



05 | Next Steps

The Next Steps

This final chapter provides a summery of the study with suggestion for the next steps to be taken in order to improve the Union Canal Towpath based on the study findings. In the following suggestions for next steps for each improvement strategy is outlined, but it is important not to see them only as individual strategies but as a part of a whole improvement strategy for the Union Canal Towpath. Depending on the priority of the strategies it might be that two strategies can be combined (e.g. Surface Improvement and Towpath Width Strategy or Wayfinding & Signage and Placemaking Strategy). The graphic illustrates how the different strategies relate to each other and to the study as a whole.

Place Specific Improvement Strategies

Bridge holes (BH)

There are a series of opportunities to address the pinch point issues at bridge holes via widening the towpath either physically or visually with respect for the width of the water space being a minimum of 4.0m wide:

- Soft widening
- Hard widening
- Intrusive (structural) widening or
- Visual widening

A series of detail design solutions for the bridge holes are to be proposed (based on the above suggestions) and cost acquired. The priority should be of Bridge Hole in CA1-CA5, as these are East of Scott Russell Aqueduct and have a higher level of daily users.

Access Improvements (AI)

Access improvements can have different forms and could be

- Ramps to connect to existing paths
- Steps to connect to existing road/bridge
- Upgrading desire lines and minor paths to official paths by resurfacing
- Wheeling ramps at existing steps
- Ramps to existing footbridges and bridge crossings

A series of detail design solutions for Access Improvements are to be proposed and costs acquired. The priority should be of Access Improvement in CA1-CA5, as these are East of Scott Russell Aqueduct and have a higher level of daily users.

Alternative Routes (AR)

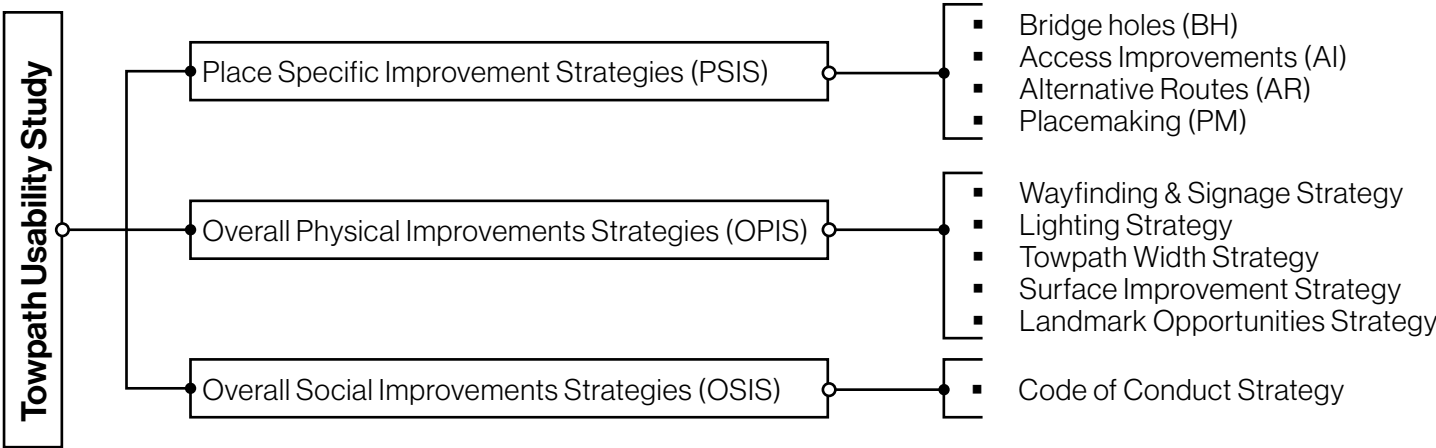
Alternative routes can be introduced through

- Signing to existing alternative routes
- Surface change to lead the cyclists off the main towpath in a smooth curve for later on returning to the main towpath
- Intrusive structural changes

A series of detail design solutions are to be proposed and cost acquired for

- CA2AR1, CA2AR2, CA3AR1, CA3AR2.

Further studies to be conducted for Alternative Routes in CA6-CA8.



The structure of the study

Placemaking (PM)

Placemaking can as an example be in form of

- Seating
- Urban playground
- Lighting features
- Picnic areas
- Surface changes

A detail design strategy and solutions for Placemaking along the tow path are to be proposed and cost acquired.

Overall Physical Improvements Strategies

Wayfinding & Signage Strategy

A detailed design strategy for Wayfinding and Signage are to be proposed and cost acquired. The priority should be on the identified opportunities for additional wayfinding/signage (WS1-12)

Lighting Strategy

A detailed design strategy for Wayfinding and Signage are to be proposed and costs acquired. The priority should be in CA1-CA5, as these are East of Scott Russell Aqueduct and have a higher level of daily users and at access points in CA6-CA8.

Towpath Width Strategy

There are a series of opportunities to make the path wider with respect for the width of the water space being a minimum of 4.0m wide:

- Soft widening
- Hard widening
- Intrusive (structural) widening or
- Visual widening

A detailed design solution for the widening of the towpath is to proposed (based on the above suggestions) and costs acquired.

The priority should be to widen the towpath in CA1-CA5 to 3.0m and widen to 2.5-3.0m in CA6-CA8

Surface Improvement Strategy

In the process of widening the path, there is a good opportunity to resurfaces the bridge holes to smooth surfaces suitable for all users. A detailed design solution for the improvement of the surfaces is to propose and cost acquired, with a priority to incorporate it into the towpath widening strategy.

Landmark Opportunities Strategy

The suggested Landmark Opportunities will need further studies to be conducted before it can be taken to the next stage of detail.

Overall Social Improvements Strategies

Code of Conduct Strategy

A Code of Conduct Strategy for the use of shared paths could be combined with a wider strategy for shared non-segregated. The code of conduct is recommended to be developed and implemented wider than just concerning the Union Canal Towpath. The towpath will offer a great opportunity as a test area for social improvement strategies.

Test Area

The Test Area is a way to pilot the improvement strategies and an opportunity to get further feedback and input from users to make the improvements of the towpath most efficient for the users. The study has identified such an opportunity from Harrison Park to Meggetland, and the details of the test area, what it will include in terms of physical elements, how long it will be live and how it is going to be evaluated are to be decided.

The Test Area is a good opportunity for testing some of the above strategies live before the are implemented throughout the length of the study area.

