

Improving Park Row, Perry Road, Upper Maudlin Street and Colston Street



In March 2024 Bristol City Council started construction work to improve Park Row, Perry Road, Upper Maudlin Street and Colston Street. Find out more about what is changing in the area.

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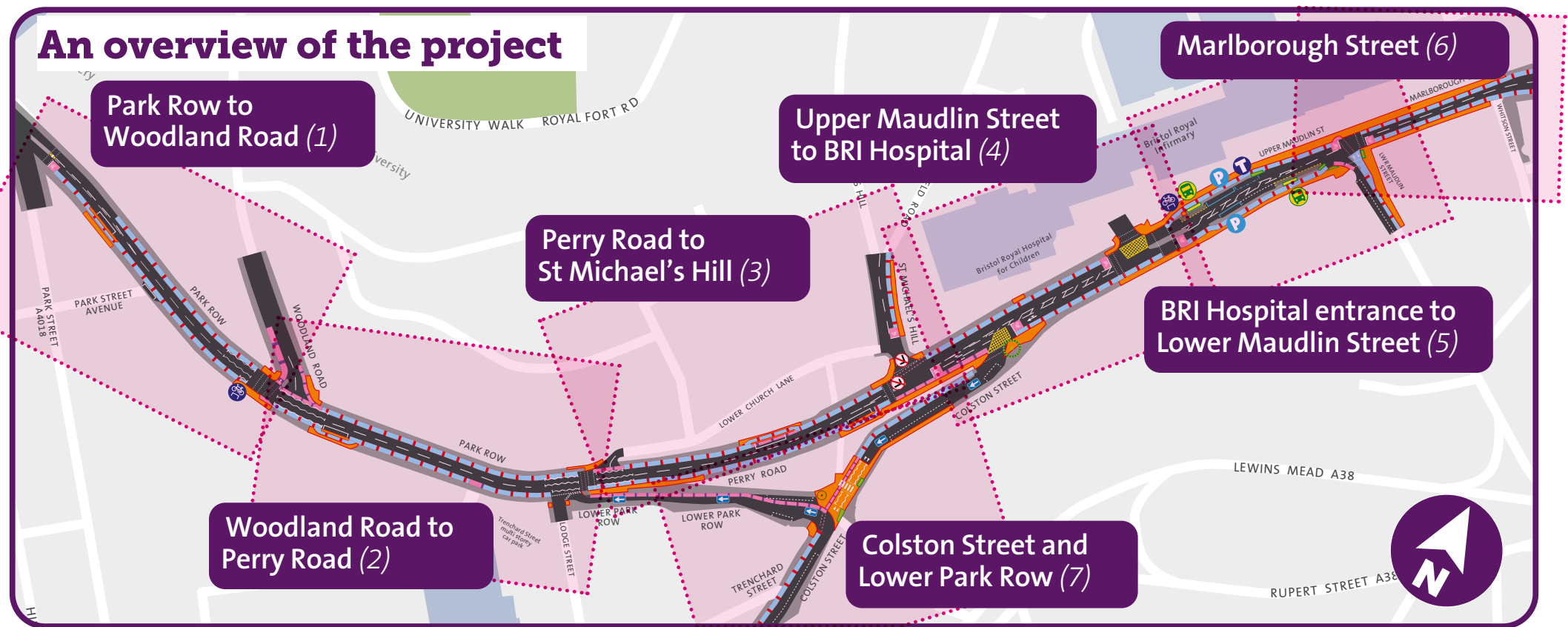
Construction work started in March 2024 on the scheme to:

- upgrade cycle lanes and other cycle infrastructure
- upgrade crossings and other pedestrian infrastructure
- upgrade traffic signals and crossings
- create loading and disabled bays

The work will:

- make it easier and safer to walk and cycle
- manage traffic flow and reduce pollution
- encourage more sustainable travel in the area

