Cycle & pedestrian improvements on St Luke’s Road

St Luke’s Road sits on a key desire line for pedestrians and cyclists. As a key route, it provides convenient access from Totterdown and Windmill Hill into the central area particularly for commuters. Our transport hierarchy prioritises walking and cycling and Bristol City Council was successful in winning Cycling Ambition funding from the Government to make alterations at this location.

The current road environment is intimidating for cyclists, due to the narrow footways and traffic lanes, particularly at the railway bridges. This proposal looks to provide shuttle signals under the bridges and the signals would be linked into the nearby junction on York Road. The traffic signals would split the flow of traffic, enabling one wider traffic lane as well as increasing the width of the footway on one side.

This wider footway would allow a shared use facility for pedestrians and cyclists segregated from the general traffic.

The footways and the carriageway here are both very tight. The existing carriageway is especially tight on the bends under the bridge which can often feel impassable for two moving vehicles.

The footways on either side are also narrow. They are placed on top of separate structures that cannot be moved.

The shuttle system will ensure safe passage under the bridge for motor vehicles allowing for better carriageway widths.

With the remaining width we propose to widen the footway and where the footway rises the existing structure will be added to so that the widening can be continued.

We are aware that along St Luke’s Road there are high traffic volumes that in the morning rush hour peak result in a long queue back under the bridge. When there are any abnormalities on the nearby network the queue can easily stretch back even further towards St Johns Lane.

With this in mind we are looking to make the distance between the shuttle signals as short as possible whilst still ensuring other benefits are reaped from this project.

Traffic lights will be positioned just before the bridge in both directions. The footway widening will link up with the entrance to Victoria Park that is closest to the railway bridge. On the north side the stop line to the southbound traffic has been pushed as close as possible to the bridge whilst allowing for larger vehicles to pass.

The shuttle will be linked and monitored centrally to ensure the best is achieved out of the arrangement avoiding stops where possible.

Please see overleaf for the current plan. In the coming months we will also be running a separate consultation for changes to Langton Street (the ‘Banana’) Bridge to make this river crossing accessible for cyclists and disabled users.
If you would like to comment on the current proposals, please do so by contacting us on the details below before 30th April 2014

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