To celebrate Bristol being the Green Capital of Europe it is proposed to connect all the City's Green spaces together with popular routes - at least as many as possible. This leaflet shows one of many possible networks of routes which could be adopted by the local community.

Tree lined streets will be the key to extending each Park out into its surrounding communities and in connecting one Park to another. The trees will create attractive routes, cleaner air, cooler conditions, healthier lives and more property value along each corridor as well as being the visual guide from one open space to another.

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Crowndale Road as example of excellent Greenway Route connecting Arnos Vale to Perrett’s Park

Doncaster Road connecting Badocks Wood and Trym Valley with Southmead Hospital in the distance. This bleak approach to the Hospital would really benefit from avenue tree planting

Elton Road approaching Gloucester Road showing the value of just the view of trees in the distance.

Example of just two trees making a large difference in ambience beside Hartcliffe Way

St Luke’s Road from the Banana Bridge to Victoria Park badly needs to be a tree lined avenue

Shakespeare Avenue with generous tree planting around the central route

The mature Avenue, here in Queen Square is a delight to use

Trees planted in the road to break up the ranks of parked cars and leave the pavement open full width

Trees lining new avenue from Filwood Broadway to Hengrove Way gateway crossing

Trees planted in Wellington Road beside the River Frome

BRISTOL GREEN CAPITAL 2015
Greenways Project – linking parks and open spaces

Bishopsworth Circuit
This map can only sketch the possibilities for local people to fill out, and as a framework for careful details of new paths, safe road crossings and attractive planting to green key linking streets.

1. Up the public footpath. This edges the allotments, then onto an unnamed but useful track, which runs north to Ilchester Crescent Open Space. This has fine mature trees and good views of Ashton Court Estate.

2. Here Bedminster Down Road meets with Bishopsworth and Bridgwater roads. There are traffic lights but no pedestrian crossing.

3. Into Bedminster Common Open Space. Mature trees and sweeping views of the city and the gorge.

4. Into Winford Grove. Tree planting on this street would do much to connect the common with the village-style green, which is edged by a school and church.

5. Down Felton Grove and Langford Road, past Bedminster Down school. Then on down Donald and Tugela Roads. All of these roads would benefit from tree planting.

6. Across King’s Head Lane and into Kings Head Lane Park. This park contains a good playground and football pitches.

7. The southern exit and then crossing Vicarage Road leads to the Lakemead Grove parks, the northwestern part of which has a playground and some good trees.

8. This is a quiet road. Tree planting here would provide a green corridor between the green spaces.

9. Highridge Common is a big space full of fine tall grass but not many trees.

10. One option here would be to take Four Acres into the western end of Withywood Park.

11. Withywood Park is large and pleasant, well planted with mature trees and containing several playgrounds and amenities.

12. Suggest raised crossing at the intersection with Huntingham Road.

13. The connection from Withywood park to Gatehouse Avenue open space is almost there. Negotiation through this housing development would be very useful, given the alternative is to get onto the busy Queens Road.

14. Gatehouse Avenue Greenspace is a treelined path between playing fields. It becomes quite open and could be improved with some tree planting.

15. A crossing over Hareclive Road into Whitland Road Open Space is needed here. Whitland Space is sandwiched between two busy roads. A line of trees running down the middle would be an improvement.

16. Over the Hengrove Way roundabout via the pelican, onto the footpath and into the wooded Crox Bottom park.

17. This footpath is perhaps the best of several options for connecting Crox Bottom Park to Manor Valley Park. It runs between garden fences horse pastures and comes out in Headley Lane.
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Crowndale Road as example of excellent Greenway Route connecting Arnos Vale to Farnett's Park

Doncaster Road connecting Badocks Wood and Twyn Valley with Southmead Hospital in the distance. This bleak approach to the Hospital would really benefit from avenue tree planting

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BRISTOL GREEN CAPITAL 2015
Greenways Project - linking parks and open spaces

Around Whitchurch
A mostly road-free route from the south west of the former airfield and now huge Hengrove Park and the dramatic hills at the edge of the city. This provisional map highlights some key points for the suggested greenways in this area. This map can only sketch the possibilities for local people to fill out, and as a framework for careful details of new paths, safe road crossings and attractive planting to green key linking streets.