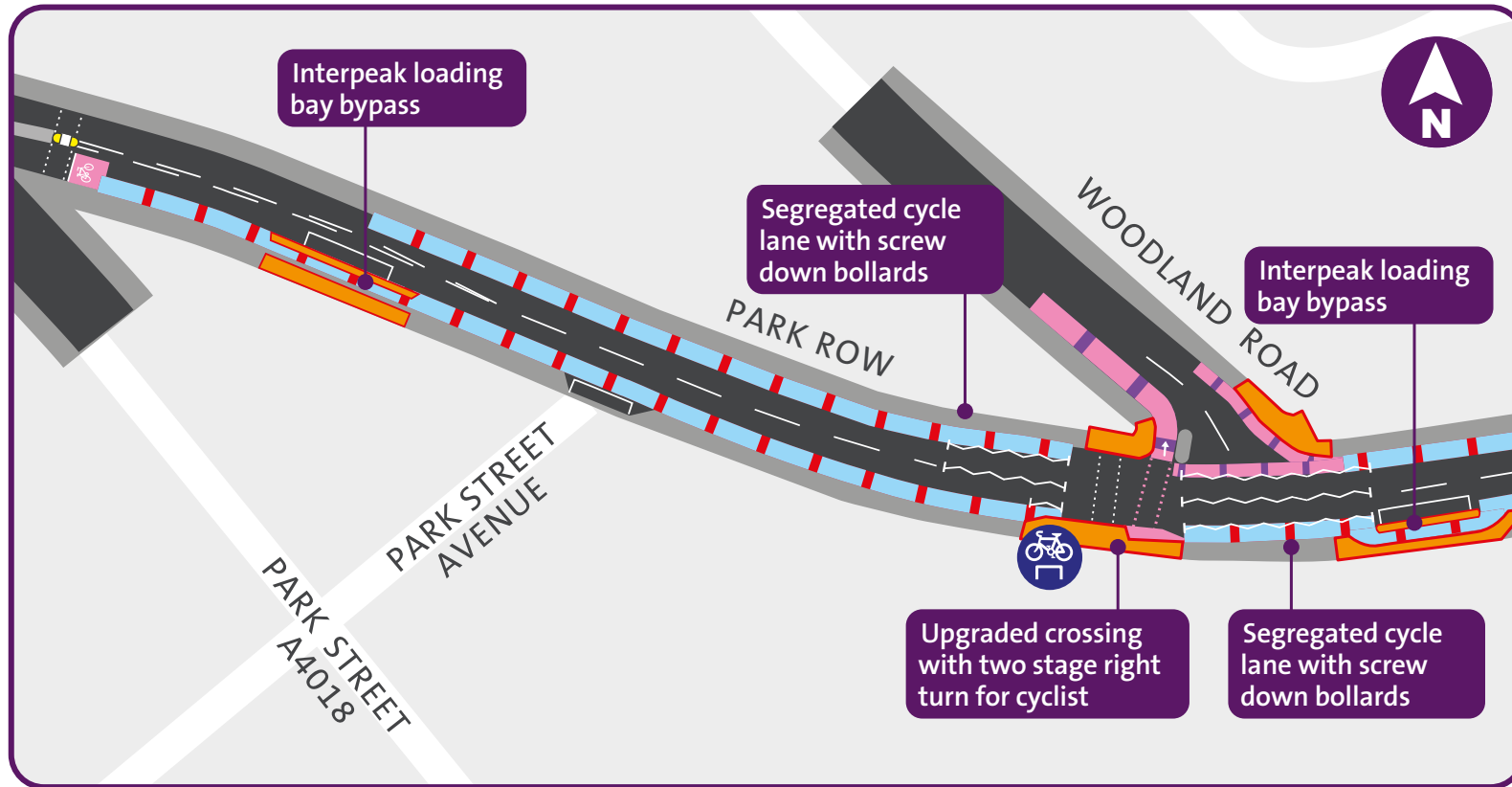
The scheme is expected to be completed in early 2025.









Please note that the designs are for visualisation purposes only and may be subject to minor changes.

