and hazardous alternative routes, as a result this can be a deterrent to cycle use. Contraflows can decrease journey time compared to a car which can only travel in one direction. This can make cycling a good alternative to driving and can reduce the desire to cycle on the pavement.



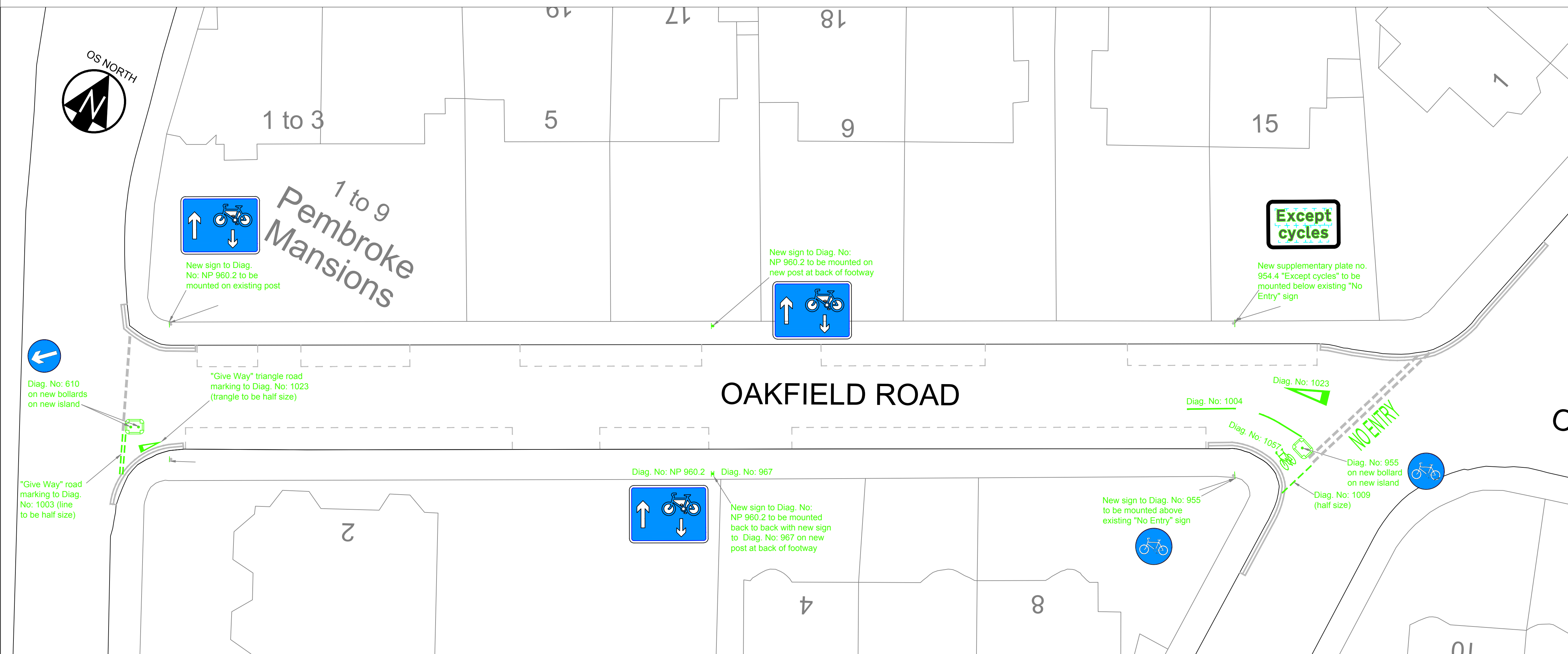
Entry and exit points to the contraflow will have bollard protection as well as added signage to inform motorists of bicycles travelling in the opposite direction to the one way system.



The plan overleaf shows the area that we have been asked to review.



Existing and Clearance
Scale 1:200



Proposed Works
Scale 1:200

Observations:
Will the constructed islands obstruct the pedestrian crossing routes at both ends of Oakfield Road?
Will sign posts need to be adjusted to accommodate new signs and plates (2500mm clearance for cyclists)?

Scheme Ref.	Vehicle directional sign	
Sign Ref.	960-2	x-height 50.0
Letter colour	BLACK	SIGN FACE
Background	WHITE	Width 650mm
Border	BLACK	Height 475mm
Material	Class RA2 (12899-1:2007)	Area 0.31m ²

Sign Reference	610
Height	270mm
Width	270mm
Area	0.06 m ²
Material	Class RA2 (12899-1:2007)
Mount Height	800

Sign Reference	955
Height	150mm
Width	150mm
Area	0.02 m ²
Material	Class RA2 (12899-1:2007)
Mount Height	900
* Area reduced for rounded corners.	

Scheme Ref.	Cycles only	
Sign Ref.	967	x-height 158.3
Letter colour	BLACK	SIGN FACE
Background	WHITE	Width 697mm
Border	BLACK	Height 475mm
Material	Class RA2 (12899-1:2007)	Area 0.33m ²

Scheme Ref.	Except cycles	
Sign Ref.	954-4	x-height 50.0
Letter colour	BLACK	SIGN FACE
Background	WHITE	Width 435mm
Border	BLACK	Height 290mm
Material	Class RA2 (12899-1:2007)	Area 0.12m ²

Rev.	DATE	Description	By

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Place
Peter Mann (Service Director, Transport)
Brunel House
St. Georges Road
Bristol
BS1 5UY

HIGHWAYS SERVICE
Oakfield Road (Western End)
Proposed Contra-Flow Cycle Lane

Dwg **RS16008-02**

Revision	Drawn BGS
Scale 1:200 @ A1	Date June 2016

S:\IT\AFF\01\07\Projects\RS16008\RS16008-02 - Oakfield Road - contra-flow cycle lane - Proposed by Basset on 26 Jun 2017 - 2:34pm

If you have any suggestions then please contact Highways Service by **7th August 2017** using the contact details below.

Any issues that are raised will be considered, and, if acceptable, will be turned into a proposed scheme which we will consult you again later this year.

Email:

highways.traffic@bristol.gov.uk

if you would like to look at plans online please use this link:

bristol.gov.uk/consultation

Write to:

Highways and Traffic (TS)
Bristol City Council
P.O Box 3176
Bristol
BS3 9FS

Translation / Special requirements

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 Highways Service on **0117 903 6822**.

Neighbourhood Partnerships

This work has been identified as a priority by the Central, Clifton and Harbourside Neighbourhood Partnership. It is being funded using CIL (Community Infrastructure Levy) funding.

The community Infrastructure Levy is a planning charge, introduced by the Planning Act 2008 as a tool for local authorities in England and Wales to help deliver infrastructure to support the development in their area. Most new development which creates net additional floor space of 100 square meters or more or creates a new dwelling is potentially liable for the levy.

CIL (Community Infrastructure Levy) monies are designated to be spent on measures to support the development of the Neighbourhood Partnerships area by funding:

- a) the provision, improvement, replacement, operation of infrastructure; or
- b) anything else that is concerned with addressing the demands that development places on an area