1. Starting at Hengrove Play Park through Hengrove Park on the new footpaths. Into the new leisure centre and hospital complex. This is an impressive development although a number of restrictive fences prevent access to the grassy areas. The pavements would benefit from widening.

2. Alternative, off road route follows a line of fine poplar trees until Whitchurch Lane. Cross and by circumnavigating a large office development it is possible to walk beneath trees to the intersection with Hawkfield Road. This route would connect well with our proposed Hengrove roundabout connection and the schools.

3. Link via Hartcliffe Way roundabout can run either side of the new road crossing. Largely an open space.

4. Along The Blvd. Over a pelican at Whitchurch Lane. This new road leads to the primary school and benefits from trees planted on adjacent private land.

5. Onto the impressively mature tree-lined but busy Bishport Avenue. A crossing is needed here particularly given the closeness of the school.

6. A public footpath runs down Valley Walk, following the stream. It is pleasant, well-used space lined with mature trees.

7. Into Pigeon House Stream Open Space. This is a good rolling piece of parkland, hills of Dundry ahead and a sense of the city below and behind.

8. Across Bishport Avenue. A raised crossing here would improve this route.

9. Continue on through the open space via this overgrown footpath.

10. Here the parkway is interrupted by private land and it is necessary to cut across Mellent Avenue.

11. Through the amenity area, which becomes Crosscombe Drive open space.

12. The footpath now cuts through Wilmott Park crossing a number of quiet roads, all of which would benefit from raised crossings and correctly fitted cycle gates.

13. Beneath Hengrove Way and via a wide crossing onto the Malago Greenway and into Crox Bottom.

14. See Bishopsworth Circuit.
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1. The kink around Bedminster station and the entranceway to the station itself could be improved by dropping down into the entrance ground to the station directly from the park, rather than going around via road.

2. West from Victoria park. Join the Malago Greenway. Through the well-used Cotswold Road Open Space.

3. The greenway skirts the steep St John’s Burial Ground. An option here would be for a footbridge to cross the Malago and enter the north east of this small park. This would be a useful cut through for all of windmill hill and would make use of this attractive park. Several tress have been recently planted here.

4. Here the Malago path crosses St Johns Road at a pelican. Staying on St John’s Lane takes you in Francis Road Open Space, which is bad against the busy St John’s Lane has some fine trees.

5. Staying with the Malago path both Marksbury and Brixham road open spaces have abundant newly planted trees and playground facilities.

6. Hundreds of steps take you up through Novers Common, rewarded with knockout views of west Bristol and the suspension bridge.

7. Into the health park, lots of amenities including and cafe, exercise kit and a playground. Good footpaths heading east to Knowle/Brislington.

8. Glyn Vale open Space offers fine views toward Victoria Park. A lighted public footpath continues east into Wedmore Vale but this route heads south and uphill.

9. Around the quiet streets of Knowle West, any of which would benefit from tree planting.

10. Flwood Broadway almost resembles a village green and has newly planted trees. Good views of Flwood park and Dundry beyond.

11. There are newly planted trees in Flwood Park leading to in-development gateway to Hengrove park.

12. Into the large Hengrove Park. Wide open space and lots of trees. An important park in this part of the city.

13. Toward the western edge past Hengrove play park, skate park and cafe. And the new and well planted leisure park.

14. Follow the footpath round. A lovely line of trees heads south to Whitchurch Lane or continue west through this old dumping ground, which is now pleasant and tracked with dirt bike trails.

15. And emerge through the fence somehow by the quite green nexus that is Hartcliffe roundabout.

16. Straight across, between the roundabout and the commercial estate is a tract of well tred green land that would make for a good connection to Crox Bottom green space.

17. Through Crox Bottom Green Space to emerge on Hartcliffe Way. Straight across to join the footpath back toward Novers Common. This would have to be negotiated but would make for a useful green artery and avoid the current cycle route along the bottom of Hartcliffe Way.