You can keep up to date with the project at www.bristol.gov.uk/parkrow

1. Park Row to Woodland Road



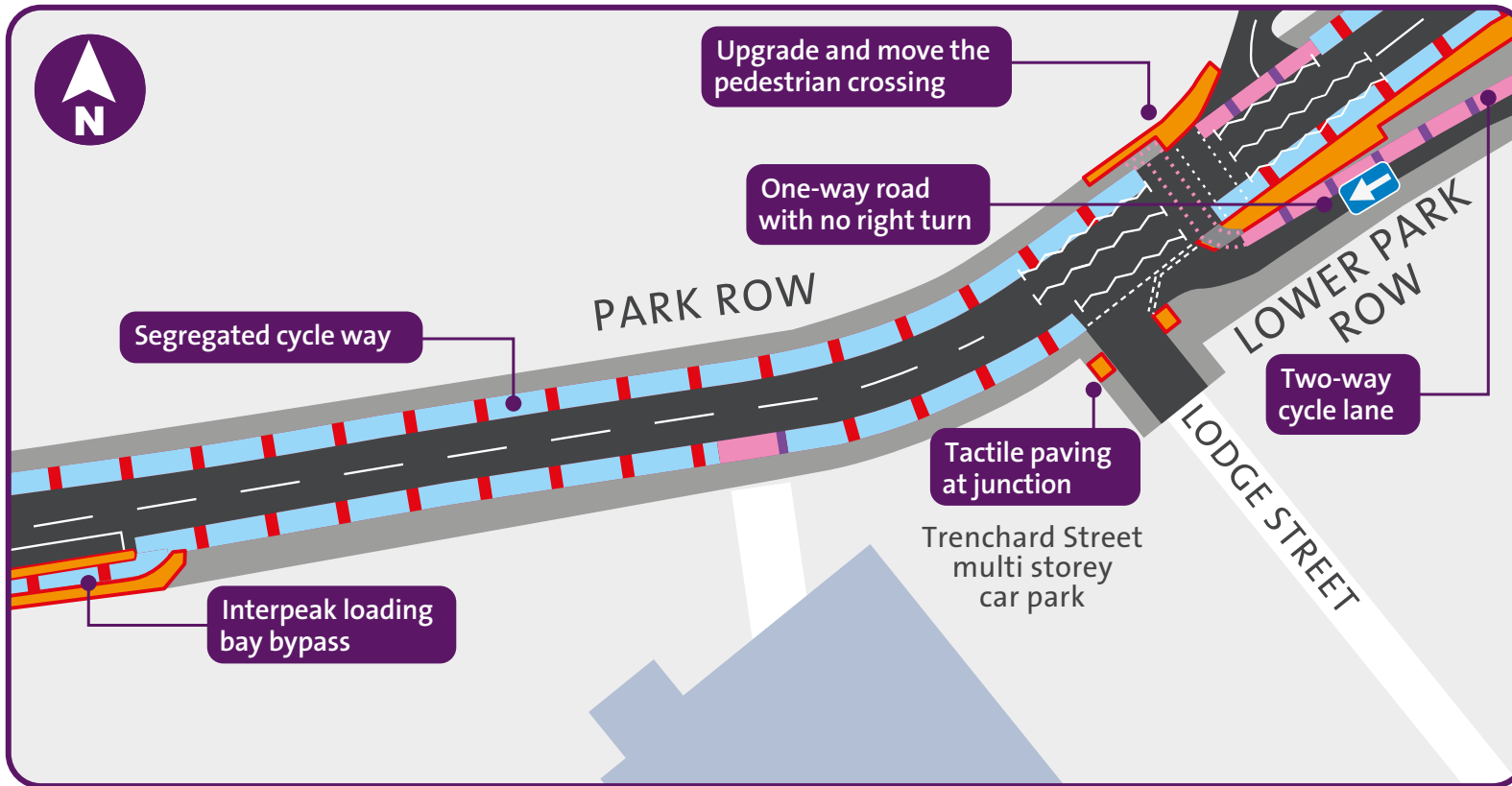
Key

-  Change/upgrade to pavement
-  Loading bay
-  Cycle lane with advanced stop line
-  Segregated cycle way
-  Cycle crossing
-  Pedestrian crossing







We are creating an interpeak loading bay bypass outside of 68 to 70 Park Row. This is a raised kerb cycle track that runs between the pavement and loading area.

The cycle lane will be made permanent and we are replacing the informal crossing points at Woodland Road with a signalised crossing that separates pedestrians and cyclists as well as adding a pedestrian island where Woodland Road meets Park Row.

2. Woodland Road to Perry Road



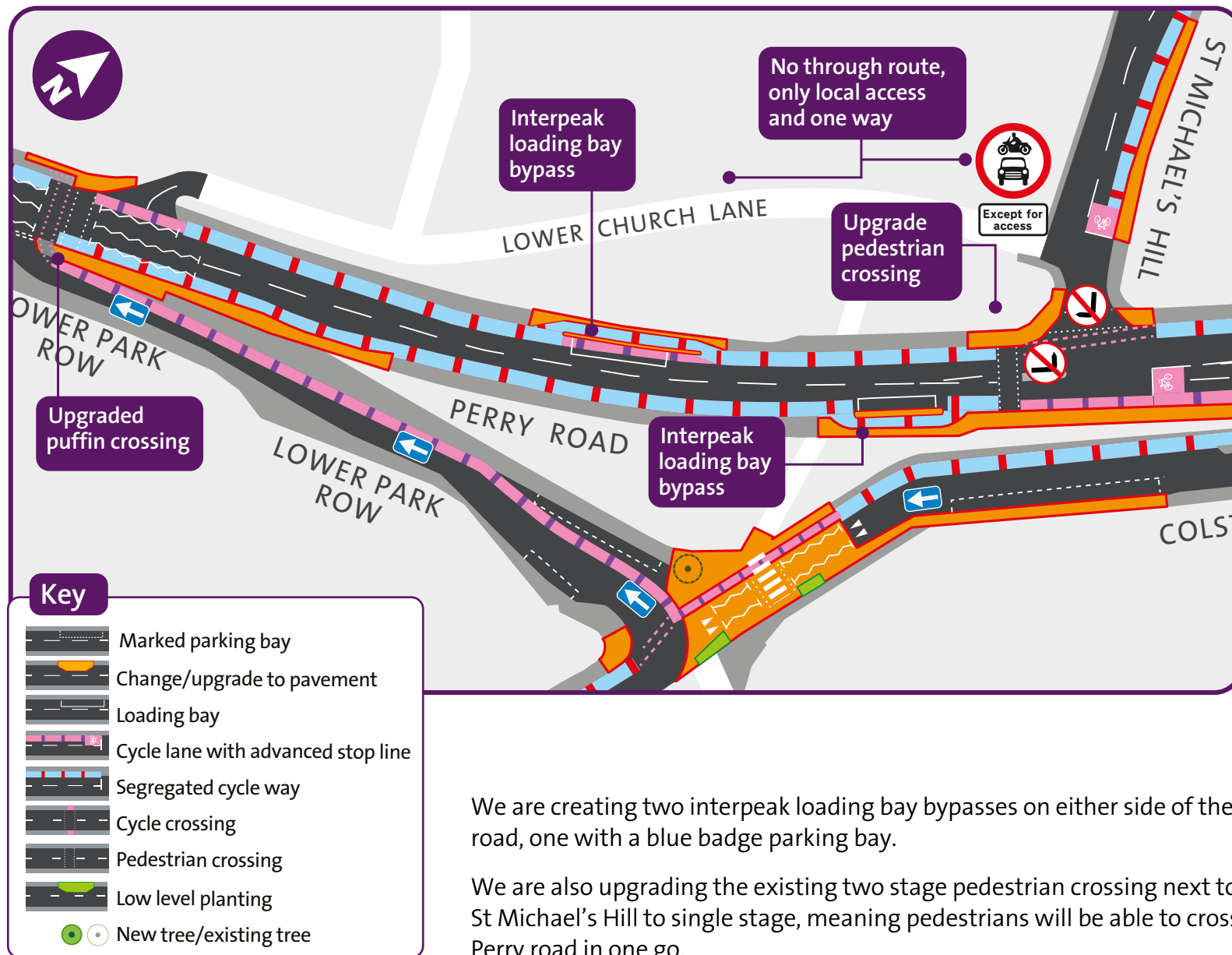
Key

-  Change/upgrade to pavement
-  Loading bay
-  Cycle lane with advanced stop line
-  Segregated cycle way
-  Cycle crossing
-  Pedestrian crossing

We are creating an interpeak loading bay bypass outside 28 to 30 Park Row. This is a raised kerb cycle track that runs between the pavement and loading area.