18. Alternatively, head straight down the Hartcliffe Way section of Malago Greenway. This is quite exposed to the busy main road. A better route would be to exit the west of Crox bottom and make for Manor Park.
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Ashton Park is one of Bristol's flagship areas. The paths to be built alongside the Metro route will give Ashton Ride a direct link to the Park.

Greville Smyth Park and the riverside form the entrance to central Bristol.

The Town Green can be achieved as a popular open space serving Ashton Vale.

The now greened former brickworks/tip offers a huge space with great views towards Ashton Park.

The South Bristol Crematorium and Cemetery has wide views over Bristol and could be drawn into any network of routes.

Yewtree Farm is the largest remaining working farm in Bristol's boundary. Its open slopes and peacefully grazing cattle are a great asset to the city.

Highridge Common is almost as high as the Downs and serves as a starting point for numerous walking routes up the Dundry slopes.

The Festival Way overlooks open farmland.

This crucial link can have a good deal of open space associated with it.

The guided Busway could be backed with trees, and grassed down its centre as in Cambridge. As vehicles will only be occasional it could become quite an attractive corridor.

Over this section of the guided bus route the path is to be set well back from the road. It could be separated by trees and look out over the Town Green.

The footpath routes follow the field edge and there will be no reason for pedestrians to pick up the cycletrack adjacent to the new road which will be hardly pleasant to use. It would be better if cyclists could also follow this attractive alignment but this would require a careful zigzag section to get up the edge of the hill at 1:15.

A crossing of the A38 is needed to pick up the existing footpath to Highridge Common.

The existing path below the Cemetery could be developed as a shared use route, and be built to rise up at an easy gradient to reach the large field below Bedminster Down. An attractive route would be via the Cemetery road. This would require a new locked gate for when the Cemetery is closed.

This attractive space is cut off from Bedminster Down by the A38. At least two crossings are needed together with convenient linked paths.

The planned Link Road could be the chance to connect up a number of large open spaces on the southeast of Bristol. Although there are public footpaths in this part of the city and it is possible to walk from the Dundry slopes to Ashton Park, a promenade route would open up this area to a great many more people and give them easy access to large open spaces on their door step.

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Penpole Wood and Kings Weston Hill form a magnificent ridge overlooking the Avon and Trym Valleys. The Green Links here would connect the local communities to these memorable places by continuous attractive routes. 

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1. Penpole Wood and the open field in front of Kingsweston House.
2. Existing bridge over the main road to the Blaise Castle Estate.
3. A Trym Valley path could be made all the way from the Blaise Estate to reach the Avon at Sea Mills.
4. This section of the riverside is a wide space which feels utterly remote. The informal path connects under the railway and squeezes past Horseshoe Point with its extensive views before reaching Woodwell Road bridge back over the railway.
5. Once past the old ferry slip there is a formal riverside path to Avonmouth.
6. These on road connections need to be planted with avenue trees connecting small pieces of open space including St Mary’s Recreational Ground so as to make a continuous route from the riverside to Penpole ridge.
7. The public footpaths across Shirehampton Park Golf Course are wonderful links. Some careful design would make them far more popular without inconveniencing the club and its golfers. Central islands at the very least are required to ease the difficult crossing the Portway.
8. This riverside path could be extended to reach the way up to the Downs at Black Rocks.
9. Links overlooking Old Sneed Park could connect direct through to the riverside.
10. Canford Cemetery offers a quiet connection through to the Coombe Dingle Sports Complex and Ebenezer Lane for an attractive loop back to the Trym Valley path.
11. It is only the motorway traffic noise which mars this green corridor to Lawrence Weston.
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This network links together the popular Railway Path and the River Avon towpath via a series of local parks and open spaces. These open spaces are close to a large and densely populated section of the City which would enjoy attractive routes to these nearby facilities.