We are also upgrading and moving the pedestrian crossing next to Trenchard Street car park to the junction of Lower Park Row

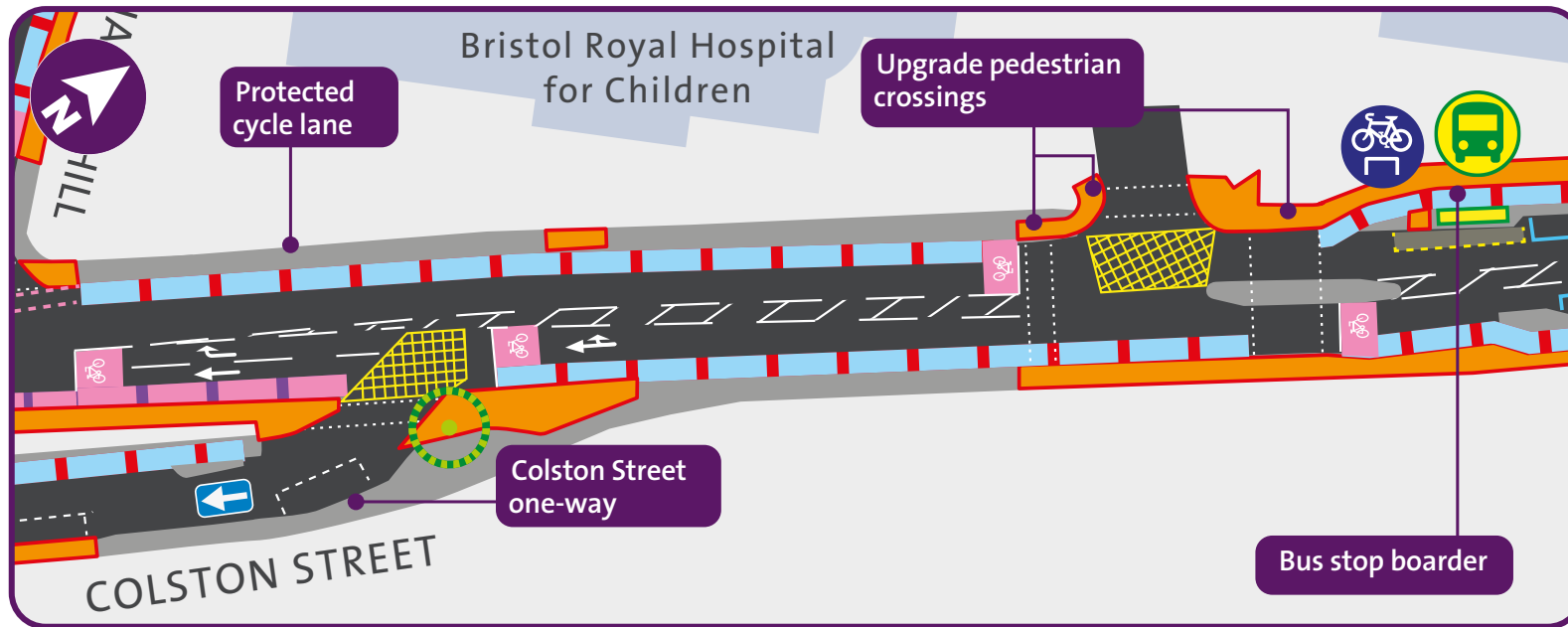
3. Perry Road to St Michael's Hill









We are creating two interpeak loading bay bypasses on either side of the road, one with a blue badge parking bay.

We are also upgrading the existing two stage pedestrian crossing next to St Michael's Hill to single stage, meaning pedestrians will be able to cross Perry road in one go.

4. Upper Maudlin Street to BRI Hospital



Key

-  Marked parking bay
-  Disabled parking bay
-  Bus stop/shelter
-  Change/upgrade to pavement
-  Loading bay
-  Cycle lane with advanced stop line
-  Segregated cycle way
-  Cycle crossing
-  Pedestrian crossing
-  New tree/existing tree

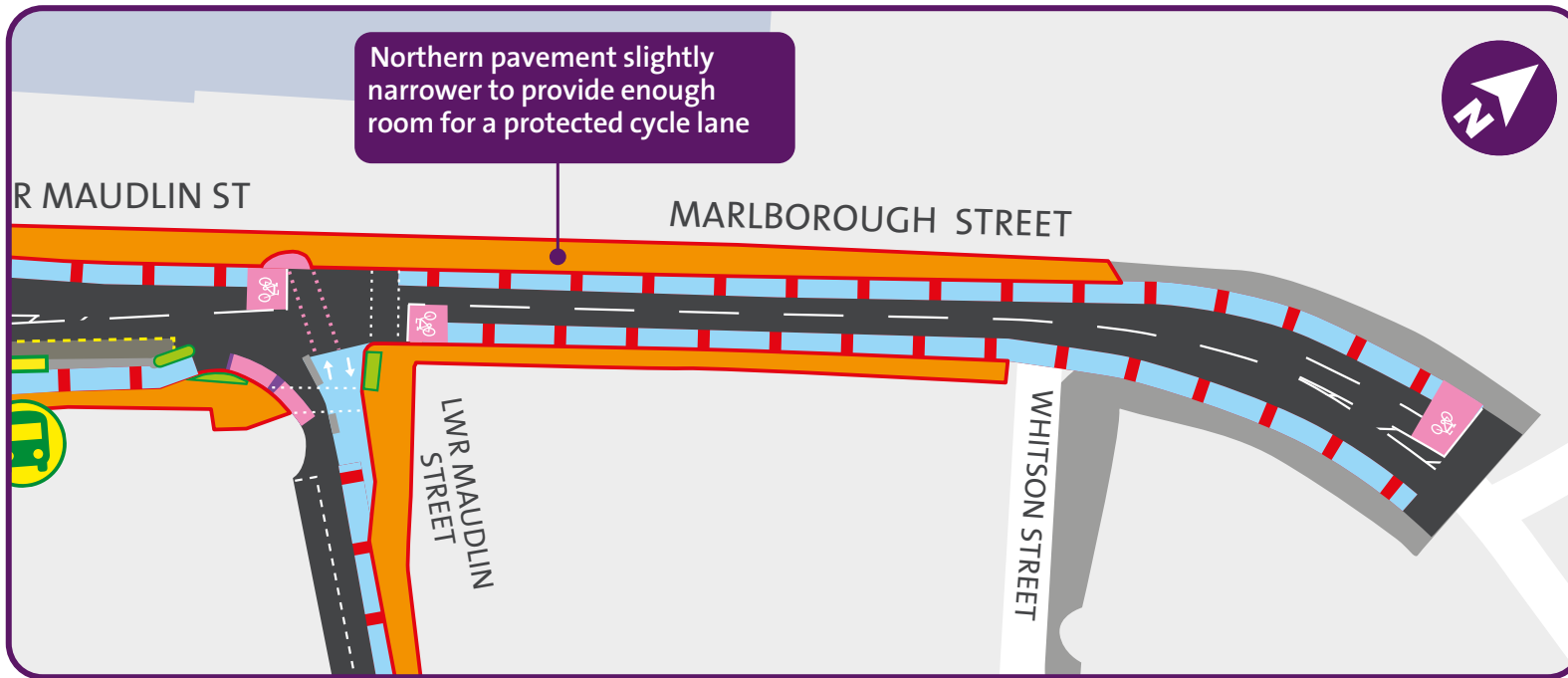
We are modifying the central reservation so a continuous protected cycle lane can be put in for people cycling towards The Triangle.

We are making Colston Street one-way southbound to the junction of Lower Park Row.

There will be an 'early release' for cyclists at Upper Maudlin's junction with Colston Street, meaning the lights will go green first for cyclists.

We are upgrading the pedestrian crossings outside the BRI Hospital, including more crossing points, removing the guard rail, and widening the crossing point so pedestrians can cross the road without stopping in the middle.

6. Marlborough Street



Key

- Marked parking bay
- Bus stop/shelter
- Change/upgrade to pavement
- Cycle lane with advanced stop line
- Segregated cycle way
- Cycle crossing
- Pedestrian crossing
- Low level planting

We are making the segregated cycle way permanent on both sides of the road.

7. Colston Street and Lower Park Row



We are making Colston Street one-way from the junction of Upper Maudlin Street to Lower Park Row.

Lower Park Row will be one-way northbound from the junction of Colston Street to Perry Road.

We are moving the zebra crossing near to the Christmas Steps and there will be a cycle way along Colston Street towards Bristol Beacon.