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1. The River Avon has good paths both sides over this first section.
2. Netham Park has an elevated position and could host a number of radiating routes.
3. A link by the busy Netham Road needs avenue trees for a link to Avon View Cemetery.
4. This cemetery had some magnificent views from its quiet paths. These are now mostly grown over and two or three need to be opened out and provided with seats for people to enjoy the vista. Although it is only open during daylight hours the Cemetery has no effective fences and the main path could possibly be opened longer?
5. Old tracks and lanes down to the river – Strawberry Lane and Lamb Lane recall the rural hinterland of the earlier city.
6. Trooper’s Hill is partly formed from the industrial processes which took place in Crew’s Hole below. New paths could be made to provide easy links to ongoing routes.
7. Richmond Road would make the most direct route between Avon View Cemetery and St. George’s Park.
8. The Park is arranged around a bowl in the valley which gives it a feeling of great space. The linking paths could be further planted as promenades and connections in all directions treated as extensions of the Park itself.
9. Streford Street is already signed as a connection via a Whitehall Road crossing.
10. The Johnson’s Lane link past the primary school looks out over playing fields.
11. The railway path is a thin self contained corridor of green despite being in such close proximity to so many streets. It passes through Queen Square Park and crosses the main line railway at Easton.
12. There are a maze of paths in and around the hidden Russell Town Park.
13. These quite long road links at Barton Hill need to take advantage of every fragment of green space available as well as creating more through careful tree planting.
14. The Feeder Canal’s wide pavement could be enhanced further with tree planting along the bank of the Cut.
15. A link via the Showcase Cinema complex provides a loop to the river as well as connections away to the south of the City.
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BRISTOL GREEN CAPITAL 2015
Greenways Project; linking parks and open spaces

The Railway Path and the River Frome loops via Eastville Park, Greenbank Cemetery, Mina Road Park and Lawrence Hill

This series of loops connect the railway path with the Frome Valley at Eastville Park and links St. Werburgh’s and Lawrence Hill into both.

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1. The railway path runs in a clearly defined green corridor linking numerous open spaces and parks together. A new link is required from the redevelopment of the chocolate factory to Greenbank Road.

2. Green Bank Cemetery is a spacious and quiet place. Maybe its main thoroughfare could be marked out with avenue of trees.

3. The Royate Hill Railway Viaduct gives striking views over the city and careful work at either end of its embankments would make it a useful route.

4. Clay Bottom leads to the high embankment of the railway path where a connection would be valuable.

5. This connection to the Park should be treated as an extension of the Park.

6. Eastville Park is a wonderful open space in the City, and one which heads down to the River Frome.

7. This is a good example of making a good connection via fragments of existing green space, in this case to Stapleton Road.

8. There are opportunities for the planting of a few trees in strategic locations which would go a long way to soften this harsh motorway undercroft.

9. Although the former railway has long gone, traces of its passage can be followed and enhanced to a greenway route to the footbridge over the mainline railway.

10. Narrow Ways Nature Reserve is adjacent to this path which itself has all of this old railway embankment as a green backdrop.

11. Mina Road can be treated as an extension of Mina Park and planted with avenue trees its full length.

12. Crossing the M32 is never going to be easy but a trail of green spaces helps.

13. The Frome suddenly emerges into open views again and the Riverside Park does it full justice.

14. The Connection through the Lawrence Hill Roundabout has a number of open spaces which could be linked together to make a memorable link.

15. The railway path is a thread of green and even where it is the narrowest of slivers between industrial areas the buddleia hedge and raised embankments views make it a welcome space.

Wellingtong Road and Wade Street open link
Greenbank View looking towards Stapleton Road
Link at Ives East Gate road
Mina Road with adjacent trees
View of Bristol and Bath railway path
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Doncaster Road connecting Badocks Wood and Trym Valley with Southmead Hospital in the distance. This bleak approach to the Hospital would really benefit from avenue tree planting

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Example of just two trees making a large difference in ambience beside Hartcliffe Way

Trees lining new avenue from Filwood Broadway to Hengrove Way gateway crossing

Trees planted in Wellington Road beside the River Frome
This note covers a typical section of the Green Capital’s Greenway Project to link up the city’s Parks and open spaces with attractive walking, and sometimes cycling routes. Where links have no choice but to run along connecting roads it is envisaged that these will be planted with avenue trees to “draw” the Park out into its local community as well as to provide an attractive thread from one park to another. As well as street planting care if needed to give direct and convenient crossings of each main road. These will preferably be “zebras” so that the pedestrian has the right of passage on these Greenway links.

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1. Queen Square can be considered the central green space in Bristol and one from which a number of routes radiate to all quarters of the City.

2. Brunel Mile continues to be enhanced with priority crossings and planting. This leads to the small Great Freshfield open space which provides a significant relief to the traffic on the adjacent main road.

3. Existing zebra crossings provide a welcome priority at this busy junction.

4. The Quakers Burial Ground is a tranquil backwater which is little used. It could be remodelled to allow a through path emerging via steps to the Redcliffe Hill crossing. In the longer term it is to be hoped that any development of Redcliffe Wharf provides a direct link, and a vista to the water beyond.

5. St. Mary Redcliffe is a forest of stone and a route across the Nave from the North Porch to the south to emerge into the churchyard gardens is a particular highlight of this greenway.

6. Dr. White’s Close is a particularly barren section of concrete which badly needs avenue trees to frame the approach to St. Mary Redcliffe.

7. Somerset Square could well be planted with a copse of trees and the rather arbitrary open spaces running down to Clarence Road all have real possibilities of reconstructing a wider path with avenue trees.

8. “Banana” Bridge provides for a good crossing of the New Cut, and will link with the Clarence Road promenade.

9. St. Luke’s Road needs trees in a big way to take the link to Victoria Park. Through the long railway underpass murals of parks and trees would also help with maintaining continuity.

10. Victoria Park is a wonderful open space with tree lined walks. If a cycle route is built via the Park – to Wedmore Vale and Hengrove, then this should be planted end to end.

11. There is a convenient raised table crossing of Hilview by St. John’s Lane which will need a new zebra crossing, even though there is one nearby at Sylvia Avenue.

12. Both Markgate Street and Fitzgerald Road require street trees to deal with an otherwise very hard built up section. These would be best planted at intervals in the edge of the carriageway so as not to obstruct the footway.

13. Perrett’s Park requires an awkward steep section of Ravenhill Road – trees again – and also a new entrance gateway to do justice to this magnificently sited park with wide views over Bristol, the Clifton Suspension Bridge and Ashton Court.

14. Crowndale Road is all that a greenway could want. It is lined on either side with mature trees and ends with a convenient crossing of the busy Wells Road.

15. Cemetery Road is relived by tree planting in the School, but a few more are required as well as more visible gates in the distance to provide a visual destination.

16. Arno’s Vale Cemetery is a destination in its own right and a number of routes could be devised to give visitors a taste of its extent and interests.

17. The link to Arno’s Court Park is a little too discreet! The path could be improved from the direction of the lower part of the cemetery, and the gate made a little more welcoming. Once through this the park opens out to a wonderful vista spreading away below.

18. The existing Pelican light is well positioned and some thought is needed as to how to make Edward Street a little more welcoming and the sharp link path to the river more visible. At present the street looks as though it is ending in an industrial yard.

19. The suspension bridge crosses the tidal Avon in a particularly green section. A link to the Paintworks and its café would be welcome.

20. Although Sparke Evans Park has lost its famous rose gardens apparently free of disease on account of pollution – it remains a tranquil oasis in a largely industrial area, and connects each way to the St. Philip’s walkway along the Avon.

21. This section of riverside path is almost as “natural” riverbank as can be realised in an inner city and improvements to the path should be kept low key.

22. King’s Park Avenue is all that is left of the King George V Playing Fields. Somehow this Greenway needs to take the opportunity of recalling this ground set up in memory of a popular King.

23. The existing zebra crossing is well positioned, and there are plans for a new footbridge over the Feeder to link the Herepath Street open space. If this is incorporated into the main greenway route then it should become a popular space on the banks of the Feeder.

24. Netham Park is another large open space which could host a number of new paths to put it centrally on people’s everyday journeys. From here the riverside path reaches through to Conham and Keynsham and a link to Avon View Cemetery and St. George’s Park would connect through to the Railway Path.
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Trees planted in Wellington Road beside the River Frome

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BRISTOL GREEN CAPITAL 2015
Greenways Project – linking parks and open spaces

A Queen Square, Victoria Park, Dame Emily Park & Harbourside Circuit
This note covers a typical section of the Green Capital's Greenway Project to link up the City's Parks and open spaces with attractive walking, and sometimes cycling routes. Where links have no choice but to run along connecting roads it is envisaged that these will be planted with avenue trees to "draw" the Park out into its local community as well as to provide an attractive thread from one park to another.

As well as street planting care if needed to give direct and convenient crossings of each main road. These will preferably be "zebras" so that the pedestrian has the right of passage on these Greenway links. As well as street planting care if needed to give direct and convenient crossings of each main road. These will preferably be "zebras" so that the pedestrian has the right of passage on these Greenway links.

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1. Queen Square can be considered the central green space in Bristol and one from which a number of routes radiate to all quarters of the City.
2. Brunel Mile continues to be enhanced with priority crossings and planting. This leads to the small Great Freshfield open space which provides a significant relief to the traffic on the adjacent main road.
3. Existing zebra crossings provide a welcome priority at this busy junction.
4. The Quakers Burial Ground is a tranquil backwater which is little used. It could be remodelled to allow a through path emerging via steps to the Redcliffe Hill crossing. In the longer term it is to be hoped that any development of Redcliffe Wharf provides a direct link, and a vista to the water beyond.
5. St Mary Redcliffe is a forest of stone and a route across the Nave from the North Porch to the south to emerge into the churchyard gardens is a particular highlight of this greenway.
6. Dr White’s Close is a particularly barren section of concrete which badly needs avenue trees to frame the approach to St Mary Redcliffe.
7. Somerset Square could well be planted with a copse of trees and the rather arbitrary open spaces running down to Clarence Road all have real possibilities of reconstituting a wider path with avenue trees.
8. “Banana” Bridge provides for a good crossing of the Cut, and will link with the Clarence Road promenade.
9. St Luke’s Road needs trees in a big way to take the link to Victoria Park. Through the long railway underpass murals of parks and trees would also help with maintaining continuity.
10. There are a number of attractive routes through Victoria Park, but this one climbs up high for the view.
11. The exit from the Park needs a wider footway along the whole length of Fraser Street to reach Windmill Hill, some tall trees planted in the Station forecourt area, the palisade railings removed, and some green murals under the railway bridge.
12. Dalby Avenue open space takes the path through to the main road.
13. These two fragments could be planted up to soften the harsh road around the existing toucan crossing. Little Paradise is a lovely name and careful tree planting will help it live up to its name.
14. St John’s Churchyard would make for an alternative but for the very narrow footway on the main Malago Road.
15. The East Street crossing already has some attractive seats and planters.
16. Warden Road needs trees to extend Dame Emily’s Park to East Street.
17. The zebra crossing needs to be shifted to line up with the park entrance and the fragment of land opposite planted as a continuation of the park with a path running through it.
18. The Park has a mature avenue of trees running down the east side although unfortunately the playground fence has been set hard against it. This should be moved back a couple of metres and trees planted to complete the avenue. Extend this to emerge as far to the east as possible.
19. Plant trees all through to Cumberland Road.
20. Gaol Ferry Bridge over the tidal Cut, and the planned new avenue through to M Shed will make this a memorable section of the route.
21. The Harbourside is already a popular promenade and not much else needs to be done to enhance it, except that the rough cobbles outside the Arnolfini could benefit with a smoother way defining the actual route.

### Summary of Distances

<table>
<thead>
<tr>
<th>Distances</th>
<th>In Parks</th>
<th>Through open spaces</th>
<th>On dedicated pedestrian routes</th>
<th>Along roads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total 3.8kms</td>
<td>1300m</td>
<td>900m</td>
<td>500m</td>
<td>1100m</td>
</tr>
</tbody>
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